



**Metropolitan Transportation Authority**

# **Meeting of Metro-North and Long Island Committees**

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## **February 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**

**A. Saul**

**V. Tessitore, Jr.**

**C. Wortendyke**



## **MEETING AGENDA**

### **METRO-NORTH/LONG ISLAND COMMITTEES**

**February 27, 2012 – 8:30 a.m.**

**347 Madison Avenue**

Fifth Floor Board Room  
New York, NY

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<b><u>AGENDA ITEMS</u></b>	<b><u>Page</u></b>
PUBLIC COMMENTS PERIOD	
APPROVAL OF MINUTES – JANUARY 23, 2012	4
2012 WORK PLAN	13
<b><u>AGENCY PRESIDENTS'/ CHIEF'S REPORTS</u></b>	
LIRR Report (No material)	
MNR Report (No material)	
MTA Capital Construction Report	19
MTA Police Report	23
<b><u>AGENCY INFORMATION AND ACTION ITEMS</u></b>	
1. LIRR INFORMATION ITEMS	30
• February Timetable Change	31
• Adopted Budget/Financial Plan 2012	33
• 2011 Annual Operating Results	61
• Annual Strategic Investments & Planning Study	68
2. MNR INFORMATION ITEMS	105
• Adopted Budget/Financial Plan 2012	106
• 2011 Annual Operating Results	133
• Annual Strategic Investments & Planning Study	141
<b><u>PROCUREMENTS</u></b>	166
1. LIRR Procurements	
• Non-Competitive - none	
• Competitive	170
• Ratifications - none	
2. MNR Procurements	
• Non-Competitive - none	
• Competitive	171
• Ratifications	176

3. East Side Access Procurements

- Non-Competitive - none
- Competitive
- Ratifications - none

172

**AGENCY REPORTS ON OPERATIONS, FINANCE, RIDERSHIP AND CAPITAL PROGRAM**

1. LIRR

- Operations
- Finance and Ridership
- Capital Program

177

189

213

2. MNR

- Operations
- Finance and Ridership
- Capital Program

215

225

253

**Date of next meeting: Monday, March 26, 2012 at 8:30 AM**

**Minutes of the Regular Meeting  
Long Island Committee  
Monday, January 23, 2012  
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. Norman Brown  
Hon. Ira R. Greenberg  
Hon. Jeffrey A. Kay  
Hon. Susan G. Metzger  
Hon. Charles G. Moerdler  
Hon. Nancy Shevell  
Hon. Vincent Tessitore, Jr.  
Hon. Carl Y. Wortendyke

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

**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 Sedore called the joint meeting to order.

There was one public speaker. Murray Boden shared his views on the necessity of opening Bronx railroad stations contemporaneously with the future opening of the East Side Access Project.

Upon motion duly made and seconded, the minutes of the December Committee meeting were approved. Upon motion duly made and seconded, the Committee voted to go into Executive Session to discuss items regarding proposed, pending or current litigation and the employment of corporations. Board members Kaye and Shevell were not present for these votes. Following discussion in Executive Session, the Committee voted to go back into open session.

**METRO-NORTH RAIL ROAD**

President Permut reported that both Railroads will be presenting a formal, written Pledge to customers for the provision of safe and reliable service. The Pledge informs customers of what to expect during a service disruption, making clear what steps will be taken to provide alternative transportation, maintain customer comfort and ensure that communications with customers remains a top priority. The Pledge also provides for a waiver of the \$10 refund processing fee whenever a service suspension is posted on the MTA website. The Railroads worked closely with their Commuter Councils to codify their long-standing commitment to safety, reliability and excellent customer service. Copies of the Pledges will be distributed on trains and at stations in the form of posters and on-seat flyers. The Pledge will also be posted on the website and at stations. The Railroad Presidents indicated that emergency water bottles will be placed on trains for the crew to distribute during emergencies. On behalf of the Commuter Council, Board Member Blair thanked Metro-North and Long Island Rail Road for their efforts in instituting the Pledge to customers. Additional comments by President Permut and Board Members are contained in the minutes of Metro-North Railroad of this day.

**MTA LONG ISLAND RAIL ROAD**

President Helena Williams also noted the hard work that went into preparing the two Pledges for the Railroads. She thanked Mark Epstein and Bill Henderson for their good work on communicating with their members on this Pledge. She also thanked Donna Evans and Joe Calderone for their efforts in moving this effort forward and stated that she is looking forward to honoring the commitments of the Pledge.

President Williams next discussed LIRR ridership for 2011. Ridership decreased slightly, going from 81.4 million rides in 2010 to 81 million rides in 2011. President Williams was pleased to note that a positive trend developed in the four consecutive months ending the year, during which time ridership increased by 2.2% over the same period of last year. She noted that LIRR ridership trends were linked to the economy of Long Island, which has not regained its pre-recession status. The question, she noted, is what do we need to do to re-energize the local economy and what that means for the population in relation to the census numbers. There is concern with regard to population loss in the job market age group. She indicated that LIRR will continue to look at those trends and at the statistics produced by the Long Island Association regarding the economy and that she will keep the Board informed. We hope to see recovery in the economy of Long Island.

With regard to on-time performance, President Williams was pleased to say that LIRR increased on-time performance in 2011 almost a full percentage point over 2010. She attributes this to the dedicated work force at LIRR who worked hard to improve service reliability to customers. She noted the challenges caused by the harsh weather of the preceding winter and other events. Notwithstanding that, LIRR was able to improve on-time performance to 93.7%. LIRR is pleased with the way we handled the holiday crowds and took measures to expedite boarding. LIRR had a record of 169,724 miles average mean distance between failures, which was an improvement over 2010 and which added substantially to fleet reliability. President Williams noted the significant challenges to on-time performance caused by three carriers operating out of Penn Station as a result of which we are all impacted by the others' operations, particularly in the PM. Adding capacity is certainly a challenge for the region and one that LIRR is focused on at Penn Station.

January 23, 2012

Board Member Ira Greenberg echoed comments about the Pledge to customers. He referenced that there was a lot of back and forth with the Commuter Councils and that many suggestions that were made were included. He congratulated LIRR on its on-time performance but stated that Port Jefferson and Montauk Branches are lagging. Other than infrastructure improvements, he asked what else is being done to improve the PM peak, which is the subject of many complaints. President Williams responded that the PM peak is affected when we don't make the Huntington connection. There is a very narrow window of opportunity to make those connections and that is where on-time performance suffers. We are working hard to solve some of our Huntington issues and we continue to monitor our yard activity in Port Jefferson.

Board Member Greenberg asked if Huntington service is affected as well and President Williams answered yes, because there is no yard there. The Ronkonkoma line has the same issue as you come through Hicksville trying to make a diesel connection. Service between Ronkonkoma and Farmingdale is hampered by the fact that this is a single track operation and then from Hicksville to Huntington there is a challenge, as is there from Huntington on out. Board Member Greenberg complimented LIRR on the diesel fleet meeting its 12 month goals.

Board Member Charles Moerdler again noted the problem concerning the number of standees on various branches, which he does not think is acceptable. He noted that this is not the fault of LIRR but of those in government who fail to make available the opportunities to fix this situation. President Williams responded that we are monitoring our service guidelines to make sure that we have the correct level of service. She noted regarding Huntington that it is an issue of actual train space availability because of the way it is constructed there, and we are watching this carefully.

Board Member Moerdler asked if there was anything the Board could do to underscore to the riding public that the problem of people standing has got to be dealt with and, to the extent local government can be of assistance, it is the responsibility of the citizens to awaken the local government. President Williams responded that we are working on that and will continue to update him on those efforts.

Board Member Kay noted that he is disheartened that there is a different customer Pledge for each Railroad. Board Member Shevell agreed with Mr. Kay. President Williams responded that it was important to come to a conclusion to the process and to allow each Commuter Council to recognize their individual characteristics. Board Member Tessitore noted that the operations of the two railroads are different so that the Pledges need to have minor differences. There was discussion on the respective policies of the Railroads with respect to the wearing of name badges by Conductors. Board Member Tessitore asked that the Board understand the challenges that front line crews encounter on a day to day basis.

#### **MTA CAPITAL CONSTRUCTION**

MTACC President Michael Horodniceanu 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 on work in the Manhattan, Queens and Harold areas. He described work on a 120 foot tunnel under Northern Boulevard, as well as Contract 32 work which is proceeding well. He noted that they were able to complete one of the four tunnels in Queens. He described slides showing the TBM launching pad, and a reception pit at the site.

January 23, 2012

**MTA POLICE DEPARTMENT**

Chief Coan reported on specific larcenies and robberies and arrest results. He noted that the MTA Police have increased patrols on trains and at stations and will be handing out crime prevention flyers. In response to a question by Board Member Moerdler, he noted that the MTA Police received approval to hire 24 officers for openings caused by attrition. Details of the MTA Police Department Report are on file with the records of this meeting.

**MTA LONG ISLAND RAIL ROAD**

**Action Items**

Upon motion duly made and seconded, the members of the Committee present recommended to the Board approval of the following action items.

- LIRR/Metro-North 2012 Work Plan
- LIRR and Metro-North Rules of Conduct – Smoking Ban

A copy of the work plan and a staff summary setting forth the details of the Smoking Ban in outdoor areas of the Railroads are filed with the records of this meeting.

**Procurements**

There were no LIRR procurements. President Horodniceanu presented two competitive procurements: a request for approval to award to Perini Corporation a multi-part modification for the fabrication, delivery and installation of nine signal bridges and construction of their foundations; and modifications to Contracts CM009 and CM019 with Dragados USA Inc./Judlau Contracting, Inc. – A Joint Venture, to adjust the scope of work to be performed by the Joint Venture, provide a revised substantial completion date of August 31, 2013, and appropriately incentivize the Joint Venture's achievement of substantial completion by that date.

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

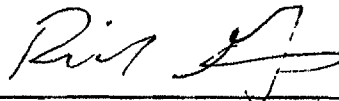
**LIRR Reports on Operations, Finance and Ridership and the Capital Program**

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

**Adjournment**

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

Respectfully submitted,



Richard L. Gans  
Secretary

Minutes of the Regular Meeting  
Metro-North Committee

Monday, January 23, 2012

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. Norman Brown  
Hon. Ira R. Greenberg  
Hon. Jeffrey A. Kay  
Hon. Susan G. Metzger  
Hon. Charles G. Moerdler  
Hon. Nancy Shevell  
Hon. Vincent Tessitore, Jr.  
Hon. Carl V. Wortendyke

Also Present:

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 Sedore called the meeting to order.
2. Public Comments: There was one public speaker.

Murray Bodin of Concerned Grandparents presented remarks regarding the need for work on potential new stations proposed to serve the area between New Rochelle and Penn Station to be planned and executed in a manner that will allow them to be in-service at the time East Side Access is completed.

3. Approval of Minutes - Upon motion duly made and seconded, the members of the Committee present approved the minutes of the regular meeting of December 19, 2011. Board Members Kay and Shevell were not present for the vote.

4. Executive Session:

Upon motion duly made and seconded, the Committee unanimously voted to convene in Executive Session to discuss proposed, pending or current litigation. Thereafter, upon motion duly made and seconded, the Committee unanimously voted to re-convene in Public Session.

5. Agency Presidents'/Chief's Reports

Metro-North President Howard Permut's Opening Remarks -

President Permut presented Metro-North's formal, written Pledge to Customers for the provision of safe, reliable service. The pledge informs customers of what to expect during a service disruption. The pledge also provides for a waiver of the \$10 refund processing fee whenever a Metro-North service suspension is posted on the MTA website. Metro-North worked closely with the New York and Connecticut commuter councils and CDOT to confirm its long-standing commitment to safety, reliability and excellent customer service. Copies of the pledge will be distributed on trains, at stations in the form of posters, on-seat fliers and posted on the Metro-North's website. President Permut noted that emergency water bottles will be placed on trains for the crew to distribute during emergencies.

President Permut noted that Metro-North has received positive feedback on the quiet car program that was expanded to the New Haven Line on January 9, 2012. He reported that the Pt. Jervis Line was returned to full service on January 15, 2012. Work to repair the line's infrastructure will continue through the first half of 2012, but will not disrupt service. Sixty M-8 cars were accepted for service as of December 22, 2011. To date, sixty-six cars have been accepted. The cars comprise 20.7% of the total weekday main line service, over 32% of the total service on Saturdays and almost 29% on Sundays. The Tarrytown Station, an ARRA funded project, is scheduled for completion in the second quarter of 2012. It is anticipated that the new Cortlandt Station will be opening prior to the February Committee meeting.

On-time performance in December 2011 was 98.6%, representing the 7<sup>th</sup> best month in Metro-North's history. Metro-North's system-wide 2011 on-time performance was 96.9%. Overall consist compliance in 2011 was 99%, above the goal of 98.6%. January 14, 2012 was the first 100% on-time performance day in 2012 and the second perfect performance day within a one-month period. Metro-North ended 2011 with the best 4<sup>th</sup> quarter safety record in its history. Metro-North will continue to focus on its Priority One Safety Program. East of Hudson ridership was 1.7% higher in 2011 than in 2010 and the second highest year in Metro-North's history. East of Hudson ridership in December 2011 was 6.4% higher than in the comparable period of 2010 and represented the highest ridership increase in one month since September 2000.

President Permut announced the retirement of Robert Walker and reviewed the highlights of his career. Thereafter, President Permut and Board Member Sedore presented Mr. Walker with a certificate for his 41 years of dedicated service. On behalf of the Commuter Council, Board Member Blair thanked Metro-North and Long Island Rail Road for their efforts in instituting the pledge to customers and suggested that the pledge be published in Mileposts. He stated that it is worth noting the December 2011 Harlem Line on-time performance of 99.2%. The details of President Permut's opening remarks and Board Member comments are contained in the Webcast located at <http://www.mta.info/mta/webcasts/archive.htm>

Long Island Rail Road President Helena Williams' Opening Remarks - During President Williams' presentation, Board Member Kay noted that he is disappointed that there is a different customer pledge for each railroad. Board Member Shevell agreed with Mr. Kay. Board Member Tessitore noted that the operations of the two railroads are different so that the pledges need to have minor differences. The details of the comments made by Board members and the responses thereto are contained in the minutes of the Long Island Rail Road held this day.

MTA Police Report - Chief Coan reported on specific larcenies and robberies and arrest results. He noted that the MTA Police have increased patrols on trains and at stations and will be handing out crime prevention fliers. In response to a question by Board Member Moerdler, he noted that the MTA Police received approval to hire 24 officers for openings caused by attrition. The details of Chief Coan's report are contained in the MTA Police Department report filed with the records of this meeting.

6. Metro-North Information Item:

- Grand Central Terminal Centennial - President Permut discussed the upcoming centennial. He noted that an internal management structure and an external steering committee co-chaired by Peter Stangl and Caroline Kennedy have been formed. He will keep the Committee informed throughout the planning process and ensure that procurement actions follow the customary board reviews and /or approvals, as required.

7. Metro-North/Long Island Rail Road Action Items:

Upon motion duly made and seconded, the members of the Committee present recommended to the Board approval of the following action items.

- LIRR/Metro-North 2012 Work Plan
- LIRR and Metro-North Rules of Conduct - Smoking Ban

A copy of the work plan and a staff summary setting forth the details of the above items are filed with the records of this meeting.

8. Procurements for Board Action

Metro-North Procurements:

Board Member Moerdler addressed certain non-competitive procurements before the Committee for a vote stating his belief that they discourage competition and do not provide jobs for New York State. In response to Board Member Moerdler's comments regarding a proposed spare parts purchase from Kawasaki to support M-8 railcar operations, 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. He noted that Metro-North's rolling stock, including the M-8 railcars, were procured through the competitive process. The details of the discussion with Board Members regarding the non-competitive procurements are contained in the Webcast located at <http://www.mta.info/mta/webcasts/archive.htm>

Upon motion duly made and seconded, the members of the Committee present recommended to the Board approval of the following non-competitive procurements requiring two-thirds vote by the Board. Board Member Moerdler voted in opposition.

Non-Competitive Purchase and Public Work Contracts

- Kawasaki Rail Car Company – Purchase agreement for M-8 OEM parts.

Upon motion duly made and seconded, the members of the Committee present recommended to the Board approval of the following non-competitive procurements requiring majority vote by the Board. Board Member Moerdler voted in opposition.

Miscellaneous Procurement Actions

- Axion Technologies – On-board public address equipment units.

Modifications to Miscellaneous Procurement Contracts

- Harsco Track Technologies – Additional funding – OEM replacement parts for work equipment.

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

- Dependable Hydraulics, Inc. – Preventive maintenance, inspection and repair of eight car movers.

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. Upon motion duly made and seconded, the members of the Committee present voted to adjourn the meeting.

Respectfully submitted,

A handwritten signature in cursive script, reading "Linda Montanino".

Linda Montanino  
Assistant Secretary

Jan 2012 Comm Minutes  
Legal/Corporate/Committee Minutes



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

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### **I. RECURRING AGENDA ITEMS**

#### **Responsibility**

Approval of Minutes  
2012 Committee Work Plan  
Agency Presidents'/Chief's Reports  
Information Items (if any)  
Action Items (if any)  
Procurements  
Performance Summaries  
    Status of Operations/Safety  
    Financial/Ridership  
    Capital Program Report

Committee Chairs & Members  
Committee Chairs & Members  
Presidents/Senior Staffs

### **II. SPECIFIC AGENDA ITEMS**

#### **Responsibility**

#### **February 2012**

Adopted Budget/Financial Plan 2012  
2011 Annual Operating Results  
Annual Strategic Investments & Planning Study

Finance  
Operations  
Strategic Investments/Planning

#### **March 2012**

2011 Annual Ridership Report  
2012 Spring/Summer Schedule Change  
2011 Annual Human Resources & EEO Report

Market Development  
Service/Operations Planning  
Administration/Diversity

#### **April 2012**

Final Review of 2011 Operating Results  
Annual Inventory Report

Finance  
Procurement

#### **May 2012**

2011 Annual Safety Report  
Positive Train Control  
RCM Fleet Maintenance

Safety/Engineering  
Presidents  
Operations

#### **June 2012**

Grand Central Terminal Retail Development  
Penn Station Retail Development

MTA Real Estate

July 2012

Environmental Audit

Legal/System Safety

September 2012

2012 Final Mid-Year Forecast

Finance

2013 Preliminary Operating Budget

Finance

2012 Fall Construction Schedule Change

Service/Operations Planning

October 2012

2013 Preliminary Budget (Public Comment)

Finance

November 2012

Annual Committee Charter Review

Committee Chairs & Members

Holiday Schedule

Service/Operations 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

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## 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.

#### Information Items (if any)

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

#### Action Items (if any)

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

#### Procurements

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

#### Police Activity Report

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

#### Report on Operations/Safety

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

#### Monthly Financial & Ridership Report

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

#### Capital Program Progress Report

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

## **II. SPECIFIC AGENDA ITEMS**

### **Detailed Summary**

#### **FEBRUARY 2012**

##### **Adopted Budget/Financial Plan 2012-2015**

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

##### **2011 Operating Results**

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

##### **Annual Strategic Investments & Planning Study**

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

#### **MARCH 2012**

##### **2011 Annual Human Resources and EEO Report**

An annual report will be presented to the Committee on the Agency's workforce demographics, recruitment efforts and diversity program.

##### **2011 Annual Ridership Report**

A report will be presented to the Committee on Agency ridership trends during 2011 based on monthly ticket sales data and the results of train ridership counts conducted by the Agency.

##### **2012 Spring/Summer Schedule Change**

The Committee will be advised of Agency plans to adjust schedules to support construction projects during the spring and summer of 2012.

#### **APRIL 2012**

##### **Final Review of 2011 Operating Budget Results**

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

##### **Annual Inventory Report**

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

#### **MAY 2012**

##### **2012 Annual Safety Report**

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

#### Positive Train Control

A brief presentation on Positive Train Control (PTC) will be provided to the committee. The status of PTC, including activities to date and the current strategy to meet critical milestones identified in the Rail Safety Improvement Act of 2008 will be discussed. Highlights to include cost of PTC along with operational and implementation risks.

#### RCM Fleet Maintenance

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

#### JUNE 2012

##### Grand Central Terminal Retail Development

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

##### Penn Station Retail Development

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

#### JULY 2012

##### Environmental Audit

The Committee will be briefed on the results of the Agency's 2011 environmental audit report which is submitted to NYS Department of Environmental Conservation as required by the Environmental Audit Act, as well as the actions implemented to enhance overall compliance, monitoring and reporting.

#### SEPTEMBER 2012

##### 2012 Final Mid-Year Forecast

Agency will provide the Committee with the 2012 Mid-Year Forecast financial information for revenue and expense by month.

##### 2013 Preliminary Operating Budget

Agency will present highlights of the 2013 Preliminary Operating Budget to the Committee. Public comment will be accepted on the 2013 Preliminary Operating Budget.

##### 2012 Fall Construction Schedule Change

The Committee will be advised of Agency plans to adjust schedules to support construction projects during the fall of 2012.

#### OCTOBER 2012

##### 2013 Preliminary Operating Budget

Public comment will be accepted on the Agency's 2013 Preliminary Operating Budget.

#### NOVEMBER 2012

##### Annual Committee Charter Review

The Committee will review and assess the adequacy of the Committee Charter.

Holiday Schedule

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

**DECEMBER 2012**

2013 Final Proposed Operating Budget

The Committee will recommend action to the MTA Board on the Final Proposed Operating Budget for 2013.

Proposed 2011 Committee Work Plan

The Committee Chairs will present a draft Metro-North/Long Island Railroad Committee Work Plan for 2013 that will address initiatives to be reported throughout the year.

# MTA CAPITAL CONSTRUCTION PROJECT UPDATE

## East Side Access February 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)

	<u>Budget</u>	<u>Last Reported EAC</u>	<u>Current Month EAC</u>	<u>Expenditures</u>
Design	\$ 589,606,749	\$ 581,001,789	\$ 589,606,749	\$ 550,452,124
Construction	5,760,991,386	5,769,656,346	5,760,991,386	2,379,925,768
Project Management	609,023,551	609,023,551	609,023,551	396,883,454
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	-
<b>Total Project Cost</b>	<b>\$ 7,328,000,000</b>	<b>\$ 7,328,000,000</b>	<b>\$ 7,328,000,000</b>	<b>\$ 3,427,249,288</b>

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

### Major Milestones and Forecasts

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

### Current Issues/Highlights

- The Manhattan Tunnels contractor continues to make good progress. They have begun to drill and blast the eastbound cavern as well as begun excavation in the westbound cavern for the remaining bench and pillar, both ahead of plan. Concrete work in the tail tracks is complete.
- The contractor completed the excavation of the ventilation shaft at the 50th Street facility.
- The installation of finishes at 245 Park Avenue was largely completed and testing has begun.
- In Queens, the Yard Lead Tunnel drive is complete. The contractor continues to reposition both TBMs in preparation to start the next tunnel drives. Tunnel D drive should begin by the first week of March.
- Excavation under Northern Boulevard and abatement work and demolition at existing ventilation facilities in Queens continues.
- AMTRAK installed several switches in Harold in support of ESA. Additional work including the erection of catenary poles continues.
- By the end of the month, proposals will be received for the RFP procurement of Systems Package 1. Bids will also be received for the 55th Street Ventilation.

# East Side Access Active and Future Construction Contracts

## Report to the Railroad Committee - February 2012

Expenditures thru January 2012; \$s in million

	Budget	Expenditures
Construction	\$ 5,761.0	\$ 2,379.9
Design	\$ 589.7	\$ 550.5
Project Management	\$ 609.0	\$ 396.9
Real Estate	\$ 166.3	\$ 100.0
Rolling Stock <sup>†</sup>	\$ 202.0	\$ -
<b>Total</b>	<b>\$ 7,328.0</b>	<b>\$ 3,427.2</b>

<sup>†</sup> 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	Aug-2013
CM019: GCT Concourse Civil & Structural Dragados Judlau, JV	775.2	752.3	\$ 16.8	521.2	Apr-2008	Apr-2008	Oct-2012	Aug-2013
Note: Budget includes funding for scope not yet contractually obligated but not available for contingency.								
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	789.1	762.5	26.6	481.2	Aug-2009	Sep-2009	Sep-2012	Apr-2013
Notes: Contract includes \$11M of Regional Investments scope. Budget includes funding for scope not yet contractually obligated but not available for contingency.								
CQ039: Northern Blvd Crossing Schiavone Construction / Kiewit	101.0	89.6	8.9	43.6	Oct-2009	Feb-2010	Oct-2011	Dec-2012
Note: Budget includes funding for scope not yet contractually obligated but not available for contingency.								
CQ032: Plaza Substation & Queens Struct Construction Tutor Perini Corporation	162.1	147.4	14.7	3.1	Dec-2010	Aug-2011	Aug-2014	Aug-2014
Harold Construction								
CH053: Harold Structures (Part 1) Perini Corporation	\$ 203.9	\$ 172.1	\$ 28.3	\$ 100.7	Jan-2008	Jan-2008	Feb-2011	Feb-2014
Note: Budget includes funding for scope not yet contractually obligated but not available for contingency.								
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.

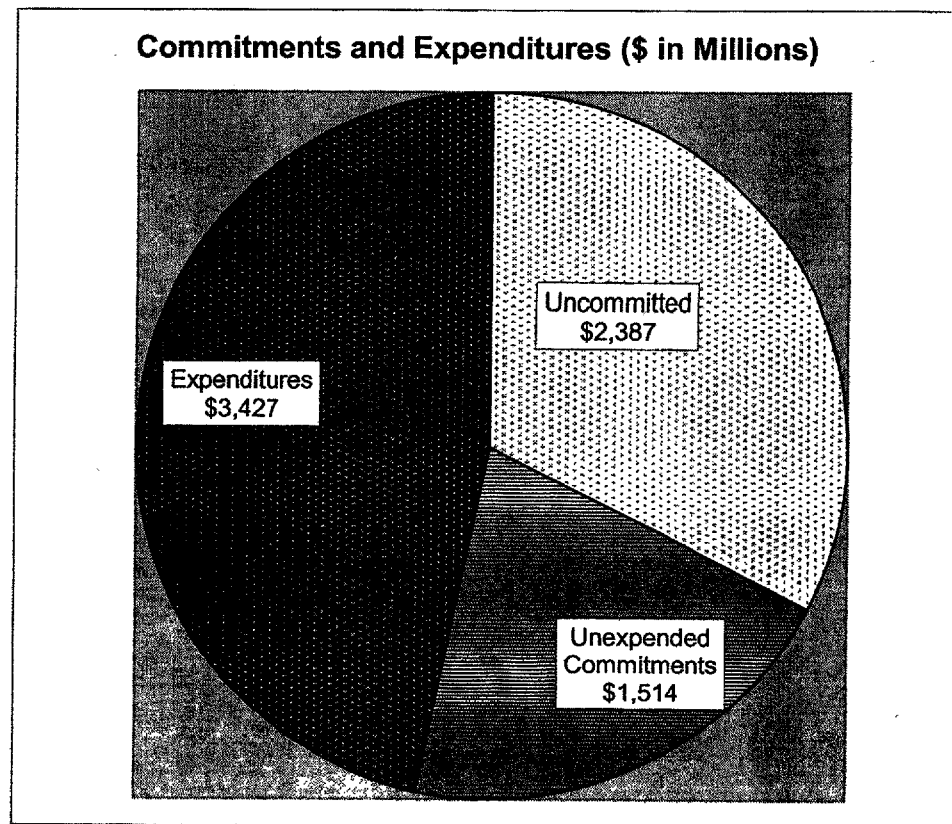
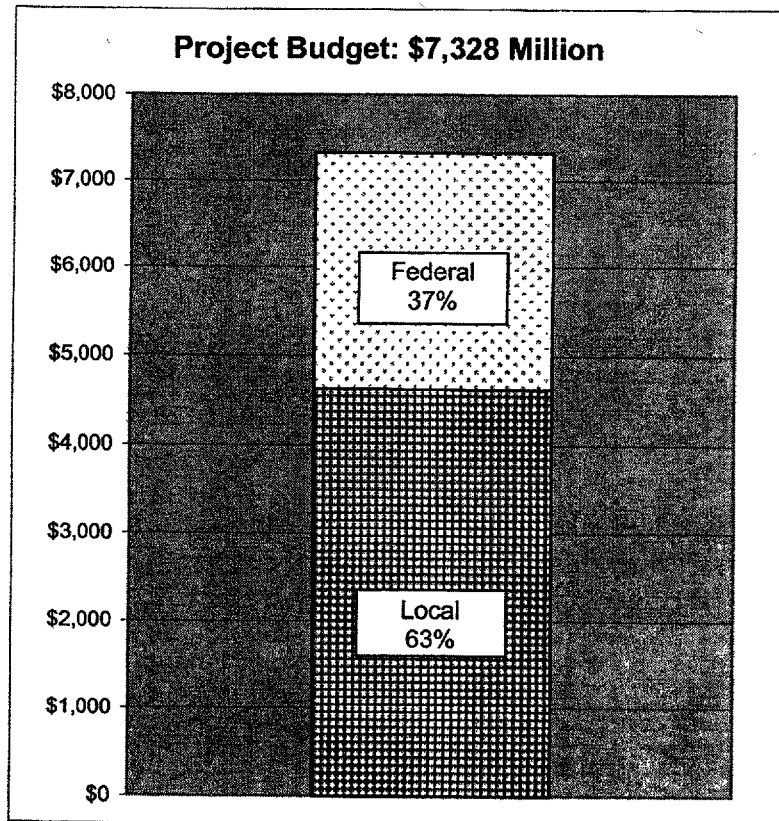
# East Side Access Status

## Report to the Railroad Committee - February 2012

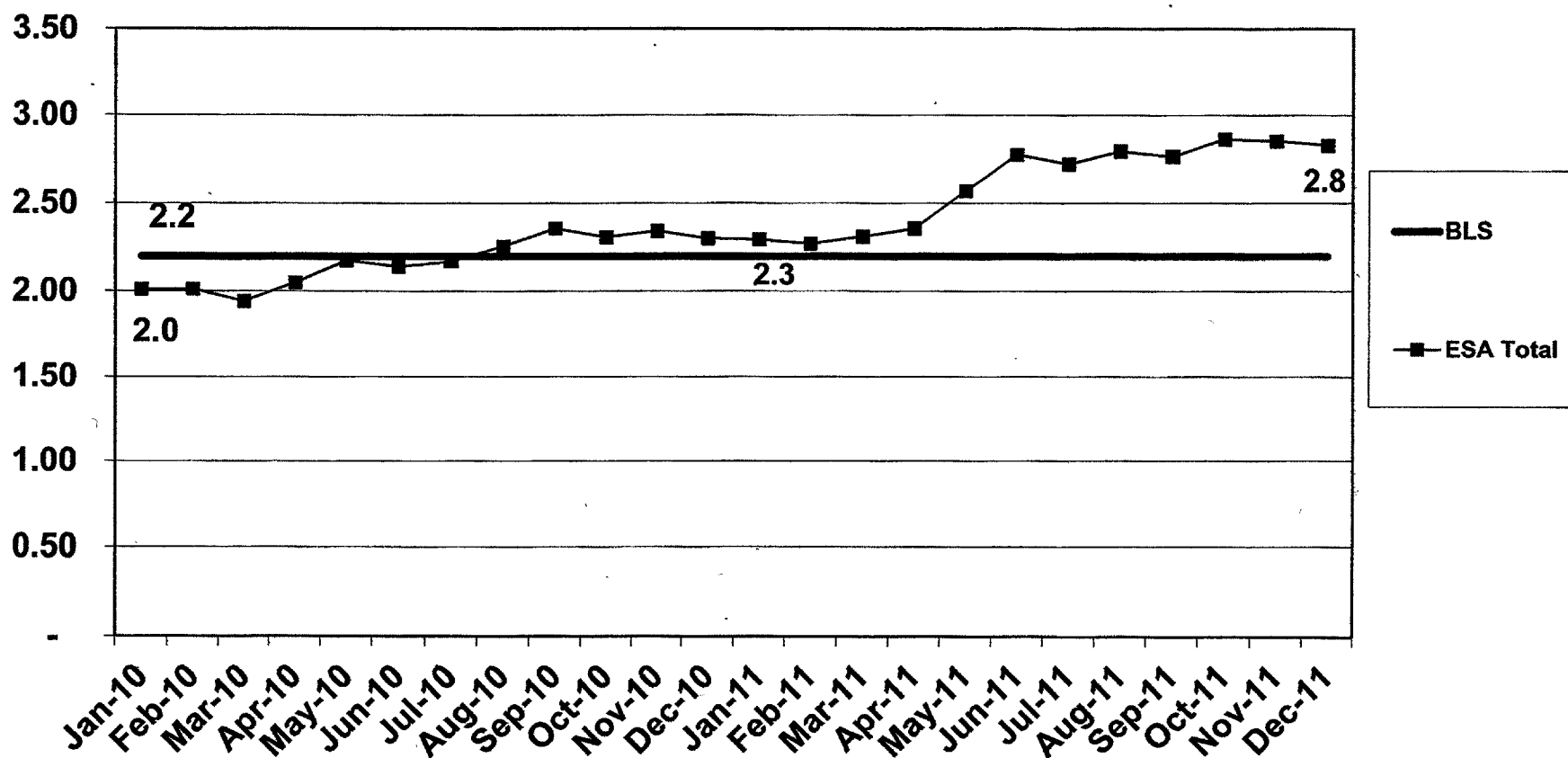
(data thru January 2012)

MTA Capital Program \$ in Millions	Budgeted	Funding Sources			Status of Commitments		
		Local Funding	Federal Funding*	Federal Received	Committed	Uncommitted	Expended
1995-1999	\$ 158	\$ 112	\$ 46	\$ 46	\$ 158	\$ -	\$ 157
2000-2004	1,534	912	620	620	\$ 1,533	0	\$ 1,389
2005-2009	2,683	651	2,033	1,145	2,632	51	1,791
2010-2014	2,954	2,954	-	-	618	2,336	90
<b>Total</b>	<b>\$ 7,328</b>	<b>\$ 4,629</b>	<b>\$ 2,699</b>	<b>\$ 1,810</b>	<b>\$ 4,941</b>	<b>\$ 2,387</b>	<b>\$ 3,427</b>

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

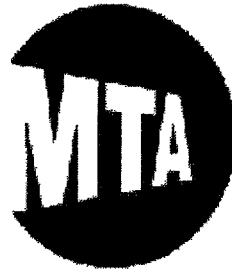


# **Lost Time Injury Rate** **East Side Access Project, 2010-2011** **vs. US BLS National Standard for Heavy & Civil Construction**



**Note:**

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



# **Police Report**

## **February 2012**



# METROPOLITAN TRANSPORTATION AUTHORITY

## Police Department

### System Wide

January 2012

	2012	2011	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	6	4	2	50%
Felony Assault	3	4	-1	-25%
Burglary	0	0	0	0%
Grand Larceny	30	15	15	100%
GLA	1	1	0	0%
Total Major Felonies	40	24	16	67%

January to January, 2012

	2012	2011	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	6	4	2	50%
Felony Assault	3	4	-1	-25%
Burglary	0	0	0	0%
Grand Larceny	30	15	15	100%
GLA	1	1	0	0%
Total Major Felonies	40	24	16	67%



# **METROPOLITAN TRANSPORTATION AUTHORITY**

## **Police Department Long Island Rail Road**

**January 2012**

	<b>2012</b>	<b>2011</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	0	0	0	0%
<b>Rape</b>	0	0	0	0%
<b>Robbery</b>	3	3	0	0%
<b>Felony Assault</b>	1	3	-2	-67%
<b>Burglary</b>	0	0	0	0%
<b>Grand Larceny</b>	13	7	6	86%
<b>GLA</b>	0	0	0	0%
<b>Total Major Felonies</b>	17	13	4	31%

**January to January, 2012**

	<b>2012</b>	<b>2011</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	0	0	0	0%
<b>Rape</b>	0	0	0	0%
<b>Robbery</b>	3	3	0	0%
<b>Felony Assault</b>	1	3	-2	-67%
<b>Burglary</b>	0	0	0	0%
<b>Grand Larceny</b>	13	7	6	86%
<b>GLA</b>	0	0	0	0%
<b>Total Major Felonies</b>	17	13	4	31%



# METROPOLITAN TRANSPORTATION AUTHORITY

## Police Department Metro North Railroad

January 2012

	2012	2011	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	1	1	0	0%
Felony Assault	2	1	1	100%
Burglary	0	0	0	0%
Grand Larceny	15	8	7	88%
GLA	1	1	0	0%
Total Major Felonies	19	11	8	73%

January to January, 2012

	2012	2011	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	1	1	0	0%
Felony Assault	2	1	1	100%
Burglary	0	0	0	0%
Grand Larceny	15	8	7	88%
GLA	1	1	0	0%
Total Major Felonies	19	11	8	73%



# METROPOLITAN TRANSPORTATION AUTHORITY

## Police Department

### Staten Island Rapid Transit

January 2012

	2012	2011	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	2	0	2	0%
Felony Assault	0	0	0	0%
Burglary	0	0	0	0%
Grand Larceny	2	0	2	0%
GLA	0	0	0	0%
Total Major Felonies	4	0	4	0%

January to January, 2012

	2012	2011	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	2	0	2	0%
Felony Assault	0	0	0	0%
Burglary	0	0	0	0%
Grand Larceny	2	0	2	0%
GLA	0	0	0	0%
Total Major Felonies	4	0	4	0%

# **INDEX CRIME REPORT** **Per Day Average** **January 2012**

	Systemwide	LIRR	MNRR	SIRT
<b>Murder</b>	0	0	0	0
<b>Rape</b>	0	0	0	0
<b>Robbery</b>	6	3	1	2
<b>Fel. Assault</b>	3	1	2	0
<b>Burglary</b>	0	0	0	0
<b>Grand Larceny</b>	30	13	15	2
<b>GLA</b>	1	0	1	0
<b>Total</b>	40	17	19	4
<b>Crimes Per Day</b>	1.29	0.55	0.61	0.13



**MTA Police Department**  
**Arrest Summary: Department Totals**  
**1/1/12 to 1/31/12**

<b>Arrest Classification</b>	<b>Total Arrests</b>
Robbery	4
Felony Assault	1
Grand Larceny	9
Aggravated Harassment	1
Aggravated Unlicensed Operator	6
Assault – Misdemeanor	5
Breach of Peace	1
Child Endangerment	2
Criminal Contempt	1
Criminal Impersonation	1
Criminal Mischief	5
Criminal Possession Stolen Property	4
Criminal Trespass	7
Drug Offenses	1
DUI Offenses	2
Forgery	2
Graffiti	2
Harassment	3
Obstruct Government	2
Petit Larceny	14
Public Lewdness	4
Reckless Endangerment	2
Resisting Arrest	5
Theft of Service	11
Warrant Arrest	4
<b>Arrest Totals</b>	<b>99</b>



**Long Island Rail Road**

# **INFORMATION**

## **ITEMS**

## Staff Summary

<b>Subject</b> <b>FEBRUARY TIMETABLE CHANGE</b>						<b>Date</b> <b>FEBRUARY 27, 2012</b>			
<b>Department</b> <b>SR. VICE PRESIDENT – OPERATIONS</b>						<b>Vendor Name</b>			
<b>Department Head Name</b> <b>M. GELOMINO</b> <i>Michael Gelormino</i>						<b>Contract Number</b>			
<b>Department Head Signature</b>						<b>Contract Manager Signature</b>			
<b>Project Manager Name</b>									
<b>Board Action</b>						<b>Internal Approval</b>			
Order	To	Date	Approval	Info	Other	Order	Approval	Order	Approval
1	LI COMM	2/27				4	President	<i>[Signature]</i>	Sr. VP Op. <i>[Signature]</i>
						3	Executive VP	<i>[Signature]</i>	
						2	VP Mktg & PA	<i>[Signature]</i>	

### **PURPOSE:**

This is to inform the Metro North/Long Island Committee of the MTA Long Island Rail Road's plan to adjust schedules beginning February 27, 2012, through May 13, 2012 to support various construction projects. Mechanized tie installation will begin on the Atlantic branch between Jamaica and Valley Stream, grade crossing renewals on the Oyster Bay branch and Main Line and direct fixation on the Babylon branch between Freeport and Wantagh will occur. Continuing projects include East Side Access work in Harold interlocking.

### **FEBRUARY 27 TIMETABLE CHANGE**

#### *Construction Activities*

- Atlantic Branch Mechanized Tie Installation – Weekday midday single-track outage Jamaica to Valley Stream.
- Oyster Bay Branch Grade Crossing Renewals - Weekday midday single-track outage East Williston to Locust Valley.
- Main Line Grade Crossing Renewal - Weekend single-track outages between Deer Park and Brentwood.
- Babylon Branch Direct Fixation – Weekend single-track outages between Freeport and Wantagh.
- The following projects have been completed and schedules have been restored to their normal times at all affected stations. The projects and their locations are described below:
  - Atlantic branch Viaduct repairs and renewal – Atlantic Terminal to East New York.

### **DISCUSSION**

### **FEBRUARY 27 TIMETABLE CHANGES**

#### *Spring Construction Projects*

- Atlantic Branch Mechanized Tie Installation– Midday weekday single-track outage between Jamaica and Valley Stream to support mechanized tie installation. Eastbound Long Beach trains have been adjusted to operate 3 minutes later and westbound trains are adjusted to operate 3 minutes earlier. Three minutes of additional running time has been added to these schedules due to the alternate route these trains will be operating on between Valley Stream and Jamaica.

- Oyster Bay Branch Crossing Renewals - Midday weekday single-track outage between East Williston and Locust Valley to support grade crossing renewals at Sea Cliff Avenue in Sea Cliff, IU Willets Road in Albertson and Duck Pond Road in Glen Cove. One eastbound and one westbound train have been cancelled and service has been reduced to two-hourly.
- Main Line Crossing Renewals – Weekend single-track outage between Deer Park and Brentwood to support grade crossing renewal at Wicks Road in Brentwood. Three overnight weekend westbound trains have had their schedules adjusted between 13 and 27 minutes.
- Babylon Branch Direct Fixation – Weekends single-track outage between Freeport and Wantagh to support direct fixation replacement in the Bellmore and Merrick areas. Weekend trains have been adjusted up to 9 minutes and received 1 minute of added running time to allow for reduced speeds through the work area.

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

### **IMPACT ON FUNDING**

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

**MTA LONG ISLAND RAIL ROAD  
FEBRUARY FINANCIAL PLAN FOR 2012-2015  
2011 FINAL ESTIMATE AND 2012 ADOPTED BUDGET**

The following information presents MTA Long Island Rail Road's 2011 Final Estimate, 2012 Adopted Budget and the Financial Plan for 2012-2015. The Adopted Budget reflects the inclusion of below-the-line adjustments that were presented in the November Financial Plan, which was adopted by the Board in December 2011, as well as other technical adjustments.

These adjustments are presented on the attached reconciliations from the November Financial Plan and are described below:

- Elimination of a 2011 forecasted non-represented wage assumption that resulted in annual non-reimbursable savings of approximately \$1.6 million.
- Net-Zero Labor Initiative with the assumption that each new labor contract will not impose any additional financial burden on the LIRR for three consecutive years in total. 2011 and 2012 are adjusted from the November Financial Plan to include the third year. Non-reimbursable savings in 2012 are projected to be \$7.0 million growing to \$12.8 million in 2015.
- New MTA IT Efficiencies totaling \$0.4 million in 2011 and approximately \$0.5 million 2012 - 2015.
- Energy adjustments for Traction and Propulsion Power, Diesel Fuel and Natural Gas resulting in savings of \$0.3 million in 2011 and increased expenses of approximately \$(0.2) million in 2012 – 2014 and (\$0.3) million in 2015.
- Technical adjustments primarily consist of changes to the Force Account Insurance rate.
- Effective 2012, the non-labor account structure of the MTA standard chart of accounts has been adjusted to reflect the reclassification and renaming of certain accounts in order to improve account reporting consistency among the Agencies. These changes, which affect most non-labor accounts presented on the attached tables, result in no net-impact to the bottom line. In order to maintain comparability with 2011 actual results for year-end reporting purposes, the 2011 account structure remains unchanged.

This submission also includes schedules detailing the monthly allocation of financial, headcount and utilization data based on the 2012 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan 2012 - 2015**  
**Reconciliation to the November Plan (Accrual) Non-Reimbursable**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2011		2012		2013		2014		2015	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2011 November Financial Plan: Baseline Net Surplus/(Deficit)</b>	<b>5,849</b>	<b>(\$979.640)</b>	<b>5,940</b>	<b>(\$1,072.903)</b>	<b>5,904</b>	<b>(\$1,091.651)</b>	<b>6,092</b>	<b>(\$1,146.759)</b>	<b>6,243</b>	<b>(\$1,234.007)</b>
<i>Technical Adjustments:</i>										
Miscellaneous adjustments		\$0.003		\$0.003		\$0.007	1	\$0.010		\$0.008
<b>Sub-Total Technical Adjustments</b>	<b>0</b>	<b>\$0.003</b>	<b>0</b>	<b>\$0.003</b>	<b>0</b>	<b>\$0.007</b>	<b>1</b>	<b>\$0.010</b>	<b>0</b>	<b>\$0.008</b>
<i>MTA Plan Adjustments:</i>										
Labor:										
3 Zeros Salary/Wage Initiative		\$1.586		\$7.012		\$12.283		\$12.566		\$12.798
New MTA Efficiencies		0.413		0.455		0.502		0.494		0.459
Energy		0.265		(0.155)		(0.187)		(0.225)		(0.256)
<b>Sub-Total MTA Plan Adjustments</b>	<b>0</b>	<b>\$2.264</b>	<b>0</b>	<b>\$7.312</b>	<b>0</b>	<b>\$12.598</b>	<b>0</b>	<b>\$12.835</b>	<b>0</b>	<b>\$13.001</b>
<b>2012 February Financial Plan: Baseline Net Surplus/(Deficit)</b>	<b>5,849</b>	<b>(\$977.373)</b>	<b>5,940</b>	<b>(\$1,065.588)</b>	<b>5,904</b>	<b>(\$1,079.048)</b>	<b>6,091</b>	<b>(\$1,133.914)</b>	<b>6,243</b>	<b>(\$1,220.998)</b>

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan 2012 - 2015**  
**Reconciliation to the November Plan (Accrual) Reimbursable**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2011		2012		2013		2014		2015	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2011 November Financial Plan: Baseline Net Surplus/(Deficit)</b>	<b>631</b>	<b>\$0.000</b>	<b>568</b>	<b>\$0.000</b>	<b>621</b>	<b>\$0.000</b>	<b>621</b>	<b>\$0.000</b>	<b>614</b>	<b>\$0.000</b>
<i>Technical Adjustments:</i>										
Force Account Insurance (rate change from 16% to 13%)				\$1.189						
Misc. Other				(\$0.001)				(\$0.001)		\$0.001
<b>Sub-Total Technical Adjustments</b>	<b>0</b>	<b>\$0.000</b>	<b>0</b>	<b>\$1.188</b>	<b>0</b>	<b>\$0.000</b>	<b>0</b>	<b>(\$0.001)</b>	<b>0</b>	<b>\$0.001</b>
<i>MTA Plan Adjustments</i>										
Labor:										
3 Zeros Salary/Wage Initiative		\$0.506		\$2.272		\$3.931		\$4.002		\$4.048
<b>Sub-Total MTA Plan Adjustments</b>	<b>0</b>	<b>\$0.506</b>	<b>0</b>	<b>\$2.272</b>	<b>0</b>	<b>\$3.931</b>	<b>0</b>	<b>\$4.002</b>	<b>0</b>	<b>\$4.048</b>
<b>Total Revenue offset</b>		<b>(\$0.506)</b>		<b>(\$3.460)</b>		<b>(\$3.931)</b>		<b>(\$4.001)</b>		<b>(\$4.049)</b>
<b>2012 February Financial Plan: Baseline Net Surplus/(Deficit)</b>	<b>631</b>	<b>\$0.000</b>	<b>568</b>	<b>\$0.000</b>	<b>621</b>	<b>\$0.000</b>	<b>621</b>	<b>\$0.000</b>	<b>614</b>	<b>\$0.000</b>

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan 2012 - 2015**  
**Reconciliation to the November Plan - (Cash)**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2011		2012		2013		2014		2015	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2011 November Financial Plan: Baseline Net Surplus/(Deficit)</b>	<b>6,480</b>	<b>(\$569.166)</b>	<b>6,508</b>	<b>(\$652.610)</b>	<b>6,525</b>	<b>(\$695.779)</b>	<b>6,712</b>	<b>(\$771.590)</b>	<b>6,857</b>	<b>(\$847.393)</b>
<i>Technical Adjustments:</i>										
Miscellaneous adjustments		\$0.003		\$0.003		\$0.007		\$0.010		\$0.008
Insurance Timing		(0.004)		0.004						
<b>Sub-Total Technical Adjustments</b>	<b>0</b>	<b>(\$0.001)</b>	<b>0</b>	<b>\$0.007</b>	<b>0</b>	<b>\$0.007</b>	<b>0</b>	<b>\$0.010</b>	<b>0</b>	<b>\$0.008</b>
<i>MTA Plan Adjustments:</i>										
Labor:										
3 Zeros Salary/Wage Initiative		\$1.586		\$7.095		\$12.393		\$12.603		\$13.076
New MTA Efficiencies		0.413		0.455		0.502		0.494		0.459
Energy		0.265		(0.155)		(0.187)		(0.225)		(0.256)
<b>Sub-Total MTA Plan Adjustments</b>	<b>0</b>	<b>\$2.264</b>	<b>0</b>	<b>\$7.395</b>	<b>0</b>	<b>\$12.708</b>	<b>0</b>	<b>\$12.872</b>	<b>0</b>	<b>\$13.279</b>
<b>2012 February Financial Plan: Baseline Net Surplus/(Deficit)</b>	<b>6,480</b>	<b>(\$566.903)</b>	<b>6,508</b>	<b>(\$645.208)</b>	<b>6,525</b>	<b>(\$683.064)</b>	<b>6,712</b>	<b>(\$758.708)</b>	<b>6,857</b>	<b>(\$834.106)</b>

**MTA LONG ISLAND RAIL ROAD**  
**2012 February Adopted Budget**  
**Reconciliation to the 2012 Final Proposed Budget vs. 2012 Adopted Budget by Generic Category (Accrual and Cash)**  
**(\$ in millions)**

NON-REIMBURSABLE	2012						February Adopted Budget
	Final Proposed Budget	MTA Plan Adjustments				All Other	
		Labor	New MTA Efficiencies	Energy/ Other Reimb.	New COA		
<b>Revenue</b>							
Farebox Revenue	\$570.727	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$570.727
Vehicle Toll Revenue							
Other Operating Revenue	40.695						40.695
Capital & Other Reimbursements:							
Total Capital and Other Reimbursements							0.000
<b>Total Revenue</b>	<b>\$611.422</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$611.422</b>
<b>Expenses</b>							
<b>Labor:</b>							
Payroll	\$424.369	(\$6.584)	\$0.000	\$0.000	\$0.000	\$0.148	\$417.933
Overtime	73.961	(0.850)				(0.040)	73.071
Health and Welfare	93.058	0.169				0.074	93.301
OPEB Current Payment	60.940	-					60.940
Pensions	198.078	0.255				(0.831)	197.502
Other Fringe Benefits	92.726	(0.462)			12.709	0.089	105.062
Reimbursable Overhead	(29.961)	0.424				0.868	(28.669)
<b>Total Labor Expenses</b>	<b>\$913.171</b>	<b>(\$7.048)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$12.709</b>	<b>\$0.307</b>	<b>\$919.139</b>
<b>Non-Labor:</b>							
Electric Power	\$90.811	\$0.000	\$0.000	\$0.997	\$13.664	\$0.000	\$105.472
Fuel	25.416	0.000	0.000	(0.779)	2.787	0.000	27.424
Insurance	16.204						16.204
Claims	16.110				(12.710)		3.401
Paratransit Service Contracts	0.000						
Maintenance and Other Operating Contracts	76.709	0.029	(0.195)	(0.063)	(17.808)	0.013	58.685
Professional Service Contracts	21.891	0.005	(0.075)		12.010	0.002	33.833
Materials & Supplies	116.010	0.030	(0.185)		(13.687)	(0.328)	101.840
Other Business Expenses	11.693	(0.028)		0.000	3.036		14.701
<b>Total Non-Labor Expenses</b>	<b>\$374.844</b>	<b>\$0.036</b>	<b>(\$0.455)</b>	<b>0.155</b>	<b>(12.709)</b>	<b>(0.313)</b>	<b>\$361.559</b>
<b>Other Expense Adjustments:</b>							
Other							
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>
<b>Total Expenses before Non-Cash Liability Adjustments</b>	<b>\$1,288.015</b>	<b>(\$7.012)</b>	<b>(\$0.455)</b>	<b>\$0.155</b>	<b>\$0.000</b>	<b>(\$0.006)</b>	<b>1,280.698</b>
Depreciation	\$317.060						\$317.060
OPEB Obligation	77.250						77.250
Environmental Remediation	2.000						2.000
<b>Total Expenses</b>	<b>\$1,684.325</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$1,677.008</b>
<b>Baseline Surplus/(Deficit)</b>	<b>(\$1,072.903)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>(1,065.586)</b>
<b>Cash Conversion Adjustments:</b>							
Depreciation	\$317.060						\$317.060
Operating/Capital	(8.489)						(8.489)
Other Cash Adjustments	111.722	0.087	0.000	0.000	(0.000)	0.000	111.809
<b>Total Cash Conversion Adjustments</b>	<b>\$420.293</b>	<b>\$0.087</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$0.000)</b>	<b>\$0.000</b>	<b>\$420.380</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$652.610)</b>	<b>\$0.087</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$0.000)</b>	<b>\$0.000</b>	<b>(\$645.206)</b>

**MTA LONG ISLAND RAIL ROAD**  
**2012 February Adopted Budget**  
**Reconciliation to the 2012 Final Proposed Budget vs. 2012 Adopted Budget by Generic Category (Accrual and Cash)**  
**(\$ in millions)**

REIMBURSABLE	2012						February Adopted Budget
	Final Proposed Budget	MTA Plan Adjustments				All Other	
		Labor	New MTA Efficiencies	Energy/ Other Reimb.	New COA		
<b>Revenue</b>							
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Capital and Other Reimbursements	214.960	(2.272)	0.000	0.000	0.001	(1.189)	211.500
Total Revenue	<b>\$214.960</b>	<b>(\$2.272)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.001</b>	<b>(\$1.189)</b>	<b>\$211.500</b>
<b>Expenses</b>							
<b>Labor:</b>							
Payroll	\$72.666	(\$1.005)			(\$0.001)	(\$0.112)	\$71.548
Overtime	9.663	(0.096)				0.001	9.568
Health and Welfare	12.517	(0.169)				(0.074)	12.274
OPEB Current Payment	0.000						0.000
Pensions	18.010	(0.255)				0.831	18.586
Other Fringe Benefits	15.075	(0.203)				(0.089)	14.783
Reimbursable Overhead	29.981	(0.424)				(0.868)	28.669
Total Labor Expenses	<b>\$157.892</b>	<b>(\$2.152)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$0.001)</b>	<b>(\$0.312)</b>	<b>\$155.427</b>
<b>Non-Labor:</b>							
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	6.225	(0.053)				(1.189)	4.983
Claims	0.000						0.000
Paratransit Service Contracts	0.000						0.000
Maintenance and Other Operating Contracts	9.351	(0.029)			(0.215)	(0.013)	9.094
Professional Service Contracts	1.573	(0.006)			1.185	(0.003)	2.749
Materials & Supplies	39.839	(0.030)			(0.968)	0.328	39.169
Other Business Expenses	0.080	(0.002)				(0.000)	0.078
Total Non-Labor Expenses	<b>\$57.068</b>	<b>(\$0.120)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.002</b>	<b>(\$0.877)</b>	<b>\$56.073</b>
<b>Other Expense Adjustments:</b>							
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
Total Expenses before Depreciation	<b>\$214.960</b>	<b>(\$2.272)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.001</b>	<b>(\$1.189)</b>	<b>\$211.500</b>
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses	<b>\$214.960</b>	<b>(\$2.272)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.001</b>	<b>(\$1.189)</b>	<b>\$211.500</b>
Baseline Surplus/(Deficit)	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Cash Conversion Adjustments:</b>							
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Operating/Capital	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Cash Adjustments	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Cash Conversion Adjustments	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
Net Cash Surplus/(Deficit)	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

**MTA LONG ISLAND RAIL ROAD**  
**2012 February Adopted Budget**  
**Reconciliation to the 2012 Final Proposed Budget vs. 2012 Adopted Budget by Generic Category (Accrual and Cash)**  
**(\$ in millions)**

NON-REIMBURSABLE/REIMBURSABLE	2012						February Adopted Budget
	Final Proposed Budget	MTA Plan Adjustments				All Other	
		Labor	New MTA Efficiencies	Energy/ Other Reimb.	New COA		
<b>Revenue</b>							
Farebox Revenue	\$570.727						\$570.727
Vehicle Toll Revenue							
Other Operating Revenue	40.695						40.695
Total Capital and Other Reimbursements	214.960	(3.461)	0.000	0.000	0.001	0.000	211.500
<b>Total Revenue</b>	<b>\$826.382</b>	<b>(\$3.461)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.001</b>	<b>\$0.000</b>	<b>\$822.922</b>
<b>Expenses</b>							
<b>Labor:</b>							
Payroll	497.035	(7.593)				0.039	489.481
Overtime	83.624	(0.946)				(0.039)	82.639
Health and Welfare	105.575						105.575
OPEB Current Payment	60.940						60.940
Pensions	216.088						216.088
Other Fringe Benefits	107.801	(0.665)			12.709		119.845
Reimbursable Overhead	0.000						0.000
<b>Total Labor Expenses</b>	<b>\$1,071.063</b>	<b>(\$9.204)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$12.709</b>	<b>\$0.000</b>	<b>\$1,074.568</b>
<b>Non-Labor:</b>							
Electric Power	\$90.811	\$0.000	\$0.000	\$0.997	\$13.664	\$0.000	\$105.472
Fuel	25.416	0.000	0.000	(0.779)	2.787	0.000	27.424
Insurance	22.429	(0.053)				(1.189)	21.187
Claims	16.110				(12.709)		3.401
Paratransit Service Contracts	0.000						0.000
Maintenance and Other Operating Contracts	86.060		(0.195)	(0.063)	(18.022)		67.779
Professional Service Contracts	23.464		(0.075)		13.194	(0.002)	36.581
Materials & Supplies	155.849		(0.185)		(14.656)		141.009
Other Business Expenses	11.773	(0.030)		0.000	3.035		14.778
<b>Total Non-Labor Expenses</b>	<b>\$431.912</b>	<b>(\$0.083)</b>	<b>(\$0.455)</b>	<b>\$0.155</b>	<b>(\$12.706)</b>	<b>(\$1.191)</b>	<b>\$417.632</b>
<b>Other Expense Adjustments:</b>							
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Non-Cash Liability Adjustments</b>	<b>\$1,502.975</b>	<b>(\$9.287)</b>	<b>(\$0.455)</b>	<b>\$0.155</b>	<b>\$0.003</b>	<b>(\$1.191)</b>	<b>\$1,492.200</b>
Depreciation	\$317.060						\$317.060
OPEB Obligation	77.250						77.250
Environmental Remediation	2.000						2.000
<b>Total Expenses</b>	<b>\$1,899.285</b>	<b>(\$9.287)</b>	<b>(\$0.455)</b>	<b>\$0.155</b>	<b>\$0.003</b>	<b>(\$1.191)</b>	<b>\$1,888.510</b>
<b>Baseline Surplus/(Deficit)</b>	<b>(\$1,072.903)</b>	<b>\$5.826</b>	<b>\$0.455</b>	<b>(\$0.155)</b>	<b>(\$0.002)</b>	<b>\$1.191</b>	<b>(\$1,065.588)</b>
<b>Cash Conversion Adjustments:</b>							
Depreciation	\$317.060						\$317.060
Operating/Capital	(8.489)						(8.489)
Other Cash Adjustments	111.722	0.087					111.809
<b>Total Cash Conversion Adjustments</b>	<b>\$420.293</b>	<b>\$0.087</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$420.380</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$652.610)</b>	<b>\$5.913</b>	<b>\$0.455</b>	<b>(\$0.155)</b>	<b>(\$0.002)</b>	<b>\$1.191</b>	<b>(\$645.208)</b>

**MTA LONG ISLAND RAIL ROAD**  
**2012 February Adopted Budget**  
**Reconciliation to the 2012 Final Proposed Budget vs. 2012 Adopted Budget by Generic Category (Accrual and Cash)**  
**(\$ in millions)**

CASH RECEIPTS & EXPENDITURES	2012						February Adopted Budget
	Final Proposed Budget	MTA Plan Adjustments				All Other	
		Labor	New MTA Efficiencies	Energy/ Other Reimb.	New COA		
<b><u>Receipts</u></b>							
Farebox Revenue	\$599.727	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$599.727
Vehicle Toll Revenue		0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	52.110	(0.073)	0.000	0.000	0.000	0.000	52.037
Total Capital and Other Reimbursements	251.616	(3.388)	0.000	0.000	0.001	0.000	248.229
<b>Total Receipts</b>	<b>\$903.453</b>	<b>(\$3.461)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.001</b>	<b>\$0.000</b>	<b>\$899.993</b>
<b><u>Expenditures</u></b>							
<b><u>Labor:</u></b>							
Payroll	\$494.774	(\$7.593)	\$0.000	\$0.000	\$0.000	\$0.039	\$487.220
Overtime	83.624	(0.946)	0.000	0.000	0.000	(0.039)	82.639
Health and Welfare	105.575	0.000	0.000	0.000	0.000	0.000	105.575
OPEB Current Payment	60.940	0.000	0.000	0.000	0.000	0.000	60.940
Pensions	216.088	0.000	0.000	0.000	0.000	0.000	216.088
Other Fringe Benefits	107.801	(0.665)	0.000	0.000	15.127	0.000	122.263
GASB Account	8.087	(0.083)	0.000	0.000	0.000	0.000	8.004
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenditures</b>	<b>\$1,076.889</b>	<b>(\$9.287)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$15.127</b>	<b>\$0.000</b>	<b>\$1,082.729</b>
<b><u>Non-Labor:</u></b>							
Electric Power	\$100.419	\$0.000	\$0.000	\$0.997	\$14.608	\$0.000	\$116.024
Fuel	27.416	0.000	0.000	(0.779)	3.276	0.000	29.913
Insurance	20.986	(0.057)	0.000	0.000	0.000	(1.189)	19.740
Claims	18.259	0.000	0.000	0.000	(15.127)	0.000	3.132
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	96.360	0.000	(0.195)	(0.063)	(19.386)	0.000	76.715
Professional Service Contracts	20.464	0.000	(0.075)	0.000	13.613	(0.002)	34.000
Materials & Supplies	154.915	0.000	(0.185)	0.000	(15.144)	0.000	139.587
Other Business Expenditures	11.355	(0.030)	0.000	(0.000)	3.035	0.000	14.360
<b>Total Non-Labor Expenditures</b>	<b>\$450.174</b>	<b>(\$0.087)</b>	<b>(\$0.455)</b>	<b>\$0.155</b>	<b>(\$15.124)</b>	<b>(\$1.191)</b>	<b>\$433.472</b>
<b><u>Other Expenditure Adjustments:</u></b>							
Other	29.000	0.000	0.000	0.000	0.000	0.000	29.000
<b>Total Other Expenditure Adjustments</b>	<b>\$29.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$29.000</b>
<b>Total Expenditures</b>	<b>\$1,556.063</b>	<b>(\$9.374)</b>	<b>(\$0.455)</b>	<b>\$0.155</b>	<b>\$0.003</b>	<b>(\$1.191)</b>	<b>\$1,545.201</b>
<b>Baseline Cash Deficit</b>	<b>(\$652.610)</b>	<b>\$5.913</b>	<b>\$0.455</b>	<b>(\$0.155)</b>	<b>(\$0.002)</b>	<b>\$1.191</b>	<b>(\$645.208)</b>
<b>Opening Cash Balance</b>	<b>\$0.005</b>						<b>\$0.005</b>
<b>Cash Timing and Availability Adjustment</b>	<b>0.000</b>						<b>0.000</b>
<b>Closing Cash Balance</b>	<b>\$0.005</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.005</b>

**MTA LONG ISLAND RAIL ROAD**  
**2012 February Adopted Budget**  
**Reconciliation to the 2012 Final Proposed Budget vs. 2012 Adopted Budget by Generic Category (Accrual and Cash)**  
**(\$ in millions)**

CASH FLOW ADJUSTMENTS	2012						February Adopted Budget
	Final Proposed Budget	MTA Plan Adjustments				All Other	
		Labor	New MTA Efficiencies	Energy/ Other Reimb.	New COA		
<b><u>Receipts</u></b>							
Farebox Revenue	\$29.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$29.000
Vehicle Toll Revenue							
Other Operating Revenue	11.415	(0.073)	0.000	0.000	0.000	0.000	11.342
Total Capital and Other Reimbursements	36.656	0.073	0.000	0.000	0.000	0.000	36.729
<b>Total Receipt Adjustments</b>	<b>\$77.071</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$77.071</b>
<b><u>Expenditures</u></b>							
<b><u>Labor:</u></b>							
Payroll	\$2.261	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$2.261
Overtime	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Health and Welfare	0.000	0.000	0.000	0.000	0.000	0.000	0.000
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.000	0.000	0.000	0.000	(2.418)	0.000	(2.418)
GASB Account	(8.087)	0.083	0.000	0.000	0.000	0.000	(8.004)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenditures</b>	<b>(\$5.826)</b>	<b>\$0.083</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$2.418)</b>	<b>\$0.000</b>	<b>(\$8.161)</b>
<b><u>Non-Labor:</u></b>							
Electric Power	(\$9.608)	\$0.000	\$0.000	\$0.000	(\$0.944)	\$0.000	(\$10.552)
Fuel	(2.000)	0.000	0.000	0.000	(0.489)	0.000	(2.489)
Insurance	1.443	0.004	0.000	0.000	0.000	0.000	1.447
Claims	(2.149)	0.000	0.000	0.000	2.418	0.000	0.269
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	(10.300)	0.000	0.000	0.000	1.364	0.000	(8.936)
Professional Service Contracts	3.000	0.000	0.000	0.000	(0.419)	0.000	2.581
Materials & Supplies	0.934	0.000	0.000	0.000	0.488	0.000	1.422
Other Business Expenditures	0.418	0.000	0.000	0.000	0.000	0.000	0.418
<b>Total Non-Labor Expenditures</b>	<b>(\$18.262)</b>	<b>\$0.004</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$2.418</b>	<b>\$0.000</b>	<b>(\$15.840)</b>
<b><u>Other Expenditure Adjustments:</u></b>							
Other	(29.000)	0.000	0.000	0.000	0.000	0.000	(29.000)
<b>Total Other Expenditure Adjustments</b>	<b>(\$29.000)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$29.000)</b>
<b>Total Expenditure Adjustments</b>	<b>(\$53.088)</b>	<b>\$0.087</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$0.000)</b>	<b>\$0.000</b>	<b>(\$53.001)</b>
<b>Total Cash Conversion Adjustments before Non-Cash Liability Adjs.</b>	<b>\$23.983</b>	<b>\$0.087</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$0.000)</b>	<b>\$0.000</b>	<b>\$24.070</b>
Depreciation Adjustment	\$317.060	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$317.060
OPEB Obligation	77.250	0.000	0.000	0.000	0.000	0.000	77.250
Environmental Remediation	2.000	0.000	0.000	0.000	0.000	0.000	2.000
<b>Total Cash Conversion Adjustments</b>	<b>\$420.293</b>	<b>\$0.087</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$0.000)</b>	<b>\$0.000</b>	<b>\$420.380</b>

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan 2012 - 2015**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>NON-REIMBURSABLE</b>					
	<b>2011 Final Estimate*</b>	<b>2012 Adopted Budget</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>
<b>Operating Revenue</b>					
Farebox Revenue	\$567.454	\$570.727	\$575.234	\$579.630	\$584.163
Toll Revenue	-	-	-	-	-
Other Operating Revenue	34.030	40.695	38.367	39.613	40.349
Capital and Other Reimbursements	-	-	-	-	-
<b>Total Revenue</b>	<b>\$601.484</b>	<b>\$611.422</b>	<b>\$613.601</b>	<b>\$619.243</b>	<b>\$624.512</b>
<b>Operating Expenses</b>					
<b>Labor:</b>					
Payroll	\$412.411	\$417.933	\$416.969	\$437.936	\$459.151
Overtime	81.830	73.071	71.588	72.932	74.028
Health and Welfare	83.409	93.301	98.441	110.032	122.138
OPEB Current Payment	55.394	60.940	65.312	71.212	77.623
Pensions	157.887	197.502	198.800	199.855	207.430
Other Fringe Benefits	89.247	105.062	106.080	111.569	116.955
Reimbursable Overhead	(25.930)	(28.669)	(20.952)	(19.906)	(14.089)
<b>Total Labor Expenses</b>	<b>\$854.248</b>	<b>\$919.140</b>	<b>\$936.238</b>	<b>\$983.630</b>	<b>\$1,043.236</b>
<b>Non-Labor:</b>					
Electric Power	\$83.815	\$105.472	\$114.416	\$125.971	\$139.760
Fuel	23.741	27.424	28.363	28.057	28.097
Insurance	15.034	16.204	17.472	18.879	20.431
Claims	15.810	3.401	3.401	3.456	3.513
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	72.473	58.685	56.868	59.129	61.490
Professional Service Contracts	17.923	33.833	26.086	26.757	27.569
Materials & Supplies	94.310	101.840	103.497	109.187	111.620
Other Business Expenses	9.566	14.701	15.459	15.852	16.195
<b>Total Non-Labor Expenses</b>	<b>\$332.672</b>	<b>\$361.560</b>	<b>\$365.562</b>	<b>\$387.288</b>	<b>\$408.675</b>
<b>Other Expenses Adjustments:</b>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation and GASB Adjs.</b>	<b>\$1,186.920</b>	<b>\$1,280.700</b>	<b>\$1,301.800</b>	<b>\$1,370.918</b>	<b>\$1,451.911</b>
Depreciation	\$314.997	\$317.060	\$309.279	\$296.284	\$307.186
OPEB Obligation	74.940	77.250	79.568	81.955	84.413
Environmental Remediation	2.000	2.000	2.000	2.000	2.000
<b>Total Expenses</b>	<b>\$1,578.857</b>	<b>\$1,677.010</b>	<b>\$1,692.647</b>	<b>\$1,753.157</b>	<b>\$1,845.510</b>
<b>Baseline Surplus/(Deficit)</b>	<b>(\$977.373)</b>	<b>(\$1,065.588)</b>	<b>(\$1,079.046)</b>	<b>(\$1,133.914)</b>	<b>(\$1,220.998)</b>
<b>Cash Conversion Adjustments</b>					
Depreciation	\$314.997	\$317.060	\$309.279	\$296.284	\$307.186
Operating/Capital	(3.428)	(8.489)	(8.580)	(9.765)	(10.032)
Other Cash Adjustment	98.901	111.809	95.283	86.687	89.738
<b>Total Cash Conversion Adjustments</b>	<b>\$410.470</b>	<b>\$420.380</b>	<b>\$395.982</b>	<b>\$375.206</b>	<b>\$386.892</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$566.903)</b>	<b>(\$645.208)</b>	<b>(\$683.064)</b>	<b>(\$758.708)</b>	<b>(\$834.106)</b>

\*Effective 2012, the non-labor account structure of the MTA standard chart of accounts has been adjusted to reflect the reclassification and renaming of certain accounts in order to improve account reporting consistency among the Agencies. These changes, which affect most non-labor accounts presented on the attached tables, result in no net-impact to the bottom line. In order to maintain comparability with 2011 actual results for year-end reporting purposes, the 2011 account structure remains unchanged.

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan 2012 - 2015**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>REIMBURSABLE</b>					
	<b>2011 Final Estimate*</b>	<b>2012 Adopted Budget</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>
<b>Revenue</b>					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Toll Revenue	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-
Capital and Other Reimbursements	204.810	211.500	218.416	221.920	218.728
<b>Total Revenue</b>	<b>\$204.810</b>	<b>\$211.500</b>	<b>\$218.416</b>	<b>\$221.920</b>	<b>\$218.728</b>
<b>Expenses</b>					
<b><u>Labor:</u></b>					
Payroll	\$67.588	\$71.548	\$78.907	\$80.411	\$81.402
Overtime	10.426	9.568	11.069	11.151	11.364
Health and Welfare	11.720	12.274	13.825	14.075	14.256
OPEB Current Payment	-	-	-	-	-
Pensions	20.750	18.586	19.182	19.529	19.779
Other Fringe Benefits	13.920	14.783	16.650	16.951	17.169
Reimbursable Overhead	25.930	28.669	20.952	19.906	14.089
<b>Total Labor Expenses</b>	<b>\$150.334</b>	<b>\$155.428</b>	<b>\$160.585</b>	<b>\$162.023</b>	<b>\$158.059</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$0.159	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	-	-	-	-	-
Insurance	5.122	4.983	6.931	7.063	7.124
Claims	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	10.789	9.094	9.253	9.422	9.581
Professional Service Contracts	1.864	2.748	0.943	0.904	0.883
Materials & Supplies	36.182	39.169	40.616	42.418	42.990
Other Business Expenses	0.106	0.078	0.088	0.090	0.091
<b>Total Non-Labor Expenses</b>	<b>\$54.222</b>	<b>\$56.072</b>	<b>\$57.831</b>	<b>\$59.897</b>	<b>\$60.669</b>
<b><u>Other Expenses Adjustments:</u></b>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation</b>	<b>\$204.556</b>	<b>\$211.500</b>	<b>\$218.416</b>	<b>\$221.920</b>	<b>\$218.728</b>
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Environmental Remediation	0.254	0.000	0.000	0.000	0.000
<b>Total Expenses</b>	<b>\$204.810</b>	<b>\$211.500</b>	<b>\$218.416</b>	<b>\$221.920</b>	<b>\$218.728</b>
<b>Baseline Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

\*Effective 2012, the non-labor account structure of the MTA standard chart of accounts has been adjusted to reflect the reclassification and renaming of certain accounts in order to improve account reporting consistency among the Agencies. These changes, which affect most non-labor accounts presented on the attached tables, result in no net-impact to the bottom line. In order to maintain comparability with 2011 actual results for year-end reporting purposes, the 2011 account structure remains unchanged.

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan 2012 - 2015**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE					
	2011 Final Estimate*	2012 Adopted Budget	2013	2014	2015
<b>Revenue</b>					
Farebox Revenue	\$567.454	\$570.727	\$575.234	\$579.630	\$584.163
Toll Revenue					
Other Operating Revenue	34.030	40.695	38.367	39.613	40.349
Capital and Other Reimbursements	204.810	211.500	218.416	221.920	218.728
<b>Total Revenue</b>	<b>\$806.294</b>	<b>\$822.922</b>	<b>\$832.017</b>	<b>\$841.163</b>	<b>\$843.240</b>
<b>Expenses</b>					
<b>Labor:</b>					
Payroll	\$479.999	\$489.481	\$495.876	\$518.347	\$540.553
Overtime	92.256	82.639	82.657	84.083	85.392
Health and Welfare	95.129	105.575	112.266	124.107	136.394
OPEB Current Payment	55.394	60.940	65.312	71.212	77.623
Pensions	178.637	216.088	217.982	219.384	227.209
Other Fringe Benefits	103.167	119.845	122.730	128.520	134.124
Reimbursable Overhead					
<b>Total Labor Expenses</b>	<b>\$1,004.582</b>	<b>\$1,074.568</b>	<b>\$1,096.823</b>	<b>\$1,145.653</b>	<b>\$1,201.295</b>
<b>Non-Labor:</b>					
Electric Power	\$83.974	\$105.472	\$114.416	\$125.971	\$139.760
Fuel	23.741	27.424	28.363	28.057	28.097
Insurance	20.156	21.187	24.403	25.942	27.555
Claims	15.810	3.401	3.401	3.456	3.513
Paratransit Service Contracts					
Maintenance and Other Operating Contracts	83.262	67.779	66.121	68.551	71.071
Professional Service Contracts	19.787	36.581	27.029	27.661	28.452
Materials & Supplies	130.492	141.009	144.113	151.605	154.610
Other Business Expenses	9.672	14.779	15.547	15.942	16.286
<b>Total Non-Labor Expenses</b>	<b>\$386.894</b>	<b>\$417.632</b>	<b>\$423.393</b>	<b>\$447.185</b>	<b>\$469.344</b>
<b>Other Expenses Adjustments:</b>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Gap Closing Actions</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation and GASB Adjs.</b>	<b>\$1,391.476</b>	<b>\$1,492.200</b>	<b>\$1,520.216</b>	<b>\$1,592.838</b>	<b>\$1,670.639</b>
Depreciation	\$314.997	\$317.060	\$309.279	\$298.284	\$307.186
OPEB Obligation	74.940	77.250	79.588	81.955	84.413
Environmental Remediation	2.254	2.000	2.000	2.000	2.000
<b>Total Expenses</b>	<b>\$1,783.667</b>	<b>\$1,886.510</b>	<b>\$1,911.063</b>	<b>\$1,975.077</b>	<b>\$2,064.238</b>
<b>Baseline Surplus/(Deficit)</b>	<b>(\$977.373)</b>	<b>(\$1,065.588)</b>	<b>(\$1,079.046)</b>	<b>(\$1,133.914)</b>	<b>(\$1,220.998)</b>
<b>Cash Conversion Adjustments</b>					
Depreciation	\$314.997	\$317.060	\$309.279	\$298.284	\$307.186
Operating/Capital	(3.428)	(8.489)	(8.580)	(9.785)	(10.032)
Other Cash Adjustment	98.901	111.809	95.283	88.687	89.738
<b>Net Surplus/(Deficit)</b>	<b>(\$566.903)</b>	<b>(\$645.208)</b>	<b>(\$683.064)</b>	<b>(\$758.708)</b>	<b>(\$834.106)</b>

\*Effective 2012, the non-labor account structure of the MTA standard chart of accounts has been adjusted to reflect the reclassification and renaming of certain accounts in order to improve account reporting consistency among the Agencies. These changes, which affect most non-labor accounts presented on the attached tables, result in no net-impact to the bottom line. In order to maintain comparability with 2011 actual results for year-end reporting purposes, the 2011 account structure remains unchanged.

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan 2012 - 2015**  
**Cash Receipts & Expenditures**  
(\$ in millions)

<b>CASH RECEIPTS AND EXPENDITURES</b>					
	<b>2011 Final Estimate*</b>	<b>2012 Adopted Budget</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>
<b>Receipts</b>					
Farebox Revenue	\$598.173	\$599.727	\$605.234	\$609.630	\$614.163
Vehicle Toll Revenue					
Other Operating Revenue	77.357	52.037	49.926	51.213	52.098
Capital and Other Reimbursements	160.399	248.228	204.940	207.114	203.506
<b>Total Receipts</b>	<b>\$835.929</b>	<b>\$899.992</b>	<b>\$860.100</b>	<b>\$867.957</b>	<b>\$869.767</b>
<b>Expenditures</b>					
<b><u>Labor:</u></b>					
Payroll	\$475.117	\$487.220	\$493.592	\$515.994	\$538.130
Overtime	94.064	82.639	82.657	84.083	85.392
Health and Welfare	95.129	105.575	112.266	124.107	136.394
OPEB Current Payment	55.394	60.940	65.312	71.212	77.623
Pensions	178.637	216.088	217.982	219.384	227.209
Other Fringe Benefits	103.305	122.263	122.148	127.924	133.515
GASB Account	7.233	8.003	8.892	9.790	10.770
Reimbursable Overhead	-	0.000	0.000	0.000	0.000
<b>Total Labor Expenditures</b>	<b>\$1,008.879</b>	<b>\$1,082.728</b>	<b>\$1,102.849</b>	<b>\$1,152.494</b>	<b>\$1,209.033</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$107.051	\$116.024	\$117.199	\$128.940	\$142.928
Fuel	21.741	29.913	28.363	28.057	28.097
Insurance	21.372	19.740	23.929	26.516	27.019
Claims	13.233	3.132	2.132	2.181	2.231
Paratransit Service Contracts					
Maintenance and Other Operating Contracts	75.394	76.715	66.421	68.851	71.371
Professional Service Contracts	17.944	34.000	24.029	24.511	25.145
Materials & Supplies	98.460	139.587	133.113	149.605	152.210
Other Business Expenses	9.087	14.361	15.129	15.510	15.839
<b>Total Non-Labor Expenses</b>	<b>\$364.292</b>	<b>\$433.472</b>	<b>\$410.315</b>	<b>\$444.171</b>	<b>\$464.840</b>
<b><u>Other Expenditure Adjustments:</u></b>					
Other	\$29.000	\$29.000	\$30.000	\$30.000	\$30.000
<b>Total Other Expenditure Adjustments</b>	<b>\$29.000</b>	<b>\$29.000</b>	<b>\$30.000</b>	<b>\$30.000</b>	<b>\$30.000</b>
<b>Total Expenditures</b>	<b>\$1,402.171</b>	<b>\$1,545.200</b>	<b>\$1,543.164</b>	<b>\$1,626.665</b>	<b>\$1,703.873</b>
Cash Timing and Availability Adjustment	(0.661)				
<b>Net Cash Deficit</b>	<b>(\$566.903)</b>	<b>(\$645.208)</b>	<b>(\$683.064)</b>	<b>(\$758.708)</b>	<b>(\$834.106)</b>

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**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan 2012 - 2015**  
**Cash Conversion (Cash Flow Adjustments)**  
(\$ in millions)

<b>CASH FLOW ADJUSTMENTS</b>					
	<b>2011 Final Estimate*</b>	<b>2012 Adopted Budget</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>
<b>Receipts</b>					
Farebox Revenue	\$30.719	\$29.000	\$30.000	\$30.000	\$30.000
Vehicle Toll Revenue	-	-	-	-	-
Other Operating Revenue	43.327	11.342	11.559	11.600	11.749
Capital and Other Reimbursements	(44.411)	36.728	(13.476)	(14.806)	(15.222)
<b>Total Receipts</b>	<b>\$29.635</b>	<b>\$77.070</b>	<b>\$28.083</b>	<b>\$26.794</b>	<b>\$26.527</b>
<b>Expenditures</b>					
<b>Labor:</b>					
Payroll	\$4.882	\$2.261	\$2.284	\$2.353	\$2.423
Overtime	(1.808)	-	-	-	-
Health and Welfare	-	-	-	-	-
OPEB Current Payment	-	-	-	-	-
Pensions	-	-	-	-	-
Other Fringe Benefits	(0.138)	(2.418)	0.582	0.596	0.609
GASB Account	(7.233)	(8.003)	(8.892)	(9.790)	(10.770)
Reimbursable Overhead	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>(\$4.297)</b>	<b>(\$8.160)</b>	<b>(\$6.026)</b>	<b>(\$6.841)</b>	<b>(\$7.738)</b>
<b>Non-Labor:</b>					
Electric Power	(\$23.077)	(\$10.552)	(\$2.783)	(\$2.968)	(\$3.168)
Fuel	2.000	(2.489)	-	-	-
Insurance	(1.216)	1.447	0.474	(0.574)	0.536
Claims	2.577	0.269	1.269	1.275	1.282
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	7.868	(8.936)	(0.300)	(0.300)	(0.300)
Professional Service Contracts	1.843	2.581	3.000	3.150	3.307
Materials & Supplies	32.032	1.422	11.000	2.000	2.400
Other Business Expenditures	0.575	0.418	0.418	0.432	0.447
<b>Total Non-Labor Expenses</b>	<b>\$22.802</b>	<b>(\$15.840)</b>	<b>\$13.078</b>	<b>\$3.014</b>	<b>\$4.504</b>
<b>Other Expenditures Adjustments:</b>					
Other	(\$29.000)	(\$29.000)	(\$30.000)	(\$30.000)	(\$30.000)
<b>Total Other Expenditures Adjustments</b>	<b>(\$29.000)</b>	<b>(\$29.000)</b>	<b>(\$30.000)</b>	<b>(\$30.000)</b>	<b>(\$30.000)</b>
<b>Total Cash Conversion Adjustments before Depreciation and GASB Adjs.</b>	<b>\$18.940</b>	<b>\$24.070</b>	<b>\$5.135</b>	<b>(\$7.033)</b>	<b>(\$6.707)</b>
Depreciation Adjustment	\$314.997	\$317.060	\$309.279	\$298.284	\$307.186
OPEB Obligation	74.940	77.250	79.568	81.955	84.413
Environmental Remediation	2.254	2.000	2.000	2.000	2.000
Cash Timing and Availability Adjustment	(0.661)	-	-	-	-
<b>Total Cash Conversion Adjustments</b>	<b>\$410.470</b>	<b>\$420.380</b>	<b>\$395.982</b>	<b>\$375.206</b>	<b>\$386.892</b>

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**MTA LONG ISLAND RAIL ROAD**  
**2012 Adopted Budget**  
**2012 Non-Reimbursable/Reimbursable Overtime**  
**(\$ in millions)**

		Total		
NON-REIMBURSABLE OVERTIME		Hours	\$	%
<b><u>SCHEDULED:</u></b>				
<u>Direct Service</u>		505,834	\$24.225	33.2%
<u>Programmed Maintenance</u>		26,654	1.226	1.7%
Total Scheduled		532,488	\$25.451	34.8%
<b><u>UNSCHEDULED:</u></b>				
<u>Vacancy/Absentee Coverage</u>		488,948	\$22.278	30.5%
<u>Weather Emergencies</u>		59,209	2.818	3.9%
<u>Maintenance</u>		464,335	21.470	29.4%
<u>Service Delays</u>				
<u>Emergencies</u>		6,500	0.299	0.4%
<u>Tour Length</u>				
<u>Safety/Security/Law Enforcement</u>				
<u>All Other</u>		17,789	0.755	1.0%
Total Unscheduled		1,036,780	\$47.620	65.2%
<b><u>TOTAL NON-REIMBURSABLE OVERTIME:</u></b>		1,569,268	\$73.071	100.0%
REIMBURSABLE OVERTIME		189,137	\$9.568	
TOTAL OVERTIME		1,758,405	\$82.639	

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan 2012 - 2015**  
**Ridership/ (Utilization)**  
(in millions)

<b>2011 Final Estimate</b>	<b>2012 Adopted Budget</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>
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**RIDERSHIP**

Monthly	45.092	45.642	45.968	46.342	46.712
Weekly	1.605	1.611	1.624	1.637	1.649
<b>Total Commutation</b>	<b>46.698</b>	<b>47.252</b>	<b>47.592</b>	<b>47.979</b>	<b>48.362</b>

One-Way Full Fare	7.493	7.518	7.576	7.637	7.697
One-Way Off Peak	17.109	17.166	17.299	17.438	17.575
All Other	9.050	9.041	9.123	9.162	9.227
<b>Total Non Commutation</b>	<b>33.652</b>	<b>33.724</b>	<b>33.998</b>	<b>34.236</b>	<b>34.499</b>

<b>Total Ridership</b>	<b>80.350</b>	<b>80.977</b>	<b>81.589</b>	<b>82.215</b>	<b>82.861</b>
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**FAREBOX REVENUE**

Passenger Revenue	\$567.454	\$570.727	\$575.234	\$579.630	\$584.163
<b>Total Revenue</b>	<b>\$567.454</b>	<b>\$570.727</b>	<b>\$575.234</b>	<b>\$579.630</b>	<b>\$584.163</b>

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan 2012 - 2015**  
**Total Positions by Function and Department**  
**Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents**

<b>FUNCTION/DEPARTMENT</b>	<b>2011 Final Estimate</b>	<b>2012 Adopted Budget</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>
<b>Administration</b>					
Executive VP	2	2	2	2	2
Labor Relations	10	10	10	10	10
Procurement & Logistics (excl. Stores)	84	82	82	82	82
Human Resources	76	32	32	38	48
Sr VP Administration	2	2	2	2	2
Strategic Investments	39	43	43	43	43
President	4	4	4	4	4
VP & CFO/Pensions	9	9	9	9	9
Information Technology	160	160	160	160	160
Controller	41	41	41	41	41
Management and Budget	18	18	18	18	18
Process Re-Engineering	6	6	6	6	6
VP - East Side Access & Special Projects	26	26	26	26	26
Market Dev. & Public Affairs	61	61	61	61	61
Gen. Counsel & Secretary	30	30	30	30	30
Diversity Management	2	2	2	2	2
System Safety/Training	20	64	64	64	64
Security	5	5	5	5	5
Sr VP Operations/Oper. S/A & Serv. Planning	39	39	39	39	39
<b>Total Administration</b>	<b>634</b>	<b>636</b>	<b>636</b>	<b>642</b>	<b>652</b>
<b>Operations</b>					
Train Operations	1,792	1,814	1,811	1,968	2,060
Customer Services	294	285	285	285	286
<b>Total Operations</b>	<b>2,086</b>	<b>2,099</b>	<b>2,096</b>	<b>2,253</b>	<b>2,346</b>
<b>Maintenance</b>					
Engineering	1,591	1,555	1,594	1,613	1,631
Equipment	1,958	2,012	1,993	1,998	2,022
Procurement (Stores)	94	93	93	93	93
<b>Total Maintenance</b>	<b>3,643</b>	<b>3,660</b>	<b>3,680</b>	<b>3,704</b>	<b>3,746</b>
<b>Engineering/Capital</b>					
Department of Project Management	117	113	113	113	113
<b>Total Engineering/Capital</b>	<b>117</b>	<b>113</b>	<b>113</b>	<b>113</b>	<b>113</b>
<b>Total Baseline Positions</b>	<b>6,480</b>	<b>6,508</b>	<b>6,525</b>	<b>6,712</b>	<b>6,857</b>
Non-Reimbursable	5,849	5,940	5,904	6,091	6,243
Reimbursable	631	568	621	621	614
<b>Total Full-Time</b>	<b>6,480</b>	<b>6,508</b>	<b>6,525</b>	<b>6,712</b>	<b>6,857</b>
<b>Total Full-Time Equivalents</b>					

NOTE: In 2014, total non-reimbursable positions of 6,091 reflects a rounding correction.

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan 2012 - 2015**  
**Total Positions by Function and Occupation**

FUNCTION/OCCUPATIONAL GROUP		2011 Final Estimate	2012 Adopted Budget	2013	2014	2015
<b>Administration</b>						
	Managers/Supervisors	326	332	332	338	348
	Professional, Technical, Clerical	308	304	304	304	304
	Operational Hourlies	-	-	-	-	-
	<b>Total Administration</b>	<b>634</b>	<b>636</b>	<b>636</b>	<b>642</b>	<b>652</b>
<b>Operations</b>						
	Managers/Supervisors	299	304	304	303	304
	Professional, Technical, Clerical	159	151	151	151	151
	Operational Hourlies	1,628	1,644	1,641	1,799	1,891
	<b>Total Operations</b>	<b>2,086</b>	<b>2,099</b>	<b>2,096</b>	<b>2,253</b>	<b>2,346</b>
<b>Maintenance</b>						
	Managers/Supervisors	682	688	689	693	729
	Professional, Technical, Clerical	256	260	262	262	264
	Operational Hourlies	2,705	2,712	2,729	2,749	2,753
	<b>Total Maintenance</b>	<b>3,643</b>	<b>3,660</b>	<b>3,680</b>	<b>3,704</b>	<b>3,746</b>
<b>Engineering/Capital</b>						
	Managers/Supervisors	97	95	95	95	95
	Professional, Technical, Clerical	20	18	18	18	18
	Operational Hourlies	-	-	-	-	-
	<b>Total Engineering/Capital</b>	<b>117</b>	<b>113</b>	<b>113</b>	<b>113</b>	<b>113</b>
<b>Public Safety</b>						
	Managers/Supervisors	-	-	-	-	-
	Professional, Technical, Clerical	-	-	-	-	-
	Operational Hourlies	-	-	-	-	-
	<b>Total Public Safety</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Positions</b>						
	Managers/Supervisors	1,404	1,419	1,420	1,429	1,476
	Professional, Technical, Clerical	743	733	735	735	737
	Operational Hourlies	4,333	4,356	4,370	4,548	4,644
	<b>Total Baseline Positions</b>	<b>6,480</b>	<b>6,508</b>	<b>6,525</b>	<b>6,712</b>	<b>6,857</b>

**MTA LONG ISLAND RAIL ROAD**

**February Financial Plan - 2012 Adopted Budget**

**BY MONTH**

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan - 2012 Adopted Budget**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>NON-REIMBURSABLE</b>													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Operating Revenue</b>													
Farebox Revenue	\$44.174	\$42.674	\$46.134	\$46.434	\$47.691	\$50.068	\$51.589	\$49.949	\$48.423	\$47.667	\$47.377	\$48.547	\$570.727
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	2.891	2.937	3.701	3.029	3.984	3.055	3.213	3.256	2.883	2.831	3.153	5.762	40.695
Capital and Other Reimbursements	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Revenue</b>	<b>\$47.065</b>	<b>\$45.611</b>	<b>\$49.835</b>	<b>\$49.463</b>	<b>\$51.675</b>	<b>\$53.123</b>	<b>\$54.802</b>	<b>\$53.205</b>	<b>\$51.306</b>	<b>\$50.498</b>	<b>\$50.530</b>	<b>\$54.309</b>	<b>\$611.422</b>
<b>Operating Expenses</b>													
<b>Labor:</b>													
Payroll	\$35.509	\$34.716	\$35.357	\$33.092	\$34.369	\$34.142	\$33.824	\$37.433	\$33.215	\$34.817	\$36.061	\$35.398	\$417.933
Overtime	6.240	6.466	4.700	5.611	6.087	5.298	7.146	5.640	5.714	6.613	6.345	7.211	73.071
Health and Welfare	7.978	8.031	7.763	7.637	7.518	7.833	7.630	7.771	7.775	7.554	7.882	7.929	93.301
OPEB Current Payment	5.078	5.078	5.078	5.078	5.078	5.078	5.078	5.078	5.078	5.078	5.078	5.082	60.940
Pensions	16.764	16.878	16.436	16.212	16.005	16.446	16.231	16.456	16.498	16.162	16.657	16.757	197.502
Other Fringe Benefits	9.728	9.317	8.877	8.842	10.015	9.091	10.347	9.011	8.392	8.099	6.946	6.397	105.062
Reimbursable Overhead	(1.881)	(1.691)	(2.426)	(2.799)	(3.144)	(2.410)	(2.767)	(2.392)	(2.324)	(2.883)	(2.059)	(1.893)	(28.669)
<b>Total Labor Expenses</b>	<b>\$79.416</b>	<b>\$78.795</b>	<b>\$75.785</b>	<b>\$73.673</b>	<b>\$75.928</b>	<b>\$75.478</b>	<b>\$77.489</b>	<b>\$78.997</b>	<b>\$74.348</b>	<b>\$75.440</b>	<b>\$76.910</b>	<b>\$76.881</b>	<b>\$919.140</b>
<b>Non-Labor:</b>													
Electric Power	\$9.114	\$9.154	\$8.182	\$7.983	\$8.574	\$9.340	\$9.633	\$9.045	\$8.419	\$8.644	\$9.055	\$8.329	\$105.472
Fuel	2.188	1.975	2.198	2.166	2.369	2.398	2.428	2.508	2.367	2.370	2.280	2.179	27.424
Insurance	1.309	1.309	1.321	1.321	1.359	1.359	1.360	1.360	1.360	1.360	1.387	1.399	16.204
Claims	0.283	0.283	0.283	0.283	0.283	0.283	0.283	0.283	0.283	0.283	0.283	0.288	3.401
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	0.000
Maintenance and Other Operating Contracts	5.112	5.233	4.963	4.794	4.801	4.733	4.880	4.845	4.864	4.533	4.992	4.935	58.685
Professional Service Contracts	2.213	2.848	2.932	2.786	2.786	2.940	2.788	2.789	2.916	2.781	2.787	3.267	33.833
Materials & Supplies	8.380	8.402	8.398	8.411	8.373	8.459	8.493	8.932	8.478	8.463	8.521	8.530	101.840
Other Business Expenses	1.276	1.141	1.256	1.191	1.216	1.315	1.267	1.331	1.267	1.251	1.245	0.945	14.701
<b>Total Non-Labor Expenses</b>	<b>\$29.875</b>	<b>\$30.345</b>	<b>\$29.533</b>	<b>\$28.935</b>	<b>\$29.761</b>	<b>\$30.827</b>	<b>\$31.132</b>	<b>\$31.093</b>	<b>\$29.954</b>	<b>\$29.685</b>	<b>\$30.550</b>	<b>\$29.872</b>	<b>\$361.560</b>
<b>Other Expenses Adjustments:</b>													
Other	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$109.291</b>	<b>\$109.140</b>	<b>\$105.318</b>	<b>\$102.608</b>	<b>\$105.689</b>	<b>\$106.305</b>	<b>\$108.621</b>	<b>\$110.090</b>	<b>\$104.302</b>	<b>\$105.125</b>	<b>\$107.460</b>	<b>\$106.753</b>	<b>\$1,280.700</b>
<b>Depreciation</b>	<b>\$26.422</b>	<b>\$26.422</b>	<b>\$26.422</b>	<b>\$26.422</b>	<b>\$26.422</b>	<b>\$26.422</b>	<b>\$26.422</b>	<b>\$26.422</b>	<b>\$26.422</b>	<b>\$26.422</b>	<b>\$26.422</b>	<b>\$26.418</b>	<b>\$317.060</b>
OPEB Obligation	6.438	6.438	6.438	6.438	6.438	6.438	6.438	6.438	6.438	6.438	6.438	6.432	77.250
Environmental Remediation	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.163	2.000
<b>Total Expenses</b>	<b>\$142.318</b>	<b>\$142.167</b>	<b>\$138.345</b>	<b>\$135.635</b>	<b>\$138.716</b>	<b>\$139.332</b>	<b>\$141.648</b>	<b>\$143.117</b>	<b>\$137.329</b>	<b>\$138.152</b>	<b>\$140.487</b>	<b>\$139.766</b>	<b>\$1,677.010</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$95.253)</b>	<b>(\$96.556)</b>	<b>(\$88.510)</b>	<b>(\$86.172)</b>	<b>(\$87.041)</b>	<b>(\$86.209)</b>	<b>(\$86.846)</b>	<b>(\$89.912)</b>	<b>(\$86.023)</b>	<b>(\$87.654)</b>	<b>(\$89.957)</b>	<b>(\$85.457)</b>	<b>(\$1,065.588)</b>
<b>Cash Conversion Adjustments:</b>													
Depreciation	\$26.422	\$26.422	\$26.422	\$26.422	\$26.422	\$26.422	\$26.422	\$26.422	\$26.422	\$26.422	\$26.422	\$26.418	\$317.060
Operating Capital	(0.544)	(0.780)	(0.578)	(0.618)	(0.618)	(1.707)	(0.544)	(0.544)	(0.544)	(0.670)	(0.670)	(0.672)	(8.489)
Other Cash Adjustments	7.338	9.189	(3.170)	2.120	(3.488)	4.611	14.320	8.674	12.954	13.110	19.597	26.553	111.808
<b>Total Cash Conversion Adjustments</b>	<b>\$33.216</b>	<b>\$34.831</b>	<b>\$22.674</b>	<b>\$27.924</b>	<b>\$22.316</b>	<b>\$29.326</b>	<b>\$40.198</b>	<b>\$34.552</b>	<b>\$38.832</b>	<b>\$38.862</b>	<b>\$45.349</b>	<b>\$52.299</b>	<b>\$420.379</b>
<b>Baseline Net Cash Surplus/(Deficit)</b>	<b>(\$62.037)</b>	<b>(\$61.725)</b>	<b>(\$65.836)</b>	<b>(\$58.248)</b>	<b>(\$64.725)</b>	<b>(\$56.883)</b>	<b>(\$46.648)</b>	<b>(\$55.360)</b>	<b>(\$47.191)</b>	<b>(\$48.792)</b>	<b>(\$44.608)</b>	<b>(\$33.158)</b>	<b>(\$645.209)</b>

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan - 2012 Adopted Budget**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>REIMBURSABLE</b>													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Revenue</b>													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Capital and Other Reimbursements	14.003	13.213	18.016	20.424	22.070	18.986	19.631	17.722	17.256	20.508	15.568	14.103	211.500
<b>Total Revenue</b>	<b>\$14.003</b>	<b>\$13.213</b>	<b>\$18.016</b>	<b>\$20.424</b>	<b>\$22.070</b>	<b>\$18.986</b>	<b>\$19.631</b>	<b>\$17.722</b>	<b>\$17.256</b>	<b>\$20.508</b>	<b>\$15.568</b>	<b>\$14.103</b>	<b>\$211.500</b>
<b>Expenses</b>													
<b>Labor:</b>													
Payroll	\$4.958	\$4.482	\$6.031	\$6.438	\$7.592	\$5.952	\$6.969	\$5.915	\$5.866	\$7.218	\$5.224	\$5.104	\$71.548
Overtime	0.432	0.415	0.796	1.560	1.155	0.876	0.725	0.871	0.992	0.767	0.678	0.301	\$9.568
Health and Welfare	0.823	0.747	1.037	1.184	1.321	1.031	1.173	1.024	0.997	1.219	0.892	0.826	\$12.274
OPEB Current Payment	-	-	-	-	-	-	-	-	-	-	-	-	\$0.000
Pensions	1.244	1.129	1.571	1.795	2.003	1.562	1.776	1.551	1.510	1.846	1.350	1.249	\$18.586
Other Fringe Benefits	0.991	0.899	1.248	1.426	1.591	1.241	1.413	1.233	1.200	1.468	1.075	0.998	\$14.783
Reimbursable Overhead	1.881	1.691	2.426	2.799	3.144	2.410	2.767	2.392	2.324	2.883	2.059	1.893	\$28.669
<b>Total Labor Expenses</b>	<b>\$10.329</b>	<b>\$9.363</b>	<b>\$13.109</b>	<b>\$15.202</b>	<b>\$16.806</b>	<b>\$13.072</b>	<b>\$14.823</b>	<b>\$12.986</b>	<b>\$12.689</b>	<b>\$15.401</b>	<b>\$11.278</b>	<b>\$10.371</b>	<b>\$155.428</b>
<b>Non-Labor:</b>													
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	-	-	-	-	-	-	-	-	-	-	-	-	0.000
Insurance	0.271	0.240	0.453	0.543	0.576	0.442	0.484	0.435	0.420	0.507	0.342	0.270	4.983
Claims	-	-	-	-	-	-	-	-	-	-	-	-	0.000
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	0.000
Maintenance and Other Operating Contracts	0.566	0.511	0.801	0.909	0.959	0.892	0.858	0.776	0.748	0.881	0.646	0.548	9.094
Professional Service Contracts	0.214	0.212	0.234	0.240	0.244	0.232	0.236	0.232	0.229	0.239	0.222	0.214	2.748
Materials & Supplies	2.619	2.882	3.412	3.522	3.477	4.341	3.223	3.286	3.164	3.472	3.074	2.697	39.169
Other Business Expenses	0.005	0.005	0.007	0.008	0.008	0.007	0.007	0.007	0.006	0.008	0.006	0.004	0.078
<b>Total Non-Labor Expenses</b>	<b>\$3.674</b>	<b>\$3.850</b>	<b>\$4.907</b>	<b>\$5.222</b>	<b>\$5.264</b>	<b>\$5.914</b>	<b>\$4.808</b>	<b>\$4.736</b>	<b>\$4.567</b>	<b>\$5.107</b>	<b>\$4.290</b>	<b>\$3.733</b>	<b>\$56.072</b>
<b>Other Adjustments:</b>													
Other	-	-	-	-	-	-	-	-	-	-	-	-	0.000
<b>Total Other Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$14.003</b>	<b>\$13.213</b>	<b>\$18.016</b>	<b>\$20.424</b>	<b>\$22.070</b>	<b>\$18.986</b>	<b>\$19.631</b>	<b>\$17.722</b>	<b>\$17.256</b>	<b>\$20.508</b>	<b>\$15.568</b>	<b>\$14.103</b>	<b>\$211.500</b>
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
OPEB Obligation	-	-	-	-	-	-	-	-	-	-	-	-	0.000
<b>Total Expenses</b>	<b>\$14.003</b>	<b>\$13.213</b>	<b>\$18.016</b>	<b>\$20.424</b>	<b>\$22.070</b>	<b>\$18.986</b>	<b>\$19.631</b>	<b>\$17.722</b>	<b>\$17.256</b>	<b>\$20.508</b>	<b>\$15.568</b>	<b>\$14.103</b>	<b>\$211.500</b>
<b>Baseline Net Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$0.000)</b>	<b>\$0.000</b>

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan - 2012 Adopted Budget**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>NON-REIMBURSABLE / REIMBURSABLE</b>													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Revenue</b>													
Farebox Revenue	\$44.174	\$42.674	\$46.134	\$46.434	\$47.691	\$50.068	\$51.589	\$49.949	\$48.423	\$47.667	\$47.377	\$48.547	\$570.727
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	2.891	2.937	3.701	3.029	3.984	3.055	3.213	3.256	2.883	2.831	3.153	5.762	40.695
Capital and Other Reimbursements	14.003	13.213	18.016	20.424	22.070	18.986	19.631	17.722	17.256	20.508	15.568	14.103	211.500
<b>Total Revenue</b>	<b>\$61.068</b>	<b>\$58.824</b>	<b>\$67.851</b>	<b>\$69.887</b>	<b>\$73.745</b>	<b>\$72.109</b>	<b>\$74.433</b>	<b>\$70.927</b>	<b>\$68.562</b>	<b>\$71.006</b>	<b>\$66.098</b>	<b>\$68.412</b>	<b>\$822.922</b>
<b>Expenses</b>													
<b>Labor</b>													
Payroll	\$40.467	\$39.198	\$41.388	\$39.530	\$41.961	\$40.094	\$40.793	\$43.348	\$38.881	\$42.035	\$41.285	\$40.501	\$489.481
Overtime	6.672	6.881	5.496	7.171	7.242	6.174	7.871	6.511	6.706	7.380	7.023	7.512	82.639
Health and Welfare	8.801	8.778	8.800	8.821	8.839	8.864	8.803	8.795	8.772	8.773	8.774	8.755	105.575
OPEB Current Payment	5.078	5.078	5.078	5.078	5.078	5.078	5.078	5.078	5.078	5.078	5.078	5.082	60.940
Pensions	18.008	18.007	18.007	18.007	18.008	18.008	18.007	18.007	18.008	18.008	18.007	18.006	216.088
Other Fringe Benefits	10.719	10.216	10.125	10.268	11.606	10.332	11.760	10.244	9.592	9.567	8.021	7.395	119.845
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	(0.000)	(0.000)
<b>Total Labor Expenses</b>	<b>\$89.745</b>	<b>\$88.158</b>	<b>\$88.894</b>	<b>\$88.875</b>	<b>\$92.734</b>	<b>\$88.550</b>	<b>\$92.312</b>	<b>\$91.983</b>	<b>\$87.037</b>	<b>\$90.841</b>	<b>\$88.188</b>	<b>\$87.251</b>	<b>\$1,074.568</b>
<b>Non-Labor</b>													
Electric Power	\$9.114	\$9.154	\$8.182	\$7.983	\$8.574	\$9.340	\$9.633	\$9.045	\$8.418	\$8.645	\$9.055	\$8.329	\$105.472
Fuel	2.188	1.975	2.197	2.166	2.369	2.398	2.428	2.508	2.367	2.370	2.279	2.179	27.424
Insurance	1.580	1.549	1.774	1.864	1.935	1.801	1.844	1.795	1.780	1.867	1.729	1.669	21.187
Claims	0.283	0.283	0.283	0.283	0.283	0.283	0.283	0.283	0.283	0.283	0.283	0.288	3.401
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	5.677	5.744	5.764	5.703	5.760	5.625	5.738	5.621	5.612	5.414	5.638	5.483	67.779
Professional Service Contracts	2.427	3.060	3.166	3.026	3.030	3.172	3.024	3.021	3.145	3.020	3.009	3.481	36.581
Materials & Supplies	10.999	11.284	11.810	11.933	11.850	12.800	11.716	12.218	11.642	11.935	11.595	11.227	141.009
Other Business Expenses	1.281	1.146	1.263	1.199	1.224	1.322	1.274	1.338	1.273	1.259	1.251	0.949	14.779
<b>Total Non-Labor Expenses</b>	<b>\$33.549</b>	<b>\$34.195</b>	<b>\$34.439</b>	<b>\$34.157</b>	<b>\$35.025</b>	<b>\$36.741</b>	<b>\$35.940</b>	<b>\$35.829</b>	<b>\$34.620</b>	<b>\$34.793</b>	<b>\$34.839</b>	<b>\$33.605</b>	<b>\$417.632</b>
<b>Other Expenses Adjustments:</b>													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$123.294</b>	<b>\$122.353</b>	<b>\$123.333</b>	<b>\$123.032</b>	<b>\$127.759</b>	<b>\$125.291</b>	<b>\$128.252</b>	<b>\$127.812</b>	<b>\$121.557</b>	<b>\$125.634</b>	<b>\$123.027</b>	<b>\$120.855</b>	<b>\$1,492.199</b>
Depreciation	\$26.422	\$26.422	\$26.422	\$26.422	\$26.422	\$26.422	\$26.422	\$26.422	\$26.422	\$26.422	\$26.422	\$26.418	\$317.060
OPEB Obligation	6.438	6.438	6.438	6.438	6.438	6.438	6.438	6.438	6.438	6.438	6.438	6.432	77.250
Environmental Remediation	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.163	2.000
<b>Total Expenses</b>	<b>\$156.321</b>	<b>\$155.380</b>	<b>\$156.360</b>	<b>\$156.059</b>	<b>\$160.786</b>	<b>\$158.318</b>	<b>\$161.279</b>	<b>\$160.839</b>	<b>\$154.584</b>	<b>\$158.661</b>	<b>\$156.054</b>	<b>\$153.868</b>	<b>\$1,888.509</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$95.253)</b>	<b>(\$96.556)</b>	<b>(\$88.509)</b>	<b>(\$86.172)</b>	<b>(\$87.041)</b>	<b>(\$86.209)</b>	<b>(\$86.846)</b>	<b>(\$89.912)</b>	<b>(\$86.022)</b>	<b>(\$87.655)</b>	<b>(\$89.956)</b>	<b>(\$85.456)</b>	<b>(\$1,065.587)</b>
<b>Cash Conversion Adjustments:</b>													
Depreciation	\$26.422	\$26.422	\$26.422	\$26.422	\$26.422	\$26.422	\$26.422	\$26.422	\$26.422	\$26.422	\$26.422	\$26.418	\$317.060
Operating Capital	(0.544)	(0.780)	(0.578)	(0.618)	(0.618)	(1.707)	(0.544)	(0.544)	(0.544)	(0.670)	(0.670)	(0.672)	(8.489)
Other Cash Adjustments	7.338	9.189	(3.170)	2.120	(3.488)	4.611	14.320	8.674	12.954	13.110	19.597	26.553	111.808
<b>Total Cash Conversion Adjustments</b>	<b>\$33.216</b>	<b>\$34.831</b>	<b>\$22.674</b>	<b>\$27.924</b>	<b>\$22.316</b>	<b>\$29.326</b>	<b>\$40.198</b>	<b>\$34.552</b>	<b>\$38.832</b>	<b>\$38.862</b>	<b>\$45.349</b>	<b>\$52.299</b>	<b>\$420.378</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$62.037)</b>	<b>(\$61.725)</b>	<b>(\$65.835)</b>	<b>(\$58.248)</b>	<b>(\$64.725)</b>	<b>(\$56.883)</b>	<b>(\$46.648)</b>	<b>(\$55.360)</b>	<b>(\$47.190)</b>	<b>(\$48.793)</b>	<b>(\$44.607)</b>	<b>(\$33.157)</b>	<b>(\$645.208)</b>

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan - 2012 Adopted Budget**  
**Cash Receipts & Expenditures**  
(\$ in millions)

<b>CASH RECEIPTS AND EXPENDITURES</b>													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Receipts</b>													
Farebox Revenue	\$46.591	\$45.091	\$48.550	\$48.851	\$50.108	\$52.485	\$54.005	\$52.366	\$50.839	\$50.083	\$49.794	\$50.964	\$599.727
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	3.845	3.858	4.622	3.951	4.990	3.977	4.212	4.170	3.796	3.821	4.060	6.735	52.037
Capital and Other Reimbursements	16.535	16.643	17.384	17.491	16.616	20.414	19.407	21.139	18.056	18.731	30.172	35.640	248.228
<b>Total Receipts</b>	<b>\$66.971</b>	<b>\$65.592</b>	<b>\$70.556</b>	<b>\$70.293</b>	<b>\$71.714</b>	<b>\$76.876</b>	<b>\$77.624</b>	<b>\$77.675</b>	<b>\$72.691</b>	<b>\$72.635</b>	<b>\$84.026</b>	<b>\$93.339</b>	<b>\$899.992</b>
<b>Expenditures</b>													
<b>Labor:</b>													
Payroll	\$36.672	\$37.616	\$45.486	\$36.966	\$43.873	\$40.219	\$37.619	\$46.609	\$37.728	\$38.488	\$45.261	\$40.683	\$487.220
Overtime	6.672	6.880	6.295	6.671	6.942	6.175	7.072	7.312	6.706	7.080	7.323	7.511	82.639
Health and Welfare	8.800	8.777	8.799	8.820	8.839	8.863	8.803	8.795	8.771	8.772	8.775	8.761	105.575
OPEB Current Payment	5.078	5.078	5.078	5.078	5.078	5.078	5.078	5.078	5.078	5.078	5.078	5.082	60.940
Pensions	18.007	18.007	18.007	18.007	18.007	18.007	18.007	18.007	18.007	18.007	18.007	18.011	216.088
Other Fringe Benefits	10.886	10.244	12.060	11.096	10.036	12.456	10.637	11.573	9.191	8.744	8.976	6.364	122.263
GASB Account	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	8.003	8.003
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenditures</b>	<b>\$86.115</b>	<b>\$86.602</b>	<b>\$95.725</b>	<b>\$86.638</b>	<b>\$92.775</b>	<b>\$90.798</b>	<b>\$87.216</b>	<b>\$97.374</b>	<b>\$85.481</b>	<b>\$86.169</b>	<b>\$93.420</b>	<b>\$94.415</b>	<b>\$1,082.728</b>
<b>Non-Labor:</b>													
Electric Power	\$10.088	\$10.429	\$9.931	\$9.732	\$10.324	\$11.090	\$9.850	\$9.262	\$8.636	\$8.862	\$9.272	\$8.548	\$116.024
Fuel	2.569	2.356	2.579	2.547	2.851	2.879	2.428	2.508	2.367	2.370	2.279	2.180	29.913
Insurance	4.519	2.125	0.464	1.570	2.473	0.442	2.230	1.407	0.420	1.586	2.239	0.265	19.740
Claims	0.344	0.344	0.344	0.344	0.344	0.344	0.178	0.178	0.178	0.178	0.178	0.178	3.132
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	6.702	7.268	7.289	7.228	7.286	7.286	5.763	5.645	5.637	5.438	5.663	5.510	76.715
Professional Service Contracts	2.944	2.576	2.683	3.543	2.466	2.589	3.440	2.438	2.562	3.437	2.426	2.896	34.000
Materials & Supplies	12.063	12.095	13.745	13.366	14.296	14.634	9.489	10.522	10.947	9.730	9.535	9.165	139.587
Other Business Expenditures	1.247	1.105	1.214	1.156	1.207	1.280	1.261	1.284	1.236	1.241	1.204	0.926	14.361
<b>Total Non-Labor Expenditures</b>	<b>\$40.476</b>	<b>\$38.298</b>	<b>\$38.249</b>	<b>\$39.486</b>	<b>\$41.247</b>	<b>\$40.544</b>	<b>\$34.639</b>	<b>\$33.244</b>	<b>\$31.983</b>	<b>\$32.842</b>	<b>\$32.796</b>	<b>\$29.668</b>	<b>\$433.472</b>
<b>Other Adjustments:</b>													
Other	\$2.417	\$2.417	\$2.417	\$2.417	\$2.417	\$2.417	\$2.417	\$2.417	\$2.417	\$2.417	\$2.417	\$2.413	\$29.000
<b>Total Other Expenditure Adjustments</b>	<b>\$2.417</b>	<b>\$2.417</b>	<b>\$2.417</b>	<b>\$2.417</b>	<b>\$2.417</b>	<b>\$2.417</b>	<b>\$2.417</b>	<b>\$2.417</b>	<b>\$2.417</b>	<b>\$2.417</b>	<b>\$2.417</b>	<b>\$2.413</b>	<b>\$29.000</b>
<b>Total Expenditures</b>	<b>\$129.008</b>	<b>\$127.317</b>	<b>\$136.391</b>	<b>\$128.541</b>	<b>\$136.439</b>	<b>\$133.759</b>	<b>\$124.272</b>	<b>\$133.035</b>	<b>\$119.881</b>	<b>\$121.428</b>	<b>\$128.633</b>	<b>\$126.496</b>	<b>\$1,545.200</b>
Cash Timing and Availability Adjustments	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Baseline Net Cash Deficit</b>	<b>(\$62.037)</b>	<b>(\$61.725)</b>	<b>(\$65.835)</b>	<b>(\$58.248)</b>	<b>(\$64.725)</b>	<b>(\$56.883)</b>	<b>(\$46.648)</b>	<b>(\$55.360)</b>	<b>(\$47.190)</b>	<b>(\$48.793)</b>	<b>(\$44.607)</b>	<b>(\$33.157)</b>	<b>(\$645.208)</b>

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan - 2012 Adopted Budget**  
**Cash Conversion (Cash Flow Adjustments)**  
(\$ in millions)

<b>CASH FLOW ADJUSTMENTS</b>													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Receipts</b>													
Farebox Revenue	\$2.417	\$2.417	\$2.416	\$2.417	\$2.417	\$2.417	\$2.416	\$2.417	\$2.416	\$2.416	\$2.417	\$2.417	\$29.000
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.954	0.921	0.921	0.922	1.006	0.922	0.999	0.914	0.913	0.990	0.907	0.973	11.342
Capital and Other Reimbursements	2.532	3.430	(0.632)	(2.933)	(5.454)	1.428	(0.224)	3.417	0.800	(1.777)	14.604	21.537	36.728
<b>Total Receipts</b>	<b>\$5.903</b>	<b>\$6.768</b>	<b>\$2.705</b>	<b>\$0.406</b>	<b>(\$2.031)</b>	<b>\$4.767</b>	<b>\$3.191</b>	<b>\$6.748</b>	<b>\$4.129</b>	<b>\$1.629</b>	<b>\$17.928</b>	<b>\$24.927</b>	<b>\$77.070</b>
<b>Expenditures</b>													
<b>Labor:</b>													
Payroll	\$3.795	\$1.582	(\$4.088)	\$2.564	(\$1.912)	(\$0.125)	\$3.174	(\$3.261)	\$1.153	\$3.547	(\$3.976)	(\$0.182)	\$2.261
Overtime	0.000	0.001	(0.799)	0.500	0.300	(0.001)	0.799	(0.801)	0.000	0.300	(0.300)	0.001	0.000
Health and Welfare	0.001	0.001	0.001	0.001	0.000	0.001	0.000	0.000	0.001	0.001	(0.001)	(0.006)	0.000
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	0.001	0.000	0.000	0.000	0.001	0.001	0.000	0.000	0.001	0.001	0.000	(0.005)	0.000
Other Fringe Benefits	(0.167)	(0.028)	(1.935)	(0.828)	1.570	(2.124)	1.123	(1.329)	0.401	0.823	(0.955)	1.031	(2.418)
GASB Account	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(8.003)	(8.003)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(0.000)	(0.000)
<b>Total Labor Expenditures</b>	<b>\$3.630</b>	<b>\$1.556</b>	<b>(\$6.831)</b>	<b>\$2.237</b>	<b>(\$0.041)</b>	<b>(\$2.248)</b>	<b>\$5.096</b>	<b>(\$5.391)</b>	<b>\$1.556</b>	<b>\$4.672</b>	<b>(\$5.232)</b>	<b>(\$7.164)</b>	<b>(\$8.160)</b>
<b>Non-Labor:</b>													
Electric Power	(\$0.974)	(\$1.275)	(\$1.749)	(\$1.749)	(\$1.750)	(\$1.750)	(\$0.217)	(\$0.217)	(\$0.218)	(\$0.217)	(\$0.217)	(\$0.219)	(\$10.552)
Fuel	(0.381)	(0.381)	(0.382)	(0.381)	(0.482)	(0.481)	0.000	0.000	0.000	0.000	0.000	(0.001)	(2.489)
Insurance	(2.939)	(0.576)	1.310	0.294	(0.538)	1.359	(0.386)	0.388	1.360	0.281	(0.510)	1.404	1.447
Claims	(0.061)	(0.061)	(0.061)	(0.061)	(0.061)	(0.061)	0.105	0.105	0.105	0.105	0.105	0.110	0.269
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	(1.025)	(1.524)	(1.525)	(1.525)	(1.526)	(1.661)	(0.025)	(0.024)	(0.025)	(0.024)	(0.025)	(0.027)	(8.936)
Professional Service Contracts	(0.517)	0.484	0.483	(0.517)	0.564	0.583	(0.416)	0.583	0.583	(0.417)	0.583	0.585	2.581
Materials & Supplies	(1.064)	(0.811)	(1.935)	(1.433)	(2.446)	(1.834)	2.227	1.696	0.695	2.205	2.060	2.062	1.422
Other Business Expenditures	0.034	0.041	0.049	0.043	0.017	0.042	0.013	0.054	0.037	0.018	0.047	0.023	0.418
<b>Total Non-Labor Expenditures</b>	<b>(\$6.927)</b>	<b>(\$4.103)</b>	<b>(\$3.810)</b>	<b>(\$5.329)</b>	<b>(\$6.222)</b>	<b>(\$3.803)</b>	<b>\$1.301</b>	<b>\$2.585</b>	<b>\$2.537</b>	<b>\$1.951</b>	<b>\$2.043</b>	<b>\$3.937</b>	<b>(\$15.840)</b>
<b>Other Adjustments:</b>													
Other	(\$2.417)	(\$2.417)	(\$2.417)	(\$2.417)	(\$2.417)	(\$2.417)	(\$2.417)	(\$2.417)	(\$2.417)	(\$2.417)	(\$2.417)	(\$2.413)	(\$29.000)
<b>Total Other Expenditures Adjustments</b>	<b>(\$2.417)</b>	<b>(\$2.417)</b>	<b>(\$2.417)</b>	<b>(\$2.417)</b>	<b>(\$2.417)</b>	<b>(\$2.417)</b>	<b>(\$2.417)</b>	<b>(\$2.417)</b>	<b>(\$2.417)</b>	<b>(\$2.417)</b>	<b>(\$2.417)</b>	<b>(\$2.413)</b>	<b>(\$29.000)</b>
<b>Total Cash Conversion Adjustments before Non-Cash Liability Adjs.</b>	<b>\$0.189</b>	<b>\$1.804</b>	<b>(\$10.353)</b>	<b>(\$5.103)</b>	<b>(\$10.711)</b>	<b>(\$3.701)</b>	<b>\$7.171</b>	<b>\$1.525</b>	<b>\$5.805</b>	<b>\$5.835</b>	<b>\$12.322</b>	<b>\$19.286</b>	<b>\$24.069</b>
Depreciation Adjustment	\$26.422	\$26.422	\$26.422	\$26.422	\$26.422	\$26.422	\$26.422	\$26.422	\$26.422	\$26.422	\$26.422	\$26.418	\$317.060
OPEB Obligation	6.438	6.438	6.438	6.438	6.438	6.438	6.438	6.438	6.438	6.438	6.438	6.432	77.250
Environmental Remediation	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.163	2.000
<b>Baseline Total Cash Conversion Adjustments</b>	<b>\$33.216</b>	<b>\$34.831</b>	<b>\$22.674</b>	<b>\$27.924</b>	<b>\$22.316</b>	<b>\$29.326</b>	<b>\$40.198</b>	<b>\$34.552</b>	<b>\$38.832</b>	<b>\$38.862</b>	<b>\$45.349</b>	<b>\$52.299</b>	<b>\$420.379</b>

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan - 2012 Adopted Budget**  
**Overtime - Non-Reimbursable/Reimbursable Basis**  
(\$ in millions)

**NON-REIMBURSABLE  
SCHEDULED:**

Direct Service

Programmed Maintenance

Total Scheduled

**UNSCHEDULED:**

Vacancy/Absentee Coverage

Weather Emergencies

Maintenance

Emergencies

Safety/Security/Law Enforcement

All Other

Total Unscheduled

**TOTAL NON-REIMBURSABLE  
OVERTIME**

**REIMBURSABLE OVERTIME**

**TOTAL NR & R Overtime**

Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
\$2.535	\$2.654	\$1.299	\$2.065	\$2.074	\$1.290	\$2.071	\$1.225	\$1.906	\$2.285	\$2.645	\$2.175	\$24.225
0.090	0.075	0.143	0.143	0.107	0.084	0.089	0.075	0.112	0.125	0.101	0.084	1.226
\$2.625	\$2.729	\$1.442	\$2.207	\$2.181	\$1.374	\$2.160	\$1.300	\$2.018	\$2.410	\$2.747	\$2.258	\$25.451
\$1.235	\$1.467	\$1.220	\$1.608	\$1.671	\$1.953	\$2.725	\$2.367	\$1.850	\$1.995	\$1.792	\$2.394	\$22.278
0.577	0.574	0.374	0.080	0.086	0.080	0.086	0.080	0.080	0.086	0.162	0.554	2.818
1.706	1.604	1.572	1.625	2.052	1.801	2.089	1.811	1.685	2.035	1.562	1.928	21.470
0.029	0.023	0.023	0.023	0.029	0.023	0.029	0.023	0.023	0.029	0.023	0.023	0.299
												0.000
0.063	0.063	0.063	0.063	0.063	0.063	0.063	0.063	0.063	0.063	0.063	0.063	0.755
\$3.610	\$3.731	\$3.251	\$3.399	\$3.900	\$3.920	\$4.991	\$4.345	\$3.701	\$4.207	\$3.602	\$4.962	\$47.620
\$6.235	\$6.460	\$4.694	\$5.606	\$6.082	\$5.293	\$7.151	\$5.645	\$5.719	\$6.617	\$6.349	\$7.221	\$73.071
\$0.437	\$0.421	\$0.802	\$1.565	\$1.160	\$0.882	\$0.721	\$0.867	\$0.987	\$0.763	\$0.674	\$0.290	\$9.568
\$6.672	\$6.881	\$5.495	\$7.171	\$7.242	\$6.175	\$7.872	\$6.512	\$6.706	\$7.380	\$7.023	\$7.510	\$82.639

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan - 2012 Adopted Budget**  
**Ridership/Utilization**  
**(In millions)**

**RIDERSHIP**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Monthly	3.632	3.629	4.051	3.824	3.985	3.862	3.683	3.860	3.508	4.256	3.736	3.615	45.642
Weekly	0.122	0.114	0.127	0.130	0.123	0.143	0.165	0.192	0.135	0.135	0.100	0.123	1.611
<b>Total Commutation</b>	<b>3.754</b>	<b>3.743</b>	<b>4.178</b>	<b>3.955</b>	<b>4.108</b>	<b>4.006</b>	<b>3.848</b>	<b>4.052</b>	<b>3.644</b>	<b>4.391</b>	<b>3.836</b>	<b>3.738</b>	<b>47.252</b>
One-Way Full Fare	0.548	0.515	0.600	0.607	0.646	0.679	0.711	0.707	0.654	0.643	0.595	0.611	7.518
One-Way Off-Peak	1.261	1.117	1.302	1.350	1.451	1.517	1.681	1.659	1.486	1.362	1.429	1.550	17.166
All Other	0.642	0.616	0.707	0.745	0.762	0.824	0.881	0.800	0.758	0.742	0.746	0.818	9.041
<b>Total Non-Commutation</b>	<b>2.451</b>	<b>2.248</b>	<b>2.609</b>	<b>2.703</b>	<b>2.859</b>	<b>3.020</b>	<b>3.273</b>	<b>3.165</b>	<b>2.898</b>	<b>2.748</b>	<b>2.770</b>	<b>2.979</b>	<b>33.724</b>
<b>Total Ridership</b>	<b>6.205</b>	<b>5.991</b>	<b>6.788</b>	<b>6.657</b>	<b>6.967</b>	<b>7.025</b>	<b>7.121</b>	<b>7.217</b>	<b>6.542</b>	<b>7.139</b>	<b>6.607</b>	<b>6.717</b>	<b>80.977</b>

**FAREBOX REVENUE**

Passenger Revenue	\$44.174	\$42.674	\$46.134	\$46.434	\$47.691	\$50.068	\$51.589	\$49.949	\$48.423	\$47.667	\$47.377	\$48.547	\$570.727
<b>Total Revenue</b>	<b>\$44.174</b>	<b>\$42.674</b>	<b>\$46.134</b>	<b>\$46.434</b>	<b>\$47.691</b>	<b>\$50.068</b>	<b>\$51.589</b>	<b>\$49.949</b>	<b>\$48.423</b>	<b>\$47.667</b>	<b>\$47.377</b>	<b>\$48.547</b>	<b>\$570.727</b>

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan - 2012 Adopted Budget**  
**Total Positions by Function and Department**  
**Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents**

FUNCTION/DEPARTMENT	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
<b>Administration</b>												
Executive VP	2	2	3	2	2	3	2	2	2	2	2	2
Labor Relations	10	10	10	10	10	10	10	10	10	10	10	10
Procurement & Logistics (excl. Stores)	82	82	82	82	82	82	82	82	82	82	82	82
Human Resources	32	32	32	33	32	32	32	32	32	32	32	32
Sr VP Administration	2	2	2	2	2	2	2	2	2	2	2	2
Strategic Investments	38	38	39	39	39	39	41	41	41	42	43	43
President	4	4	4	4	4	4	4	4	4	4	4	4
VP & CFO/Pensions	9	9	9	9	9	9	9	9	9	9	9	9
Information Technology	160	160	160	160	160	160	160	160	160	160	160	160
Controller	41	41	41	41	41	41	41	41	41	41	41	41
Management and Budget	18	18	18	18	18	18	18	18	18	18	18	18
Process Re-Engineering	6	6	6	6	6	6	6	6	6	6	6	6
VP - East Side Access & Special Projects	26	26	26	26	26	26	26	26	26	26	26	26
Market Dev. & Public Affairs	61	61	61	61	61	61	61	61	61	61	61	61
Gen. Counsel & Secretary	30	30	30	30	30	30	30	30	30	30	30	30
Diversity Management	2	2	2	2	2	2	2	2	2	2	2	2
System Safety/Training	64	64	64	64	64	64	64	64	64	64	64	64
Security	5	5	5	5	5	5	5	5	5	5	5	5
Sr VP Operations/Oper. S/A & Serv. Planning	39	39	39	39	39	39	39	39	39	39	39	39
<b>Total Administration</b>	<b>631</b>	<b>631</b>	<b>633</b>	<b>633</b>	<b>632</b>	<b>633</b>	<b>634</b>	<b>634</b>	<b>634</b>	<b>635</b>	<b>636</b>	<b>636</b>
<b>Operations</b>												
Train Operations	1,831	1,831	1,831	1,832	1,847	1,851	1,834	1,834	1,830	1,837	1,824	1,814
Customer Services	290	290	290	285	287	295	295	295	287	285	285	285
<b>Total Operations</b>	<b>2,121</b>	<b>2,121</b>	<b>2,121</b>	<b>2,117</b>	<b>2,134</b>	<b>2,146</b>	<b>2,129</b>	<b>2,129</b>	<b>2,117</b>	<b>2,122</b>	<b>2,109</b>	<b>2,099</b>
<b>Maintenance</b>												
Engineering	1,551	1,533	1,548	1,567	1,554	1,560	1,559	1,552	1,553	1,552	1,556	1,555
Equipment	2,029	2,029	2,029	2,029	2,041	2,041	2,014	2,014	2,007	2,003	2,012	2,012
Procurement (Stores)	94	94	94	94	94	94	93	93	93	93	93	93
<b>Total Maintenance</b>	<b>3,674</b>	<b>3,656</b>	<b>3,671</b>	<b>3,690</b>	<b>3,689</b>	<b>3,695</b>	<b>3,666</b>	<b>3,659</b>	<b>3,653</b>	<b>3,648</b>	<b>3,661</b>	<b>3,660</b>
<b>Engineering/Capital</b>												
Department of Project Management	112	112	112	112	112	112	112	112	112	112	112	113
<b>Total Engineering/Capital</b>	<b>112</b>	<b>112</b>	<b>112</b>	<b>112</b>	<b>112</b>	<b>112</b>	<b>112</b>	<b>112</b>	<b>112</b>	<b>112</b>	<b>112</b>	<b>113</b>
<b>Total Positions</b>	<b>6,538</b>	<b>6,520</b>	<b>6,537</b>	<b>6,552</b>	<b>6,567</b>	<b>6,586</b>	<b>6,541</b>	<b>6,534</b>	<b>6,516</b>	<b>6,517</b>	<b>6,518</b>	<b>6,508</b>
<b>Non-Reimbursable</b>	<b>5,933</b>	<b>5,921</b>	<b>5,687</b>	<b>5,662</b>	<b>5,714</b>	<b>5,753</b>	<b>5,759</b>	<b>5,708</b>	<b>5,739</b>	<b>5,706</b>	<b>5,803</b>	<b>5,940</b>
<b>Reimbursable</b>	<b>605</b>	<b>599</b>	<b>850</b>	<b>890</b>	<b>853</b>	<b>833</b>	<b>782</b>	<b>826</b>	<b>777</b>	<b>811</b>	<b>715</b>	<b>568</b>
<b>Total Full-Time</b>	<b>6,538</b>	<b>6,520</b>	<b>6,537</b>	<b>6,552</b>	<b>6,567</b>	<b>6,586</b>	<b>6,541</b>	<b>6,534</b>	<b>6,516</b>	<b>6,517</b>	<b>6,518</b>	<b>6,508</b>
<b>Total Full-Time-Equivalents</b>												

\*Reflects Authorized positions

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan - 2012 Adopted Budget**  
**Total Positions by Function and Occupation**

FUNCTION/OCCUPATION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
<b>Administration</b>												
Managers/Supervisors	327	327	329	328	328	329	330	330	330	331	332	332
Professional, Technical, Clerical	304	304	304	305	304	304	304	304	304	304	304	304
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Administration</b>	<b>631</b>	<b>631</b>	<b>633</b>	<b>633</b>	<b>632</b>	<b>633</b>	<b>634</b>	<b>634</b>	<b>634</b>	<b>635</b>	<b>636</b>	<b>636</b>
<b>Operations</b>												
Managers/Supervisors	304	304	304	304	304	305	305	305	304	304	304	304
Professional, Technical, Clerical	157	157	157	153	156	163	163	163	156	152	151	151
Operational Hourlies	1,660	1,660	1,660	1,660	1,674	1,678	1,661	1,661	1,657	1,666	1,654	1,644
<b>Total Operations</b>	<b>2,121</b>	<b>2,121</b>	<b>2,121</b>	<b>2,117</b>	<b>2,134</b>	<b>2,146</b>	<b>2,129</b>	<b>2,129</b>	<b>2,117</b>	<b>2,122</b>	<b>2,109</b>	<b>2,099</b>
<b>Maintenance</b>												
Managers/Supervisors	687	684	700	700	700	697	690	696	697	698	690	688
Professional, Technical, Clerical	261	261	261	261	261	261	260	260	260	260	260	260
Operational Hourlies	2,726	2,711	2,710	2,729	2,728	2,737	2,716	2,703	2,696	2,690	2,711	2,712
<b>Total Maintenance</b>	<b>3,674</b>	<b>3,656</b>	<b>3,671</b>	<b>3,690</b>	<b>3,689</b>	<b>3,695</b>	<b>3,666</b>	<b>3,659</b>	<b>3,653</b>	<b>3,648</b>	<b>3,661</b>	<b>3,660</b>
<b>Engineering/Capital</b>												
Managers/Supervisors	94	94	94	94	94	94	94	94	94	94	94	95
Professional, Technical, Clerical	18	18	18	18	18	18	18	18	18	18	18	18
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Engineering/Capital</b>	<b>112</b>	<b>112</b>	<b>112</b>	<b>112</b>	<b>112</b>	<b>112</b>	<b>112</b>	<b>112</b>	<b>112</b>	<b>112</b>	<b>112</b>	<b>113</b>
<b>Public Safety</b>												
Managers/Supervisors	-	-	-	-	-	-	-	-	-	-	-	-
Professional, Technical, Clerical	-	-	-	-	-	-	-	-	-	-	-	-
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Public Safety</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Positions</b>												
Managers/Supervisors	1,412	1,409	1,427	1,426	1,426	1,425	1,419	1,425	1,425	1,427	1,420	1,419
Professional, Technical, Clerical	740	740	740	737	739	746	745	745	738	734	733	733
Operational Hourlies	4,386	4,371	4,370	4,389	4,402	4,415	4,377	4,364	4,353	4,356	4,365	4,356
<b>Total Positions</b>	<b>6,538</b>	<b>6,520</b>	<b>6,537</b>	<b>6,552</b>	<b>6,567</b>	<b>6,586</b>	<b>6,541</b>	<b>6,534</b>	<b>6,516</b>	<b>6,517</b>	<b>6,518</b>	<b>6,508</b>

\*Reflects Authorized positions



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# LONG ISLAND RAIL ROAD

**2011 ANNUAL  
OPERATING  
REPORT**

The graphic features the title "2011 ANNUAL OPERATING REPORT" in a large, bold, black, sans-serif font. The text is centered within a rectangular frame. The background of the frame is white with a grid of dotted lines. A large, stylized, dotted outline of the state of New York is superimposed over the grid, with the text positioned within its boundaries.

**Helena E. Williams**  
**President**

**Performance Summary**
**On Time Performance**

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

		Annual Goal	2011 Data Year Ending Dec 31	2010 Data Year Ending Dec 31
<b>System</b>	<b>Overall</b>	<b>95.1%</b>	<b>93.7%</b>	<b>92.8%</b>
	AM Peak		93.2%	93.2%
	PM Peak		90.5%	89.3%
	<b>Total Peak</b>		<b>92.0%</b>	<b>91.4%</b>
	Off Peak Weekday		93.9%	92.6%
	Weekend		95.7%	94.8%
<b>Babylon Branch</b>	<b>Overall</b>	<b>95.1%</b>	<b>93.4%</b>	<b>91.7%</b>
	AM Peak		93.6%	92.9%
	PM Peak		90.1%	88.0%
	<b>Total Peak</b>		<b>92.0%</b>	<b>90.7%</b>
	Off Peak Weekday		93.2%	91.0%
	Weekend		96.2%	95.3%
<b>Far Rockaway Branch</b>	<b>Overall</b>	<b>95.1%</b>	<b>96.6%</b>	<b>96.3%</b>
	AM Peak		94.7%	94.5%
	PM Peak		95.2%	96.1%
	<b>Total Peak</b>		<b>95.0%</b>	<b>95.2%</b>
	Off Peak Weekday		97.0%	96.8%
	Weekend		97.5%	96.3%
<b>Huntington Branch</b>	<b>Overall</b>	<b>95.1%</b>	<b>92.5%</b>	<b>91.5%</b>
	AM Peak		92.8%	93.4%
	PM Peak		85.5%	85.6%
	<b>Total Peak</b>		<b>89.2%</b>	<b>89.6%</b>
	Off Peak Weekday		92.2%	91.4%
	Weekend		95.7%	93.3%
<b>Hempstead Branch</b>	<b>Overall</b>	<b>95.1%</b>	<b>96.6%</b>	<b>95.9%</b>
	AM Peak		95.2%	96.2%
	PM Peak		93.9%	92.2%
	<b>Total Peak</b>		<b>94.6%</b>	<b>94.3%</b>
	Off Peak Weekday		96.9%	96.1%
	Weekend		98.2%	97.3%
<b>Long Beach Branch</b>	<b>Overall</b>	<b>95.1%</b>	<b>95.8%</b>	<b>95.4%</b>
	AM Peak		94.7%	94.8%
	PM Peak		94.1%	93.4%
	<b>Total Peak</b>		<b>94.4%</b>	<b>94.1%</b>
	Off Peak Weekday		96.1%	95.7%
	Weekend		96.6%	96.4%
<b>Montauk Branch</b>	<b>Overall</b>	<b>95.1%</b>	<b>89.1%</b>	<b>89.4%</b>
	AM Peak		90.5%	92.1%
	PM Peak		87.1%	87.5%
	<b>Total Peak</b>		<b>89.0%</b>	<b>90.0%</b>
	Off Peak Weekday		89.9%	89.3%
	Weekend		87.8%	88.8%
<b>Oyster Bay Branch</b>	<b>Overall</b>	<b>95.1%</b>	<b>94.0%</b>	<b>93.3%</b>
	AM Peak		93.8%	95.4%
	PM Peak		89.0%	88.7%
	<b>Total Peak</b>		<b>91.6%</b>	<b>92.3%</b>
	Off Peak Weekday		94.3%	93.5%
	Weekend		96.8%	94.2%

**2011 ANNUAL OPERATING REPORT**

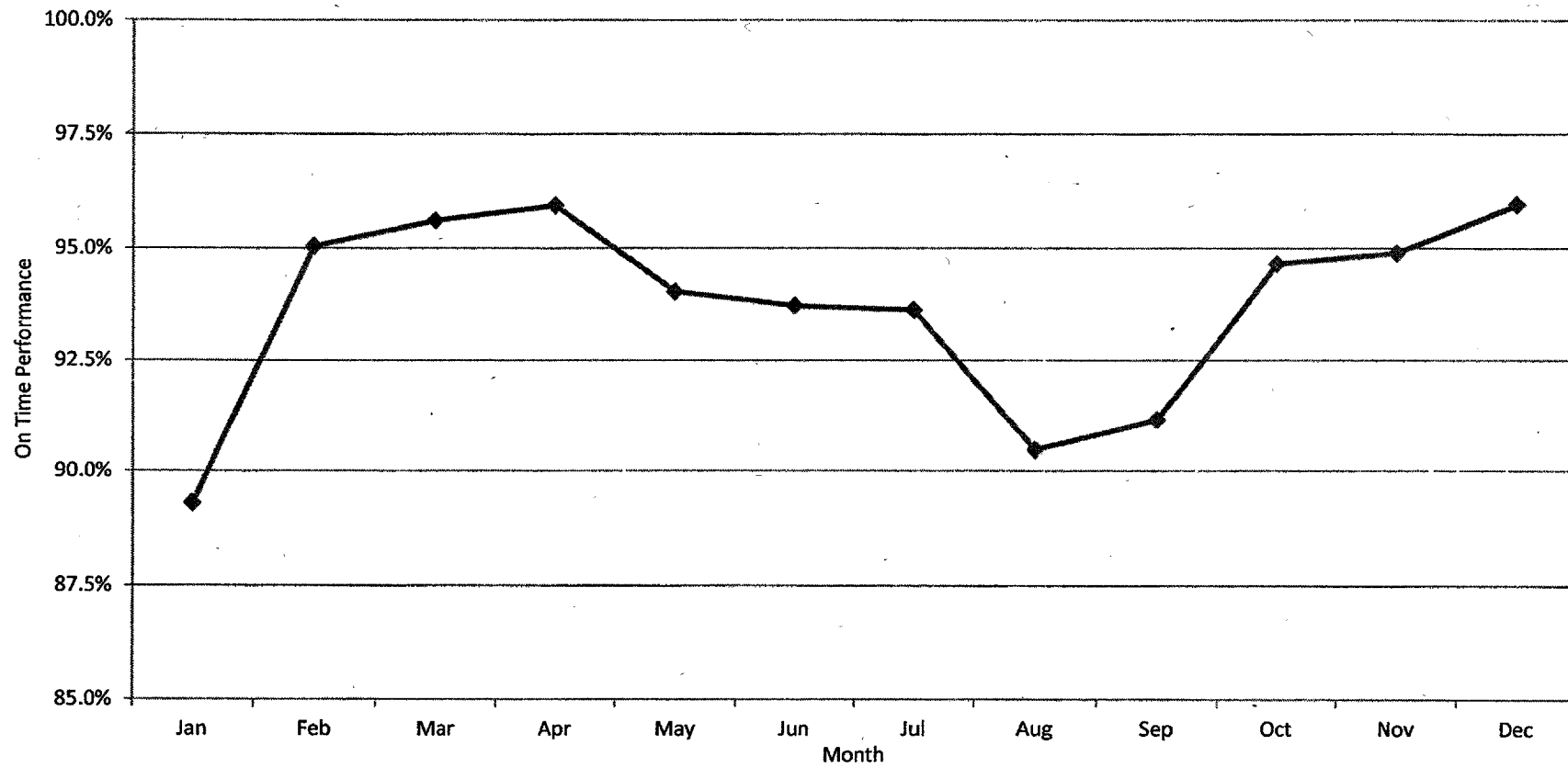
<b>Performance Summary</b>		<b>Annual Goal</b>	<b>2011 Data Year Ending Dec 31</b>	<b>2010 Data Year Ending Dec 31</b>
<b>Port Jefferson Branch</b>	<b>Overall</b>	<b>95.1%</b>	<b>90.4%</b>	<b>90.1%</b>
	AM Peak		91.3%	89.2%
	PM Peak		83.8%	84.9%
	<b>Total Peak</b>		<b>87.8%</b>	<b>87.2%</b>
	Off Peak Weekday		90.1%	89.5%
	Weekend		94.2%	94.8%
<b>Port Washington Branch</b>	<b>Overall</b>	<b>95.1%</b>	<b>95.0%</b>	<b>92.9%</b>
	AM Peak		93.6%	93.2%
	PM Peak		92.3%	88.8%
	<b>Total Peak</b>		<b>92.9%</b>	<b>90.9%</b>
	Off Peak Weekday		95.2%	92.1%
	Weekend		98.0%	96.9%
<b>Ronkonkoma Branch</b>	<b>Overall</b>	<b>95.1%</b>	<b>91.2%</b>	<b>90.2%</b>
	AM Peak		91.2%	90.5%
	PM Peak		90.1%	88.5%
	<b>Total Peak</b>		<b>90.7%</b>	<b>89.6%</b>
	Off Peak Weekday		90.6%	90.0%
	Weekend		93.5%	91.7%
<b>West Hempstead Branch</b>	<b>Overall</b>	<b>95.1%</b>	<b>96.3%</b>	<b>96.2%</b>
	AM Peak		95.0%	95.7%
	PM Peak		93.9%	94.6%
	<b>Total Peak</b>		<b>94.4%</b>	<b>95.1%</b>
	Off Peak Weekday		97.5%	96.1%
	Weekend		94.4%	98.9%
<b>Operating Statistics</b>				
<b>Trains Scheduled</b>			<b>230,043</b>	<b>237,298</b>
<b>Avg. Delay per Late Train (min)</b> excluding trains canceled or terminated			-13.9	-13.3
<b>Trains Over 15 min. Late</b> excluding trains canceled or terminated			3,021	3,358
<b>Trains Canceled</b>			1,172	1,359
<b>Trains Terminated</b>			575	691
<b>Percent of Scheduled Trips Completed</b>			99.2%	99.1%



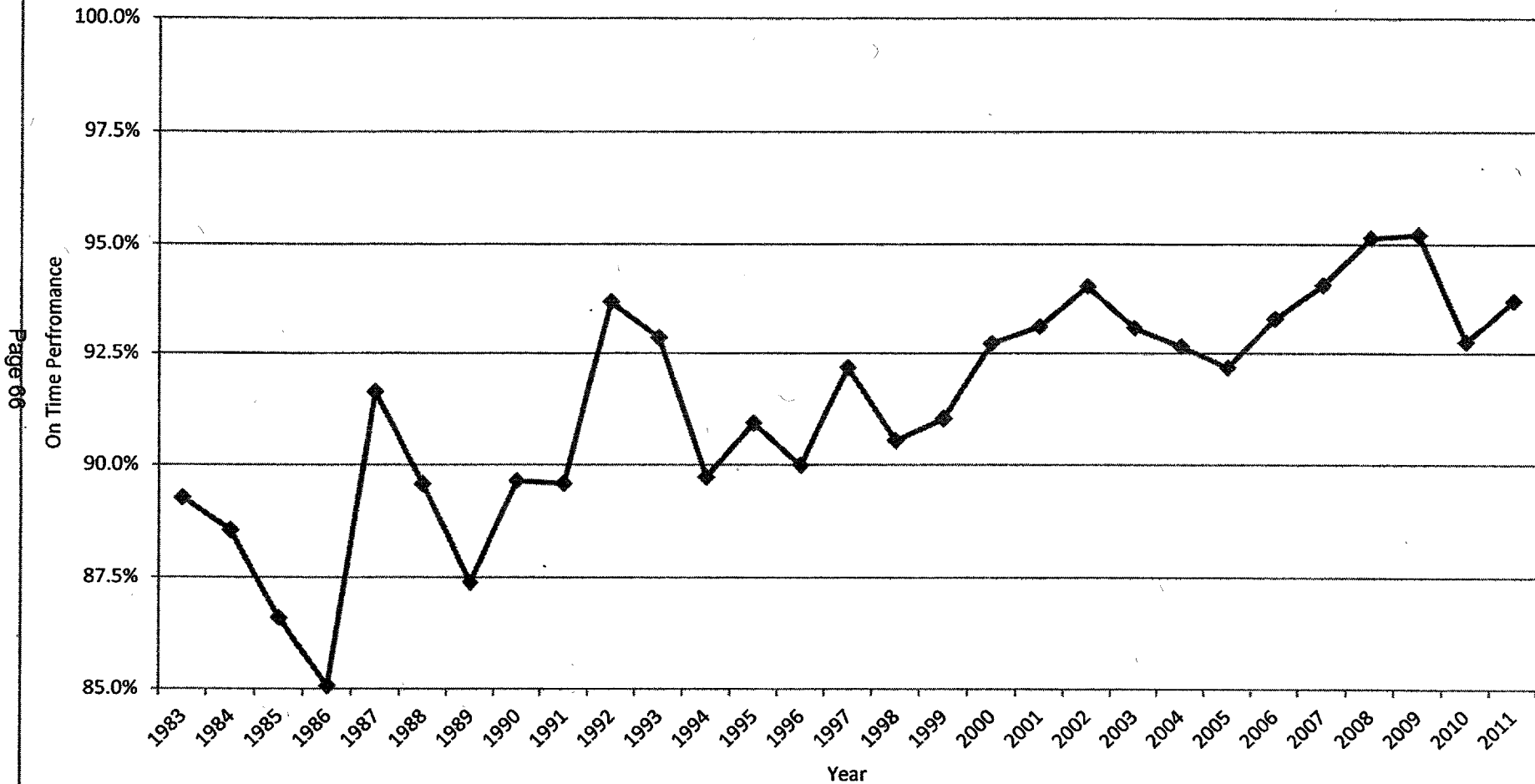
## 2011 ANNUAL OPERATING REPORT

Categories Of Delay		2011 Data Year Ending Dec 31	2010 Data Year Ending Dec 31
Late Train Incidents	National Rail Passenger Corp	1,003	1,257
	Capital Programs	185	233
	Engineering	1,842	1,896
	Penn Station Central Control	95	229
	Maintenance of Equipment	2,401	2,567
	** Other / Miscellaneous	3,700	4,303
	Public	4,063	5,001
	Transportation	717	1,024
	Vandalism	199	118
	Maintenance of Way (Sched.)	273	564

# 2011 On Time Performance By Month



# On Time Performance By Year 1983 Through 2011



## Long Island Rail Road

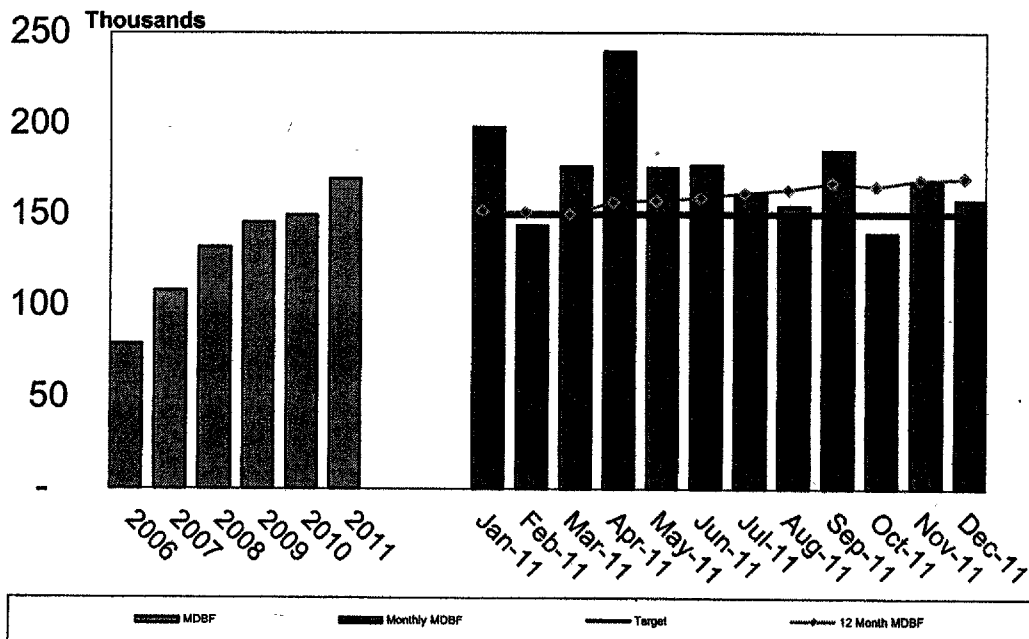
### MEAN DISTANCE BETWEEN FAILURES

			2011 Data					2010 Data		
	Equip- ment Type	Total Fleet Size	MDBF Goal (miles)	December		YTD		December		YTD
				MDBF (miles)	No. of Primary Failures	MDBF thru December (miles)	12 month MDBF Rolling Avg (miles)	MDBF (miles)	No. of Primary Failures	MDBF thru December (miles)
<b>Mean Distance Between Failures</b>	M-3	150	55,000	77,074	7	68,731	68,731	57,683	9	56,754
	M-7	836	350,000	354,700	14	431,125	431,125	311,266	16	340,196
	DM	22	18,000	11,533	6	18,781	18,781	19,300	4	17,085
	DE	23	18,000	29,972	3	22,578	22,578	15,809	5	15,884
	C-3	134	70,000	63,446	10	65,302	65,302	77,825	8	76,916
	Diesel	179	44,000	41,767	19	45,770	45,770	45,814	17	44,289
	<b>Fleet</b>	<b>1,165</b>	<b>150,000</b>	<b>157,472</b>	<b>40</b>	<b>169,724</b>	<b>169,724</b>	<b>149,482</b>	<b>42</b>	<b>149,651</b>

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





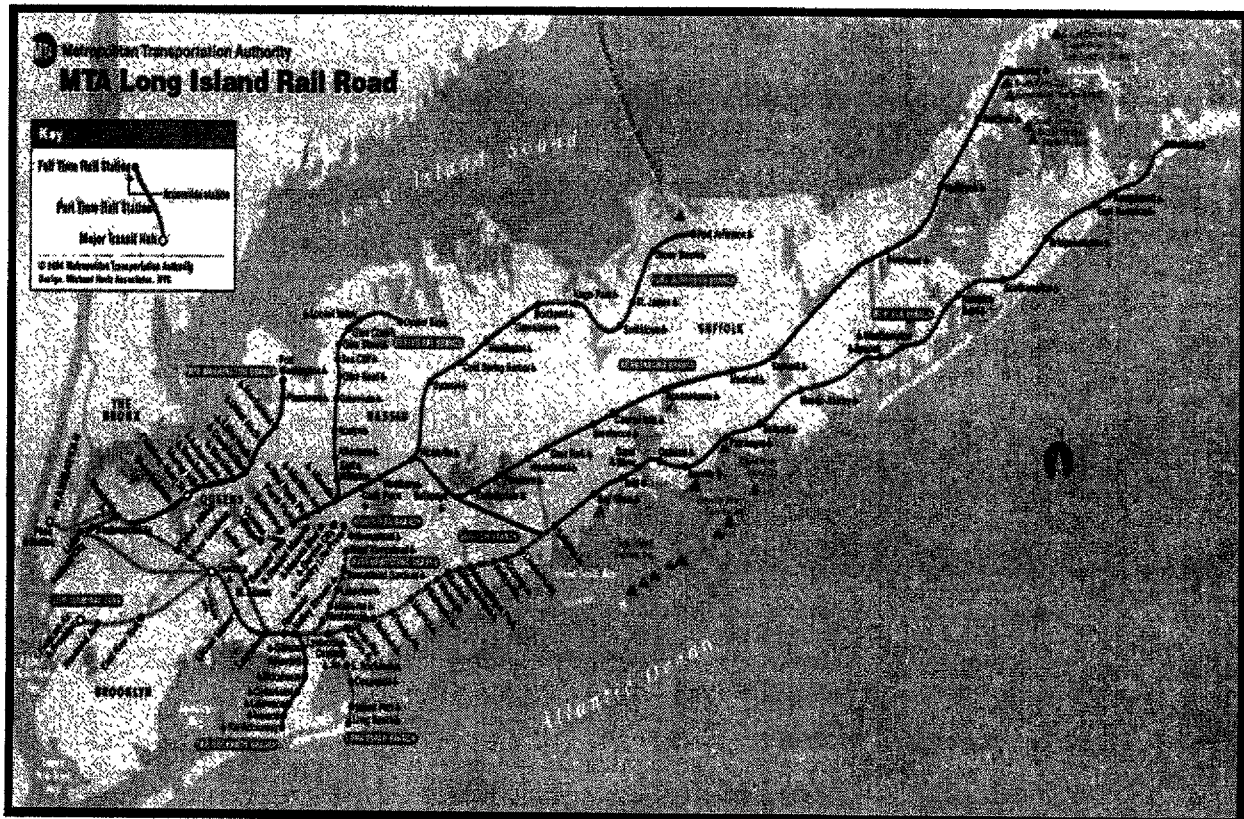
# Long Island Rail Road

## STRATEGIC INVESTMENTS AND PLANNING STUDIES

### STATUS UPDATE

February 2012

## METRO-NORTH /LONG ISLAND COMMITTEES



# **CONTENTS**

## **OVERVIEW**

## **SIGNIFICANT LIRR DEVELOPMENTS**

### **SECTION I Asset Categories**

1. Rolling Stock
2. Stations
3. Track
4. Line Structure
5. Communications
6. Signals
7. Shops & Yards
8. Power
9. Environmental

### **SECTION II Strategic and Critical Projects**

1. East Side Access Readiness Projects
2. Penn Station
3. Double Track – Farmingdale to Ronkonkoma
4. Infrastructure and Capacity Improvements on the Main Line
5. Transit Oriented Development
6. Parking Expansion Opportunities
7. LIRR Mentoring Program
8. Positive Train Control (PTC)

### **SECTION III Capital Program**

1. Capital Program - Gateway Status

## Overview

This report provides an overview of active and recently completed investments in the LIRR's capital program and updates the most significant strategic investments and planning studies taking place at the LIRR.

Section I of the report provides information on capital projects by asset category. This portion of the report focuses on projects that have achieved completion in 2010 and 2011 as well as projects which are currently ongoing and projects which are planned to commence in 2012.

Section II provides an update of the September 2011 report on Strategic Investments and Planning Studies. This section focuses on the LIRR's East Side Access investment set as well as Double Track from Farmingdale to Ronkonkoma, Infrastructure and Capacity Improvements on the Main Line, Transit Oriented Development (TOD), Positive Train Control (PTC), the LIRR Mentoring Program and opportunities for parking expansion. These initiatives are the most strategic and critical projects currently being planned by the railroad. This section will also provide some highlights of scheduled 2012 activities of significance.

Section III of the report describes the status of LIRR projects in the Capital Program as they undergo more detailed analysis to ensure best value through the Gateway Process.

## Significant LIRR Developments

An overarching policy direction that the Railroad has taken is to initiate actions and projects which will result in "Improving the Railroad Today." Our goal is to focus on improvements that the commuter of today will benefit from while at the same time continue with our long term projects to improve efficiency and effectiveness, expand the system and improve capacity. To this end we have recently launched several initiatives which respond to customer concerns and requests. A short synopsis of these programs is outlined below.

In late 2011 the *Quiet Car* pilot program was launched on select peak hour trains on the Far Rockaway Branch. Under this program, four morning and six evening rush hour trains that operate between Far Rockaway and Atlantic Terminal will have a designated quiet car; customers seeking a quiet environment during their commute, free of cell-phone conversations, sound from other electronic devices and loud conversations, can utilize the last car on four AM peak trains and the first car on six PM peak trains which are designated as quiet cars. The program is voluntary in nature with customers self-monitoring. The pilot is being launched in response to customer requests as part of the LIRR's renewed commitment to customer service. The LIRR will gauge customer reaction to the pilot program and decide whether to expand it. A similar pilot last summer on Metro-North's West-of-Hudson lines conducted in conjunction with NJ TRANSIT was well received and was subsequently expanded to all peak trains. Amtrak has also successfully implemented quiet cars.

Continuing our goal to be more responsive to customer concerns, the LIRR has released a *Customer Pledge* which pledges to customers that we are dedicated to delivering safe and reliable transportation. Our highest priority is to ensure customer safety and our pledge is

always subject to that paramount concern. Additionally, we pledge accurate and timely information, courteous employees, a clean environment, and when service is disrupted, customers can expect us to respond quickly while maintaining customer safety as our No. 1 concern. We have also committed to provide the means for commuters to receive a comfortable alternative mode of transportation to their final destinations. We also commit to using all the communication technology at our disposal to alert customers so they can "know before you go." Additionally, during a Weather Emergency our Notification system will inform commuters regarding procedures to be followed in the event of any Severe Service Disruption.

Additionally, in response to customer confusion and inconvenience during service disruptions the LIRR has installed large maps at street level at Jamaica Station so commuters know which way to walk in an emergency to get to the bus lines that run nearby. In addition, the railroad has published, in print and online, four different modified schedules which will mean that commuters in the event of, say, a two-hour delay, could look to the appropriate modified schedule and determine exactly when their specific trains are scheduled to leave. Also of note are our plans to initiate, by the end of the year, the addition of GPS devices to every train and the addition of more "timing points" along the route, so that operations personnel will have better information on exactly where trains are and how quickly they are moving.

In late December 2011, the LIRR launched a pilot of *LIRR Train Time*, a digital service that provides real-time train arrival status to customers on the Port Washington Branch using mobile devices or desktop computers. To use the service, a user enters his or her origin and destination, and Train Time will then provide upcoming departure times and indications showing whether each train is running on time or, if late, by how many minutes. Train Time also displays scheduled arrival time at the destination station, track assignments at most origin stations, and a chance to click for a list of each upcoming train's intermediate stops. The LIRR will make updates based on user comments before launching Train Time on the LIRR's 10 other branches sometime in the near future.

Responding to technological advancements and a more tech savvy ridership demographic, the LIRR is currently undertaking a pilot project to study the possible use of cellular phones to pay for LIRR fares. During this pilot, selected LIRR employees and customers will utilize smartphones to examine how this new technology works within a commuter rail environment. A selected group of Port Washington Branch commutation commuters will be recruited to participate in this pilot study and provide feedback on their experiences and utilization of the technology. The information gained in these phases will help to mold further iterations of the pilot.

In keeping with our commitment to our customers, in late 2011 the LIRR initiated installation of two new elevators at our Queens Village Station (one each for eastbound and westbound platforms), as well replacing the lighting and railings on both station platforms. These new elevators will make the station wheelchair accessible. Queens Village was identified to serve as a hub station of accessibility for Southeast Queens and Western Nassau County, in order to provide a wheelchair accessible station to serve LIRR customers in these communities. Queens Village was selected because it is located near two major arterial

roadways, is directly served by a number of bus routes operating to various Queens and Nassau County destinations, and also has a NYCDOT-owned public parking lot adjacent to the station. In concert with this elevator installation the railroad has also in recent times initiated customer convenience and accessibility improvements at the Rosedale and Flushing stations to complete the "wheel of accessibility" in Queens.

As we look forward into 2012, the scheduled opening of the Nets Arena during the spring of this year presents an excellent opportunity for the LIRR to provide a service to the arena during sports and other entertainment events. This presents an opportunity for peak ridership increases for LIRR on the Atlantic Branch. The opening of the arena also presents an opportunity for the railroad to respond to service demand in off peak times.

In outlining regional development plans which directly affect LIRR, in July 2011, the Governor announced the creation of 10 Regional Economic Councils covering all of New York State. Regional Councils represent a fundamental shift in the state's approach to economic development from a top-down development model to a community-based, performance driven approach which empowers individual areas to develop comprehensive strategic plans that invest in regional solutions to create jobs and economic growth. As part of the Regional Council process, a Strategic Plan Review Committee was chosen to analyze and rank the strategic plans for each region competing for \$200 million in specially targeted economic development funding. In December it was announced that the Long Island Region was chosen as a "Best Plan Awardee" and will receive \$101.6M, half of the entire amount set aside for competitive funding. Two projects that received State funding are Wyandanch and Ronkonkoma, both of which the LIRR is participating in to facilitate TOD initiatives.

The Governor also recently announced a plan to fully develop the Aqueduct Race Course property with a casino and hotel complex. The LIRR is working with NYCT and MTA HQ to investigate possible alternatives for faster, direct service to the site.

An Origin & Destination study will commence in 2012 to document customer ridership patterns. The purpose of this project will be to update information about ridership patterns in our service territory as well as to augment the MTA's regional transit ridership forecasting models which are used to support the development of New Starts and Network Expansion transit projects. The project consists of two main components: 1) passenger counts at Long Island Rail Road (LIRR) stations, and 2) production, distribution, and analysis of an origin & destination survey. This survey is vital in helping to determine long term service characteristics and enhances service planning and fleet deployment. The last such study was conducted in 2006.

The LIRR partnered with Amtrak and New Jersey Transit to retain consulting assistance to develop a vision for the future of Penn Station's retail layout, pedestrian flow, way-finding, and Station amenities.

## **SECTION I - Asset Categories**

### **1. Rolling Stock**

MTA Long Island Rail Road currently has a fleet of 836 M-7 EMU cars, 170 M-3 EMU cars, 45 locomotives, 134 bi-level coaches, and a fleet of work locomotives and other maintenance rolling stock. Rolling stock investments play a crucial role in the customer experience by improving on-time performance, while providing a safe, reliable, comfortable passenger environment. To ensure this, the LIRR will have an option in the procurement of new fleet cars that will allow us to reduce costly maintenance and repair needs associated with the M-3 electric fleet by beginning to replace the worst performing vehicles.

#### ***Completed:***

##### **M-7 Horn Modification - \$4.9M**

Project initiated to address noise complaints from communities adjoining railroad ROW.

- Started June 2008, Completed in September of 2011. The modification will reduce the M-7 horn sound level on the sides of the car while meeting the FRA mandated frontal horn sound requirements
- The horn modification consists of the installation of an enclosure around the horn and addition of a new opening in the existing M-7 stone shield to direct the horn noise forward and absorb some of the lateral noise dispersion.

##### **M-9/M9A Specification Development - \$2.8M**

- Building on the success of M-7 cars, each section of the M-9/M9A Scope of Work was reviewed by technical teams comprised of LIRR, MNR and Louis T. Klauder (LTK), - a premier rail car consulting firm
- The LIRR incorporated improvements found on MNR's M-8 cars and focused on modifications to improve:
  - Reliability and Maintainability – Reducing life cycle costs and unscheduled repairs
  - Sustainability – Reducing energy consumption through weight reduction and other energy saving efforts
  - Green Technology – Using materials that are safe for the environment
  - Security – Improve the safety of our system
  - Passenger Comfort – Improve on our customer's riding experience.

#### ***Ongoing:***

The procurement of the M9/M9A cars will enable the LIRR to purchase cars for ESA Opening Day Service, M-3 Replacement and ridership growth using funds provided under two MTA Capital Programs.

- Funding in the amount of \$1.1B (\$715M - MTACC and \$356M - LIRR) in the 2010-2014 program for the first 236 cars and 2015 -2019 program for the remaining option cars

- Two RFPs will be issued simultaneously; the first for a base order of 76 M-9 Cars for M-3 replacements and up to 600 M-9 Option Cars and the second for 160 M-9A Cars identified in the Full Funding Grant Agreement (FFGA) for ESA service
- The Railroads (MNR and LIRR in a joint procurement) are taking steps to increase Carbuilder participation in the M-9/M-9A solicitations and thereby make pricing more competitive by proactively reaching out to, and meeting with potential carbuilders and major suppliers prior to release of RFP.

## **2012 Highlights - Rolling Stock**

- Award of M-9/M9A fleet procurements scheduled

## **2. Stations**

The Long Island Rail Road operates 11 rail branches and serves customers at 124 stations in Nassau and Suffolk Counties and New York City. Maintaining the stations throughout the system is not only vital to preserving safe, convenient access to the system, but it is also important because stations play an integral role in defining the communities they serve across Long Island and neighborhoods in Queens and Brooklyn.

This work focuses on component needs like staircases, elevators, escalators, lighting, platforms and canopies. Investments are prioritized to improve the customer experience as cost-effectively as feasible by addressing the most deficient components based upon asset inspection, condition assessments and structural engineering standards. By rehabilitating or upgrading those components most in need of repair, like the platforms at Massapequa and Wantagh, the LIRR addresses safety concerns and avoids more extensive future capital needs.

In addition, the parking program improves access to the system and works with communities to identify and discuss parking expansion opportunities to meet growth demands.

### ***Completed:***

#### **Escalator Replacement Program - \$5.77M**

Replacement of 3 escalators, 1 each at Merrick, Bellmore, and Massapequa Park Stations. Ancillary work included replacement of structural supports, electrical, mechanical, communication, sump pump systems, street and platform level landing, platform parapet walls, windscreen enclosures, sidewalks, signage and the installation of bird prevention devices above the escalator arrears. Construction was awarded to Lipsky Enterprises in February 2010. Project achieved Beneficial Use in November 2011.

### ***Ongoing:***

#### **New Atlantic Terminal Elevator - \$3.4M**

Construction of a second Atlantic Terminal ADA-compliant elevator for vertical circulation of customers between LIRR station platforms and street level. The scope of work consists of a new elevator, elevator shaft, machine room, and associated site improvements. Gannett/Fleming was awarded design on September 2, 2010. Design was completed in 12/2011 and construction initiation is scheduled for mid-2012.

**Forest Hills Station Ramp – \$2.0M**

Repair/replacement (as needed) of platform ramp sections to improve an access way that is as ADA compliant as possible, relocation of light fixtures that impede passage on ramps, and replacement of railing system with new ADA compliant railings. Delivery of materials and construction began in November 2011. Design and Construction by LIRR forces.

**New Elevators – Queens Village Station - \$8.5M**

This project provides for the construction of 2 new elevators at Queens Village Station, one each serving the eastbound and westbound platforms. The new elevators will be aesthetically integrated into the existing platform and station building structures. This project also includes the replacement of platform lighting and platform railings. Design was awarded to Dewberry-Goodkind in February 2010. Design was completed in June of 2011. Construction contract was awarded to Prude Construction Corporation in December 2011. Currently, railings completed. Beneficial Use is scheduled for mid-2013.

**Massapequa Platform Replacement – \$20.3M**

This project replaces the station platform and rehabilitates the substructure. The work will involve the demolition and reconstruction of platform, waiting room, canopy, platform lighting, communications and security systems as well as drainage stairway and elevator improvements. Design awarded to AECOM in November 2011.

**2012 Highlights – Stations**

- PSNY Vision Study – completion scheduled for 2012
- Escalators at the Bellmore and Massapequa Park Stations are scheduled for Beneficial Use in 2012
- Flushing Main Street elevator design scheduled for award by June 2012
- Intermodal Facility Design for Wyandanch Station to progress in 2012. (This design effort is being funded by the Town of Babylon, however the LIRR is an active participant in the design process as we will be the lead in the later construction of the facility).
- Jamaica Station Building Rehabilitation to commence in March 2012.

**3. Track**

MTA Long Island Rail Road has 594 miles of main line track and 107 miles of yard track. The LIRR utilizes a cyclical track replacement program, informed by routine inspections to assess condition, to maintain safety and reliability by keeping the track infrastructure in good repair and complying with all Federal Railroad Administration (FRA) track standards.

Track investments are prioritized based upon the condition of the track components, while advancing a more frequent replacement cycle for segments of track in the busiest track areas of the LIRR network. Scheduled replacement of track elements lessens the operating impact by greatly reducing the need for emergency track repairs, thus avoiding service suspensions.

Furthering efforts to increase efficiencies and promote cross-agency collaboration, following a February 2010 CPOC Track presentation, it was determined that NYCT, MNR and the LIRR have common themes within their track programs and should conduct an inter-agency review for efficiency improvements. The MTA Independent Engineer Consultant coordinated an inter-agency review committee of their respective Track Program. The goal for each agency was to identify at least 10% savings in total track program efficiency improvements.

Agency track program spending varies widely due to significant differences in infrastructure needs and operational constraints, however, the agencies have been working cooperatively to pursue new efficiencies through a variety of measures including:

- Increasing track access
- Optimizing asset renewals
- Minimizing support services / work rule initiatives.

As an example of improved efficiencies as a result of the cross-agency Track Review Process, we are currently undertaking a program to improve manpower efficiencies and achieve a significant saving by using a "GreenRock" technology in the replacement of half ties in the Atlantic Avenue viaduct. This is expected to save the railroad in excess of \$26M. These track investments ensure on-time, cost effective and reliable service, continuing to provide the valuable transportation service that is critical to our region's economy and quality of life. Overall, efforts to date have resulted in \$56 million in 2011 realized efficiency improvement and suggest \$81 million in average annual potential for 2012-2014 - exceeding our 10% goal.

The MTA agencies will continue to share information and develop new ways to improve the efficiency of track and other work along the right-of-way.

In addition, the LIRR will advance a number of system improvement initiatives in key locations designed to expand service for customers, increase train turn-around capability on some of the railroad's busiest branches, and prepare for East Side Access opening day service needs. These projects include the extension of the Great Neck Pocket Track and Colonial Road Highway Bridge Replacement, additional information for both of which is included in Section II of this report under the Port Washington Branch Improvements section.

### **Completed:**

#### **2011 Track Rehabilitation Program - \$55.1 M**

The annual Track Rehabilitation Program for 2011 includes:

<b>Track Program Elements</b>	<b>2011 Goal</b>	<b>2011 Results</b>
Mechanized Wood Ties (Each)	28,500	30,608
Grade Crossing Rehabilitation (Each)	21	21
Surfacing (Miles)	75	102
Field Welds - Boutet (Each)	500	761
CWR Renewal (Rail mile)	18	16.7
Hand Ties (Each)	4,500	6,287

### **Ongoing:**

#### **ROW – Fencing - \$8.0M**

This project will construct high security fencing along the LIRR right of way, to enhance safety and security in the communities which the LIRR serves. Through this project, approximately three miles of high security fencing will be installed annually, at locations to be identified based upon a listing of priority sites.

#### **Jamaica Interlocking Reconfiguration Study –\$7.12M**

This is a study to confirm the feasibility of a proposed package of investments needed to increase service capacity at Jamaica Station and ready the LIRR to deliver planned service levels to both Penn Station and GCT when ESA commences in 2018, and in future years as service grows. Elements of this investment incorporate state of good repair and cyclical normal replacement needs of track, signals and communications, and infrastructure in the Jamaica plant. The proposed investments include:

- Installation of a new Platform F
- Reconfiguration of Hall Interlocking with E-Yard Extension
- Reconfiguration of Jay Interlocking
- Extension of Jamaica Platforms.

Jamaica Reconfiguration Study involves:

- Survey base map of all tracks
- Track alignments for Platform F, Hall East, Johnson Avenue Yard, E-Yard, Beaver Interlocking, Met Interlocking and Jamaica West
- Operations Simulations
- Construction schedule, cost estimates
- Draft final report under review.

*For more details on Jamaica Improvements Study, please see Section II of this report.*

#### **2012 Highlights - Track**

- Initiation of the 2012 Track Program incorporating potential efficiencies and cost savings identified through an MTA-led effort
- Anticipated procurement for Jamaica Capacity Improvements Project Design
- Delivery of 30% Phase I design for the Jamaica Capacity Improvements Project
- Commence Double Track project with award for 30% Design (Discussed in more detail in Section II)
- Atlantic Branch half ties replacement to begin in 2012
- \$25M ERT rehabilitation to commence in February 2012
- Award for bridge fabrication under the Massapequa Pocket Track Project scheduled for April 2012. It is anticipated that the Bridge will be delivered in December 2012.

#### **4. Line Structures**

LIRR Line Structures are comprised of 640 bridges, 30 viaducts and 4 tunnels which allow for railroad travel across the region's waterways, highway crossings, and dense urban and suburban areas. As a system with 177 years of service, many structures are in need of investment to address structural deficiencies. The LIRR's bridge and viaduct strategy is based upon condition ratings established through regular inspections and

prioritized to first address red flag elements which, if not repaired, could result in adverse service impacts, such as slow zones and load reductions. Through a combined mix of capital and operating solutions, the LIRR cost-effectively preserves safe structural conditions in support of on-time performance and system reliability goals.

### **Completed:**

#### **East River Tunnel Fire and Life Safety –\$29.0M**

This project provides for the augmentation of the existing Standpipe System to provide continuous integrity monitoring and remote capability to fill the standpipe prior to the arrival of the responding Fire Department(s). Upon completion of this work the standpipe will operate as a dry system pressurized with compressed air to monitor the integrity of individual sections of the Standpipe during standby, non-emergency, or normal operations. Standpipe Phases 3 and 4 were added to the scope in May 2009. The construction contract was awarded to Kiewit Contractors in 9/2009.

- Installation of conduit, wire and air isolation valves as well as Hydro testing in all 4 ERTs was completed as of May 2011
- Beneficial Use achieved in July 2011.

#### **Atlantic Avenue Viaduct – Phase IIA \$77.3M (ARRA Funded)**

Phase IIA of the Rehabilitation of the Atlantic Avenue Viaduct was completed in November 2010 with the replacement of 85 of the remaining 102 unimproved spans. The work included:

- Replacement of upper portion of the existing columns and the structural steel members above the column caps
- Addition of exterior safety walkways
- Track replacement
- Relocation of utilities.

#### **Atlantic Avenue Viaduct - Phase IIB - \$66.7M**

Design-Build Rehabilitation of the Nostrand Avenue Station and the final 17 of 199 open girder type spans of Atlantic Avenue Viaduct to bring the structure into a State of Good Repair is complete. The station work included rehabilitation and improvements to the two 6-car elevated side platforms including rehabilitation of station platforms, railings, and canopy roofing system, replacement of platform stairs and handrails, and replacements and upgrades to station lighting, electrical & communication systems, and signage. The viaduct work included replacement of structural steel members above column caps including the upper portion of existing columns, track replacement, below deck lighting, and relocation of utilities. Construction contract awarded to Kiewit Constructors Inc. in December 2010.

- All 17 spans replaced as of August 2011
- Station: Project Plan in development.

#### **Broadway Bridge and 150<sup>th</sup> Street Bridge Rehabilitation - \$1.3M**

Design for rehabilitation of the Broadway Bridge in Elmhurst on the Port Washington Branch and the 150<sup>th</sup> Street Bridges in Jamaica carrying Main Line, Montauk, Atlantic,

and Freight tracks was completed in July 2010. The design provides for rehabilitation of the deck systems and girders, repair of abutment cracks and spalls, waterproofing, and replacement of bridge bearings. Construction is anticipated to commence in 2012 pending funding in the 2012 – 2014 portion of the Capital Program.

#### **Port Washington Branch Abutments & Walls - \$30.2M**

This is the Rehabilitation of the Port Washington Retaining Walls and Bridge Abutments including 5,000 LF of semi-gravity retaining walls and adjoining abutments for 6 bridges and a pedestrian underpass. The scope of work included repairs of concrete cracking, spalling, water infiltration repairs as well as soil nailing and the installation of ground anchors to increase the stability of the walls. Third party construction awarded to DeFoe Corp Contractors in August 2009. Project entered Beneficial Use in November 2011.

#### **Ongoing:**

#### **East River Tunnel Rehabilitation - \$77.3M**

Built by the Pennsylvania Railroad in 1910, the East River Tunnels are 4 single-track railroad tunnels that extend from the eastern end of Pennsylvania Station under 32<sup>nd</sup> and 33<sup>rd</sup> Streets in Manhattan and cross the East River to Long Island City in Queens. The tracks carry LIRR and Amtrak trains traveling to and from Penn Station and points to the north and east. The tracks also carry New Jersey Transit trains deadheading to Sunnyside Yard. They are part of Amtrak's Northeast Corridor; trains traveling between New York City and Boston.

Each tunnel which is about 13,000 feet long has a drainage system that run along the majority of the length of the tunnels just below the track ballast. This Amtrak led project involves the rehabilitation of all four tunnels under the East River. All four tunnels will be rehabilitated by removing and replacing the track and drainage systems with new track and ballast, new welded rail, impedance bonds and I joints. The project will clean the drainage system and install new covers. The removal and replacement of third rail for the entire length of all four Tunnels is also included.

The objective of the project is to upgrade and rehabilitate the track and drainage systems in the four Tunnels leading from Penn Station. At the completion of this project, the track structure and drainage system will be completely rehabilitated, reducing ponding water and bring the entire track structure into a State of Good Repair. It will result in improved reliability for trains operating into Penn Station.

The work is expected to span multiple capital programs and be completed in six years. Amtrak has determined that only one tunnel can be out of service per weekend for track construction.

#### **Weekly Deliverables per Tunnel**

- Rehabilitate 420 feet of track
- Clean 840 feet of trough
- Install trough covers
- Install 420 feet of 3rd rail.

Total Project Budget: \$77.3M, (LIRR's portion) - \$53.0M

The LIRR continues to work with Amtrak to refine estimates.

### **Infrastructure Improvements at Colonial Road \$3.0M**

This project provides for the environmental review and design of 3 infrastructure improvements: a 12-car extension to an existing pocket track, the replacement of Colonial Road Bridge, and improvements to right-of way and track drainage. Contract for Environmental Review and Design awarded to HNTB Consultant (Signal design by Engineering). Recent activities/status includes:

- LIRR project team held outreach meetings with local elected officials in July and August 2010
- Outreach meeting with local affected residents was held in November 2010
- Information sessions for customers and members of the public commenced in February 2011 with significant level of public outreach at a specially created Information Center at the Great Neck Station, Specifically, LIRR staff provided over 44 hours of outreach to customers, discussing the project and answering questions and responding to concerns. There was significant interest in our informational outposts on YouTube and Facebook. Public outreach efforts were also completed at other stations along the Port Washington Branch
- Environmental Review commenced in March 2011
- Draft Environmental Assessment report under development.

For more details on Port Washington Branch Improvements including Colonial Road Improvements and Great Neck Pocket Track Extensions, please see Section II of this report.

### **Shinnecock Canal, North Highway, & Montauk Highway Bridges Rehabilitation- \$26.2M**

The rehabilitation of Shinnecock Canal, North Highway, and Montauk Highway Bridges, located on the Montauk Branch in Hampton Bays, New York are included in this project. The scope of work includes the repair of steel superstructure bridge elements including; beams, bracing, lattice straps etc, installation of ground anchors, repair of concrete cracks/spalls at abutments and cap beams, expansion joint replacement, bearing and bearing seat replacement, painting, applying protective coatings to concrete surfaces, installing ballast retainers, bridge deck waterproofing, raising bridge heights over roadways to improve vertical roadway clearances, track resurfacing and site improvements. Construction contract was awarded in September 2011 to the Conti Group. Some project support by LIRR forces.

### **Rehabilitation of Queens Boulevard Bridge - \$23.09M**

This project provides for the below deck rehabilitation of Queens Boulevard Bridge. Work includes new bearings and bridge seats, abutment repairs, concrete and steel repairs, and column repairs. Design by Jacobs Civil Consultants; Construction by Contractor.

- RFQ advertised, June 2011

- Construction began in October 2011
- A segment of this project included above deck work such as waterproofing, drainage and minor structural repairs, which was performed by Force Account. This phase began in March 2011 with Beneficial Use achieved in October 2011.

### **East River Tunnel Ventilation –\$194.9 M**

Construct the ventilation facilities and shafts for the East River Tunnels at Long Island City (LIC) and First Avenue, Manhattan. The project includes new ventilation structures with 680,000 Cubic Feet per Minute bi-directional fans that are SCADA controlled to ventilate all four East River Tunnels, new concrete shaft liners, new wider staircases for simultaneous emergency access and egress, and new communications facilities. LIC also includes a new LIRR traction power substation. The LIC construction contract was awarded to Granite Halmar in December 2002. First Avenue construction contract was awarded to Slattery/Skanska in November 2004.

- **Long Island City** – Construction complete in August 2009
  - All building, bench walls and shaft walls, floors, landing, stairways, doors and hardware, plumbing, mechanical, electrical and fire services and exterior brickwork are complete
  - All mechanical plumbing, building electrical and fire alarm systems testing and training complete
  - Installation of traction power cables to LIC yard track manholes complete
  - Connections from permanent substation to third rail in all four tunnels complete
  - Architectural reveal bands complete
  - Installation of center garage door complete
  - Concrete sidewalk complete
  - Demolition of temporary cable bridge complete
  - Final Completion documentation underway.
- **First Avenue** – Beneficial Use forecasted for October 2012
  - Structural steel installation for both ventilation buildings complete
  - South vent building brickwork complete
  - North vent building brickwork complete
  - All six tunnel vent fans installed
  - Tunnel waterproofing complete
  - Stray current monitoring equipment with alarm limits installed in all four shafts
  - Shaft demolition complete
  - Reconstruction of shafts 3 and 4 complete.
  - Installation of north and south vent building electrical and fire standpipe systems ongoing.

### **2012 Highlights – Line Structures**

- Colonial Road Infrastructure Improvements design scheduled for completion in 2012
- East River Tunnel Vent project is scheduled for Beneficial Use in early 2012

- Rehabilitation of Woodhaven Blvd Bridge to commence in April 2012.

## **5. Communications**

The Communications system transmits information between trains and operational control centers, including train dispatchers, train crews, tower operators and others involved in the movement of trains, while also providing information to LIRR customers. This asset category also includes crucial safety and security systems, such as intrusion alarms and fire detection alerts. By investing in the communication infrastructure, including rehabilitation / replacement of assets based upon functionality, condition and technological obsolescence, the LIRR is able to ensure that the vital communication service, which contributes to safety, on-time performance and customer satisfaction, continues.

### ***Completed:***

#### **Audio Visual Paging System (AVPS) Expansion –\$31.9M**

Procurement and installation of back-end electronics and platform signs for the remaining 80 passenger stations without Audio Visual Paging System (AVPS). Contract awarded to Daktronics in August 2006.

- Installation in all 80 remaining stations are complete
- Completion at all 121 stations achieved in December 2011. (Does not include Jamaica, Penn and Atlantic Stations which are controlled by Ushers making announcements and controlling the Solari signs).

### ***Ongoing:***

#### **Communication Pole Replacement –\$7.0M**

Replacement of selected communication line poles, crossarms, and associated hardware along the ROW, on the Oyster Bay, Port Washington and Central Branches. Construction by LIRR Forces began in April 2010.

- Since inception, 210 of 500 poles have been installed along Oyster Bay, Main Line, Montauk, Central, Port Jefferson and Port Washington Branches
- A minimum of 100 poles are scheduled for replacement in 2011, as of December, 78 have been replaced.

#### **Improved Radio Coverage –\$15.3M**

This project provides for:

- Retrofit of 13 Radio Receiver Sites with P25 Narrow band FCC compliant equipment completed as of 2011
- Design of 5 Radio Monopole sites ( Little Neck, Northport, Sea Cliff, Medford and Huntington)
- Construction of 4 Radio Monopole sites completed in 2011
- Planning and construction for site 5 is underway
- A construction contract was awarded to Pro Com in July 2010
- Monopole at Medford and Northport were successfully installed and equipment installation complete as of July 2011
- Retrofit at PSNY completed in March 2011, WSY retrofit is underway.

**Fiber Optic Network –\$70.1M**

Continued installation of new Fiber Optic Cable at various locations: Jamaica to Riverhead, Hicksville to Babylon, Speonk to Southampton, Southampton to Montauk, Flatbush to East New York, Woodside to Jamaica, LIC to Penn Station (Amtrak Forces), LIRR Simulator Building to MOW Repair Shop, Mineola to Oyster Bay, Hillside Support Facility to Mineola, Valley to Far Rock, Riverhead to MP 86 (Mattituck), Divide to Huntington; and the installation of SONET/ATM equipment. Contract for installation awarded to Nortel in March 2008.

- Complete 202 Comm Node Sites – January 2009
- Complete installation Fiber LIC to Penn Station (Amtrak Forces) – December 2010
- Installation completed in Riverhead to Mile Post 86
- All 1,160,958 LF of Fiber Optic Cable has been installed through December 2011.

**2012 Highlights - Communications**

- Completion and Beneficial use of the 2005-2009 Capital Program Fiber Optic Network scheduled for 2012
- Improved Radio Coverage to Force Account construction to begin in April 2012
- 2010-2014 Fiber Optic program which continues the build out of the Fiber Optic Network will begin force account construction in June 2012.

**6. Signal**

Signal assets allow the safe operation of trains system-wide at high speeds in close proximity – currently 713 scheduled trains each weekday. Operational failures in signal system elements would compromise service levels and reliability, so capital investments are programmed based on regular inspections and testing according to FRA mandate to measure functionality and performance. Previous investments have modernized high traffic interlockings in Queens and Valley Stream, going from 1930s relay technology to 21<sup>st</sup> century microprocessor technology, which greatly diminishes train delays and service disruptions due to signal failures, improving reliability and on-time performance. This work continues with both additional planned microprocessor upgrades and an emphasis on component normal replacement. The Signals program of work includes investments to comply with the Rail Safety Improvement Act of 2008, requiring installation of Positive Train Control (PTC) by December 31, 2015. Finally, Centralized Train Control is a key strategic initiative for the LIRR, which will generate significant operating efficiencies by consolidating separate tower dispatching activities into a central train control operation, allowing better management of dispatch operations based on “real time” information.

**Completed:****Babylon Branch Signal Improvements - \$23.6M**

This project provided for the installation and cutover of a microprocessor based signal system at Wantagh and Amityville Interlockings. Included installation of retaining walls, new switch mechanisms, signal hut, relays, signal bridges, cables, batteries, color light signals, 100 Hz track circuits, as well as non-vital supervisory control system enhancements. Construction was by LIRR forces. Beneficial Use was achieved in April 2011 and will result in reduced maintenance and increased reliability and efficiency.

**Wayside Event Recorders - \$6.3M**

Installation of event recorders to monitor status of highway grade crossings and interlockings. Includes new event recorder units at approximately 104 grade crossings and interlocking locations. All 104 Event Recorders were installed and achieved Beneficial Use in March of 2011.

**Centralized Train Control - \$14.7M**

The scope of this project includes:

- Replacement of Supervisory Control and Data Acquisition System (SCADA) to provide state-of-the-art monitoring and control of the Traction Power Network. A new ET Power Supervisory Control and Data Acquisition System was cut over in June 2010. The new system provides for enhanced reliability and integrates advance monitoring and control of LIRR's Electric Traction Power Network. The new system will support the reduction of escalating repair and maintenance costs for an outdated system that uses components no longer commercially produced. It is anticipated that all maintenance and repair work on the system infrastructure will be more efficiently managed due to this SCADA modernization
- Design for the fit-out of the Jamaica Central Control in the 13,000 SF two-story space on the 6<sup>th</sup> floor of the Jamaica Central Control Building. The new space will house the Centralized Traffic Control System that will manage the LIRR's train traffic from a central location and provide coordinated dispatching, current train status, real-time operating information, as well as immediate and informed response to service disruptions. This design was completed in June 2010.

**Ongoing:****Signal Normal Replacement Program (2010-2014) - \$15.0M**

This project provides for the replacement of selected signal system equipment that has reached the end of its useful life. Construction by LIRR forces. Installations to date include:

- 40 Batteries on the following branches: Far Rockaway, Hempstead, Central , and Main Line (Divide to Greenport)
- 20 Switch Machines: Lower Montauk, Main Line, West Side Yard, Port Washington, Rocky Interlocking
- 13 Signal Position Lights: Central Branch, Lower Montauk, Jamaica, Main Line
- 43.1K Signal Cable: (1f) Main Line (Jamaica to Queens), Oyster Bay Branch
- 30 Relays: Main Line (Divide).

Work continues with additional quantities to be included in 2012-2014 as follows:

- 30 Batteries
- 33 Switch Machines
- 12 Signal Position Lights
- 17K Signal Cable: (1f)
- 16 Crossing gate mechanisms.

### **Positive Train Control - \$323.9M**

The objective of this project is the planning, design and implementation of a Positive Train Control (PTC) system on all main-line tracks to comply with the Rail Safety Improvement Act of 2008. The PTC System will be designated to prevent train-to-train collisions, overspeed derailments, incursions into established work zone limits, and the movement of a train through an improperly aligned switch.

- The Planning Phase includes Implementation Plan, Development Plan, Safety Plan, and Conceptual Design efforts. Contract awarded to Systra/AECOM July 2009
- The Design Phase includes development of Design Criteria for Wayside, Onboard, Radio Communications, Back Office and System integration as well as preliminary installation of wayside and onboard equipment
- The Implementation Phase includes the development and manufacture of PTC equipment, as well as additional installations, overall system integration, development testing commissions and training.

#### **Completion Status**

- Project Implementation Plan conditionally approved by FRA August 2010
- LIRR responded to FRA conditional approval of 100% Implementation Plan. FRA completed review of corrective actions and granted provisional approval of LIRR PTC Implementation Plan Revision 2.1, October 2010
- MTA approved increase in Third Party Design Task to support Speonk to Montauk Signalization design (includes Scope change for addition of track circuits and road crossings), Oct 2010
- LIRR submitted Development Plan to the FRA for approval in Dec 2010
- Communication Design Survey completed, Mar 2011
- Consultant submitted 100% Design Packages in January of 2012.

*For more details on Positive Train Control (PTC), please see Section II of this report.*

### **2012 Highlights- Signal**

- Positive Train Control Force Account construction began in September 2011.

## **7. Shops & Yards**

Currently, the Long Island Rail Road operates 25 shops and yards. These assets ensure proper storage, cleaning, inspection, repair and maintenance of the fleet in support of the Reliability Centered Maintenance (RCM) Program to avoid costly emergency repairs. RCM implements preventative fleet maintenance practices to reduce operating costs and diminish equipment-related train delays, thus favorably impacting on-time performance and fleet availability during peak periods. Increased fleet availability results in the full operation of scheduled service and fewer "short trains", enabling LIRR to meet the car requirement needed for rush hour operations. Investments in shop assets are based on engineering assessments of the condition and functionality of the components that comprise the facility. Additional yard capacity is critical in this program to support the opening of East Side Access service to Grand Central Terminal.

*Section II contains additional information on Strategic Investments in Yards.*

### **Ongoing:**

#### **Babylon Train Wash - \$25.5M, (ARRA Funded)**

Construction of a new train wash facility located west of the LIRR Babylon Yard. The Contractor, Fortunato Sons Contracting, will construct a new train wash enclosure, equipment control building, and install the train wash equipment including site work and lighting. The site work will include retaining walls, paving, storm water management system and effluent drip pan collection system. LIRR forces will relocate the existing utility lines, which interfered with the train wash construction, and support the 3<sup>rd</sup> Party Contractor, specifically with the construction of the new track slab track work.

- Train wash building foundation, walls, and structural steel complete
- Dewatering system removed
- Installation of Settling, Detention and Oil Water Separator Tanks complete
- Installation of Siding and Roofing completed as of April 2011. Masonry work on the Train Wash Building completed
- Beneficial Use forecasted for April 2012.

#### **RCM Shop Design and Construction - \$46.5M**

This project accomplishes an upgrade of the LIRR's existing maintenance facilities at the Hillside Maintenance Complex (HMC), Hillside Support Facility (HSF), West Side Yard, Richmond Hill and Morris Park. These facilities will be reconfigured to accommodate the future workload of Reliability Centered Maintenance (RCM) and an expanded fleet. Key elements of work are: Shop Expansions, Shop Reductions and Shop Relocations. The project will also provide for removing obsolete and outdated equipment, relocating selected shop equipment and installing new equipment.

- Force account work continued with punch list items
- Beneficial Use scheduled for January 2012.

#### **Rolling Stock Support Equipment - \$8.0M**

Engineering, design specifications, purchase and installation for the rehabilitation and/or normal replacement of Rolling Stock Support Equipment (RSSE) to maintain a state of good repair at the LIRR's Shops and Yards.

- Contract award was issued to Macton Corp in May 2010
- An additional award was made to Sysco Company in June 2010
- Richmond Hill car hoist demolition and foundation complete
- Installation of equipment in 4 pits ongoing.

#### **Shop Reconfiguration - \$10.40M (Phases 3 & 4)**

Phases 3 & 4 continue the upgrade at the Hillside Maintenance Complex. In addition, work began at Richmond Hill. West Side Shop submittal process and site work continued. Both West Side and Richmond Hill are part of the Mentoring Program. Key Elements of work include expansions, shop reductions, and shop relocations. Construction of Phases 3 & 4 was awarded to Skanska in March of 2011.

### **Port Washington Yard Track Extensions Design - \$2.0M**

This design effort includes the extension of 2 existing Port Washington Yard Tracks, new switches, and relocation of an existing signal hut; replacement of the retaining walls, extension of the existing pedestrian overpass, and replacement of an existing employee facility.

*For more details on Port Washington Yard Reconfiguration, please see Section II of this report.*

### **2012 Highlights – Shops and Yards**

- Babylon Train Wash scheduled for completion in 2012
- Progress design of Port Washington Yard Track Extensions

## **8. Power**

Train service within the LIRR's electric territory relies upon a network of infrastructure, which includes 108 substations/breaker houses, and 328 miles of third rail system-wide to deliver the traction power supply necessary for train operations. This infrastructure includes substations, cable, third rail, protection board, and numerous other elements. Investments in power infrastructure are critically important in order to provide reliable electric train service. Without the needed voltage to operate peak period service, LIRR trains would be stalled, causing costly delays and forcing the cancellation of trains. In addition, this asset includes tunnel lighting, station platform lighting, and other assets, which provide power to communications, signals and station operations. These power system components ensure safety of LIRR customers and employees and provide the support necessary to operate other critical railroad systems.

The long-term goal of the LIRR power strategy is to minimize operating cost impacts by addressing components necessary to maintain the system and ensure its reliability and safety. To prioritize these component life cycle investments, asset condition inspections are performed. In addition, this strategy includes critical investments to replace traction power substations, as identified by a traction power load study completed in 2005 based on the power needs of the M-7 electric fleet and growth and expansion of service to Grand Central Terminal.

### ***Completed:***

#### **Valley Stream and Island Park Substations - \$25.3M**

Replacement of Valley Stream and Island Park AC/DC Traction Substations. Construction contract awarded to Pav-Lak Industries in 2002

- Island Park Substation was placed on line in September 2010
- Valley Stream Substation - one transformer/rectifier lineup was put in service in September 2010. A failure of the other transformer in the second lineup occurred shortly after start up. After an evaluation by the LIRR, manufacturers shop drawings were approved for the installation of a new transformer which was delivered and installed. Achieved beneficial Use in November 2011.

### **Ongoing:**

#### **Demolition and Construction of 6 Substations - \$61.3M**

The project provides for the replacement of substation components with an entire modular substation facility at Nassau Blvd, Little Neck, Rockville Centre, Lindenhurst, Bellaire and Merrick. The scope includes replacement of AC and DC Switchgear, Rectifier, Transformer, Cables and Conduits. This includes automatic fault sensing, Programmable Logic Control (PLC), multifunction relays, high security fencing, CCTV and intrusion alarms. A construction contract for replacement of the Rockville Centre Substation with a new modular substation facility was awarded to Siemens Industry Inc. in February 2010.

- Lindenhurst Substation: Burn-in was completed in February 2010
- Nassau Boulevard Substation: Burn in was completed in April 2010
- Merrick Substation : Burn in was completed in December 2010
- Bellaire beneficial use achieved October 2011
- Little Neck beneficial use achieved November 2010
- Rockville Centre substation delivered October 2011 and installation ongoing
- Beneficial use forecasted for March 2012.

#### **Penn Station – Third Rail & Signals - \$9.63M**

The scope of the project includes the replacement of the remaining 9.6 miles of conventional third rail in the East River Tunnel (ERT) and Harold Interlocking with composite third rail. The third rail in the mid-river section of ERTs 1 through 4 was replaced in the 2000-2004 Capital Program. This project is necessary to support power requirements of the new M-7s.

The scope of the project also includes the replacement of 10 Impedance Bonds in the ERTs, 1 sewage ejector pump in PSNY, 6 water main valves in PSNY and the installation of a back-up sump pump in PSNY. Amtrak force account performs all work.

- Amtrak has installed 31,094 Linear Feet of composite third rail in the ERTs. All third-rail replacement has been completed in ERT lines 1 and 4
- Installation of the sewage ejector pump in pit #6 was completed in July 2010
- To date 6 of 10 Impedance Bonds have been replaced
- All remaining work will be completed while the ERTs are being rehabilitated.

#### **Additional Power Projects \$ 43.0M**

In addition to the projects identified above, the cyclical normal replacement investments continue on the following components:

- |                                     |                                       |
|-------------------------------------|---------------------------------------|
| - Substation Battery Replacement    | - Power Pole Replacement              |
| - Third Rail System –2000 MCM Cable | - Third Rail Feeder Cable Replacement |
| - Third Rail Disconnect Switches    | - Negative Reactor Upgrade            |
| - Third Rail Protection Board       | - F Breaker House                     |
| - Third Rail Replacement            | - Substation DC Relay Controls        |
| - Signal Power Line Replacement     | - Signal Power Motor Generator        |

Work on these system elements is primarily performed by LIRR forces and spans the 2010-2014 time period.

### **2012 Highlights - Power**

- Demolition and construction of six substations scheduled for Beneficial Use in 2012
- 2010-2014 Substation Force Account construction program to begin in November 2012.

## **9. Environmental**

The LIRR continues to comply with environmental mandates through investigation, delineation and remediation activities at various locations system wide.

### ***Ongoing:***

#### **Substations Environmental Remediation - \$10.2M**

- Continued investigation and remediation of Mercury contamination at 20 substations in Nassau, Suffolk, and Queens Counties
- Completed site investigation and contracted Clean Venture to perform soil remediation at the Group A sites (5 Substations) in November 2008
- Completed site investigation and submitted Remedial Action Work Plans (RAWP) to the NYSDEC for Group B sites (6 Substations)
- As of July 2011, the NYSDEC has tentatively approved the RAWPs for 5 of the 6 sites
- Completed site investigation of Group C sites (9 Substations) in January 2011.

#### **Morris Park Environmental Study - \$8.6M**

Continued remediation of petroleum impacted soil and groundwater at the Morris Park fuel dock and the Chlorofluorocarbons (CFC) investigation of the entire site. A construction and operation contract was awarded to Franklin Co. in December 2006.

- The Contractor continues to operate and maintain the petroleum remediation system.
- Beneficial Use scheduled for May 2013.

#### **Yaphank Landfill Remediation - \$2.2M**

- Investigation and remedial design of the LIRR landfill, located in Yaphank. Design will be performed by a 3rd party consultant. Upon NYSDEC approval of the preferred remedial alternative and agreement with affected adjacent property owners, a remedial design will be prepared. A contract is expected to be awarded by February 2012.

#### **LIC Yard Remediation - \$1.2M**

This project involves the remediation of the residual groundwater contamination at the Long Island City Passenger Yard. Site investigation was completed in January of 2009.

- DEC has given the approval to proceed and a contract for supplemental investigation and design of remediation scheme has been awarded to Gannet Fleming.

**Richmond Hill Yard Remediation - \$1.0M**

This project provides for investigation and remedial design of the Richmond Hill yard. Phase I Supplemental Investigation was completed in February 2009.

- DEC is in the process of approving a work plan for remediation
- A contract for supplemental investigation and design of remediation scheme has been awarded to TRC Designers.

**Holban Yard – \$0.9M**

Investigation and remediation of the Maintenance of Way (M of W) Shop area located at Holban Yard.

- The Initial Site Investigation and subsequent Supplemental Site Investigation are complete. The contamination, now duly delineated, is limited to a small area. Three drywalls have been remediated. A Remedial Action Work Plan for the remaining contaminations was submitted to NYSDEC and is currently under review/negotiation.

**2012 Highlights - Environmental**

- Yaphank Landfill Remediation contract is expected to be awarded in 2012.

## SECTION II Strategic and Critical Projects

This section of the document updates the status of the September 2011 report on projects which the LIRR determined to be the most significant and strategic initiatives for the future. These projects will contribute to the expansion of mass transportation service for residents of Long Island and open opportunities for jobs and services on Long Island to residents of New York City. 2012 activities of significance for each project in this section will be highlighted.

The LIRR is continuing to prepare for the most significant service expansion in over 100 years – the initiation of service to Grand Central Terminal. While MTA Capital Construction Company is progressing the construction effort to complete this important link, the LIRR must undertake several important expansion efforts throughout its service territory in order to provide frequent, high quality service to two Manhattan terminals. Through the reconfiguration of Jamaica and expansion of both yard capacity and track capacity throughout the system, the LIRR will be prepared for both the initiation of service to GCT and for growth of that service, as well as continued growth to Penn Station, over time. Notwithstanding the fact that these projects are planned for ESA initiation, they each offer immediate service reliability and enhancement possibilities as soon as they are completed and in advance of ESA initiation.

The initiation of ESA coincides with a period of growth and change for Long Island's mature suburban communities. A greater awareness and appreciation for sustainability and preservation of open space has led many municipalities to embrace more dense development centered on LIRR service and connecting bus services. The LIRR is a supporter of several significant Transit Oriented Development (TOD) efforts throughout Long Island and serves as a resource to municipalities that may be contemplating TOD. This report provides an updated overview of six TOD projects, in various stages of development, in Nassau and Suffolk Counties. LIRR's Mentorship Program, aimed at developing the technical capabilities of small businesses to undertake LIRR work is included in this section. A brief description of LIRR's intent to identify and plan for parking expansion at stations is also included in this section.

Long Island will receive \$101.6 in state aid for 66 economic development projects. Ten New York State regional economic development councils were charged by the governor with identifying opportunities and projects that are best positioned to create jobs. A five-member panel, appointed by Governor Cuomo, judged the job creation plans submitted by members of the 10 regional councils. Long Island was one of four regions named a "best plan awardee" and given more than \$100 million for its projects. The other three regions are located in upstate New York. Some of the Long Island projects that relate to LIRR stations and utilization that received state investment under this Program include:

- **\$6 million for Wyandanch Rising**, which is part of a broader Nassau / Suffolk regional transportation and sustainable communities plan connecting Wyandanch to the Route 110 Corridor. It includes strategies to increase home ownership, retrofit and rehabilitate existing single family homes with energy efficient upgrades, employment training programs focused on green jobs, and rehabilitating an urban park in an underserved community as well as roadway improvements, all centered on its downtown LIRR station.

- **\$5 million for the Village of Hempstead mixed-use project** involving 3,400 new housing units and 700,000 square feet of commercial, entertainment and retail space around Nassau County's busiest multimodal transit center. The project, which also includes the replacement of aged sewer pipes, will bring in new investment, jobs, and tax revenue.
- **\$4 million for the Ronkonkoma-MacArthur Transit Hub project**, providing for a new sewage treatment plant and allowing construction of a new transit-oriented, live-work-play destination in a blighted area. This project will also strengthen ties between Suffolk's busiest rail station and LI MacArthur Airport. The creation of a village downtown, which would include housing, retail, office and restaurants space, would transform the blighted area near the station into a vibrant community and meet a regional need for affordable housing and sustainable neighborhoods.
- **\$2.5 Million for Heartland Town Square in Islip** to transform an abandoned, blighted property into a self-contained suburban city. This 452 acre mixed-use development project will be built in phases to include 9,300 rental units, 1 million square feet of retail space, 215,000 square feet of civic space and approximately 140.6 acres of public parks and open space. As part of this development, bus service will be provided to and from the nearby Deer Park train station.
- **\$3.0 Million** to reuse 450,000 square feet of existing space in downtown Hicksville to create the **Hicksville Thought Box 1**, a development center designed for technology companies ranging from startups to mature firms. The center, adjacent to the Hicksville Train Station, the most heavily utilized station in Nassau County, will have common training and collaboration areas. The enterprise will have a technology commercialization function and will be linked with potential investors.

LIRR's Double Track initiative, listed as a critical Strategy in the Long Island's Region's Vision document will provide a critical link between these transformative projects through enhanced service reliability, increased intra-island and reverse commutation and greater bi-directional weekday and off-peak service. The Double Track initiative will also stimulate future economic development and job creation along this corridor and Long Island as a whole. The project will result in greater accessibility to LI MacArthur, encouraging rail access to airport services

To conclude the section, a discussion of the Positive Train Control (PTC) system which is a Federal mandate designed to prevent train-to-train collisions, over-speed derailments, ensure positive stop at interlockings, offer protection over improperly aligned switches, and protect roadway workers.

#### **1. East Side Access Readiness**

##### **Jamaica Capacity Improvements Project**

The infrastructure investments proposed for Jamaica will address the operational limitations in Jamaica to allow increased train service to two Manhattan terminals. It will

also provide the infrastructure necessary to operate a high frequency Cross Borough Scoot Service between Jamaica and Atlantic Terminal.

A conceptual track layout for this project was completed by in house staff, which included a high-speed alignment configuration and a reduction in the number of switches in Jamaica. The Jamaica Capacity Improvements Study was awarded to a third party consultant in 2009, to evaluate the proposed configuration, confirm the operational benefits of the reconfiguration, and to develop a preliminary design. During the 2<sup>nd</sup> quarter 2011, the conceptual design was completed and the operational analysis and documentation is being finalized.

#### Phase I (2010-2014 Capital Program)

- Reconfigure track on south side of Jamaica station to provide necessary space to construct the "F" Platform
  - Reconstruct track 10 to create freight by-pass clear of platforms
  - Reconstruct track 11, eastward freight and westward freight tracks and associated switches.
- Construct the "F" Platform from which to launch Brooklyn Scoot Service.
  - Reconstruct Johnson Ave. Yard to a new grade and configuration to maintain access during and after the new Platform F is reconstructed
  - Construct adjacent tracks and switches.
- Other station area work including track, interlocking and switch reconfiguration to add flexibility, allowing for the phased construction of the Jamaica Capacity Project
  - Add crossover switches to create universal flexibility at Hall East and Met interlockings
  - Construct new Beaver Road interlocking on the Atlantic Branch tracks, just east of Jamaica Station.

#### Phase II (2015- 2019 Capital Program)

- Complete reconfiguration of Jay and Hall Interlockings as well as tracks approaching the station
- Extend all platforms to 12 car lengths, (to allow universal accommodation of 12 car trains) and relieve operating restrictions.

Benefits of the project include: Streamlined routing and increased speed and throughput through Jamaica; improved optimal use of infrastructure to serve two Manhattan terminals, and improved State of Good Repair for Track and Signal and communicating assets throughout the Jamaica Plant.

Project cost is as follows:

- Study and conceptual design (2005-2009 Capital Program) - \$7.2 million
- Phase I (2010-2014 Capital Program) - \$400 million
- Phase II – (Assumed 2015-2019 Capital Program) – under development.

Phase I Design start - 2012.

### *2012 Highlights*

- Anticipated procurement of Phase I design.
- Delivery of 30% Phase I design.

### **Port Washington Branch Improvements**

Increase capacity at Port Washington by extending 2 existing tracks and provide additional mid branch train turning capabilities by extending the pocket track at Great Neck.

#### *Port Washington Tracks*

- Extend two tracks in Port Washington to increase the number of train cars that can be utilized
- Design start 2012.
- Cost of entire project \$12.1M (Design \$2M)
- Work with local municipality on Environmental Review and property acquisition.

#### *Infrastructure Investments at Colonial Road Bridge*

- Replace severely deteriorated bridge and extend pocket track to allow for planned service increases at Great Neck Station and points west
- Proposal to extend the pocket track eastward, below the new Colonial Road Bridge
- Track level drainage improvements would be made to reduce flooding and control storm water along the right of way
- Open grating on bridge which creates noise and allows storm water to sometimes flood the track and cover the 3rd rail would be eliminated
- Design is currently progressing with completion forecasted for July 2012. Construction is forecast to commence in 3rd quarter of 2013
- Cost: \$36.1M
- Contract awarded for preliminary scope development and environmental review (February 2010). Stakeholder outreach and briefings were initiated in July 2010. Public information sessions were completed in February and March of 2011. Environmental review will be coordinated with FTA and FHWA
- Final EA draft report scheduled for FTA review during the first quarter of 2012.

#### **Benefits of the project include:**

- Improve service for up to 43,000 customers along the branch
- Service improvements will begin immediately as the project is completed and when ESA service is initiated
- Provide ability to turn trains along the branch for increased service frequency and reliability
- Allow for mid-branch train starts to increase the seating availability for commuters at Great Neck and stations west.

This project will increase operational flexibility and provide new opportunities for service implementation along the branch. This initiative offers significant enhancement to our

customers as they can derive the benefits from this initiative even in advance of ESA initiation.

### **2012 Highlights**

- *Port Washington Yard Reconfiguration* – Anticipated award for 30% design as well as 3<sup>rd</sup> Party Environmental Review.
- Continue work with local municipality on Environmental Review and property acquisition.
- *Colonial Road Infrastructure Investments* - Anticipated completion of 30% design, as well as Environmental Review. Procurement process for a Design/Build contractor will be initiated in 2012.

### **Mid Suffolk Yard**

Additional yard capacity on the east end of electrified territory is necessary to support increased levels of service associated with ESA. Construct a new train storage yard in Mid-Suffolk to address electric train storage needs along the Main Line. The yard will:

- Have adequate capacity to accommodate additional train storage
- Allow the LIRR to increase service on this heavily traveled branch
- Increase seating availability and service reliability
- Support increased service frequency to 2 Manhattan terminals from Main Line stations
- Design and construction cost - \$79.2 million
- Analysis of potential yard locations is underway.

### **Massapequa Pocket Track**

The addition of a pocket track in the vicinity of Massapequa will allow for mid branch train starts and express service to two Manhattan terminals from stations along the Babylon Branch. The project will design and construct a new pocket or “turning” track east of the Massapequa station.

- Facilitate additional mid-branch train starts
- Improve service and seating availability for customers at central Babylon Branch stations
- Effectively use crews and equipment
- Design and Construction - \$19.6M, with design underway in December 2011 and construction scheduled to begin in 2013
- In house GIS and field review of potential pocket track limits is complete.
- Third party design for track level infrastructure was awarded to HNTB on December 13, 2011 for \$943K

Construction of this new location to turn train equipment on the Babylon Branch will increase operational flexibility and provide new opportunities for service implementation along the LIRR's busiest branch. Added operational flexibility also improves service reliability by providing more options for responding to service disruptions. This initiative offers significant reliability and service enhancement opportunities to our customers as they can derive the benefits from this initiative even in advance of ESA initiation.

## **2. Penn Station**

### **Gateway Project**

LIRR is working with our partners AMTRAK and New Jersey Transit, and in the future Metro North, to increase capacity at Penn Station and promote new service opportunities without diminishing LIRR service. Future LIRR ridership projections indicate a need for increased train service to Penn Station beyond the opening of East Side Access to meet forecasted demand to Manhattan's West Side. Both Amtrak and NJT are also planning service increases based on additional forecasted demand. LIRR is participating in a Penn Station Utilization Study with Amtrak and NJT that indicates there is inadequate capacity to meet the needs for all three carriers. Amtrak is taking the lead in developing strategies to expand Penn capacity under their Gateway project.

### **Penn Station Vision Study**

The MTA, LIRR, Amtrak and New Jersey Transit (NJT), have together obtained the services of AECOM Consultants to study and make recommendations for potential options for comprehensive improvements to the A and B Levels of Penn Station. The goal of the study is to provide recommendations which will be used to effectuate significant improvements to customer circulation, retail layout, lighting, signage and way-finding within the terminal.

- Notice of Award, Notice to Proceed was achieved in January 2012
- Project Kick Off in January 2012
- Phase 1 deliverables and initial recommendations scheduled for June 2012
- Study completion and final report scheduled for December 2012.

## **3. Double-Track Design– Farmingdale to Ronkonkoma**

The second track between Farmingdale and Ronkonkoma will address current and future travel demand that cannot be accommodated because of infrastructure constraints. This project is widely viewed as favorable to Long Island regional development and mobility.

- Design a 2nd track for 12.6 miles of single track between Farmingdale and Ronkonkoma
- Enhance service reliability and increase mid-day service
- Reduce overcrowding on the Main Line
- Provide an alternative for routing in case of maintenance, construction, or service disruption
- Enhanced rail service for access to MacArthur Airport
- Provide an additional track for cycling trains to originating terminal for a second run
- Promote opportunities for Intra Island travel
- This project funds design for the double track and will prepare the railroad for construction of the entire second track segment in a future capital program
- Cost for environmental review and full design is \$30 million
- The railroad continues to meet with local and regional stakeholders across Long Island and continues to present information regarding plans for this project.

### *2012 Highlights*

The LIRR plans to commence 30% design in 2012 3<sup>rd</sup> Q, this will be followed by Environmental Review and completion of design.

#### **4. Main Line Corridor (MLC) – Near Term Capacity Improvements**

LIRR is analyzing near term improvements in Mineola, Westbury, and Hicksville which can be funded, planned, designed, and constructed over the next five to ten years. These projects represent complete, stand-alone elements of the MLC project that have independent utility, provide key infrastructure renewal, address critical state of good repair needs, and offer immediate operational and service reliability benefits, such as increased local track capacity and improved ability to recover from incidents, as well as future benefits with the Third Track. These projects are consistent with the MLC preliminary design.

##### **Ellison Avenue Bridge**

Ellison Avenue Bridge is a two-lane highway bridge above the ROW in the Village of Westbury. The bridge deck, which is the responsibility of the Village of Westbury, is at the end of its useful life and requires complete rehabilitation. The bridge abutments must be widened to accommodate a future third track. State and local officials have expressed the urgent need to replace this 70-year old highway bridge which was constructed in 1941. During the 2<sup>nd</sup> quarter of 2012, the LIRR will procure the design (30%) contract for the bridge replacement project. Benefits of these investments:

- Brings the structure into a state of good repair
- Supports the future build-out of the MLC Third Track

##### **Hicksville North Siding**

Construct and signal a new track extension and connect the existing north siding with Station Track #1 using new track to create a longer north siding with signalization to speed train movement through Hicksville. Benefits of these investments include:

- Provide capacity to stage more peak period trains from Hicksville
- Provide opportunity to increase service frequency along the Main Line between Hicksville and Queens during peak service periods
- Provide alternative for routing through Hicksville in case of maintenance, construction, or service disruption.

##### **Hicksville Station Improvements**

The current Hicksville station was built in 1961, and thus has undergone 50 years of usage, including platform deterioration resulting from winter weather and freeze-thaw cycles. Hicksville is the second busiest train station on Long Island, serving as a true hub station, with over 16,000 passenger trips each weekday. The Station is the eastern gateway to the MLC, and serves customers from the Huntington/Port Jefferson Branch, Ronkonkoma Branch, and the Central Branch which connects Hicksville with Babylon Station and the Montauk Branch. Platforms and platform-level amenities are well past their useful life and have deteriorated such that replacement is the best option. Benefits of these investments include:

- Brings the Station components and platforms into a state of good repair

- Improves the customer environment
- Supporting community economic development and TOD efforts ensuring a State of Good Repair.

### **Hicksville Supervisory Control and Remote Terminal Units (RTU) Renewal & Upgrades**

Design, furnish and install a new supervisory control system at Divide Tower (located immediately east of Hicksville Station), and upgrade the associated RTU's. Benefits of the project:

- Replaces the existing proprietary control system installed approximately 25 years ago with a modern signal system that is easier to maintain.
- The existing single RTU's will be replaced with redundant Programmable Logic Controller (PLC) technology, improving reliability
- Will be constructed in coordination with other Hicksville near term investments ensuring a State of Good Repair.

### **Oyster Bay Branch Scoot Service with Mineola Drainage Improvements**

The LIRR is planning a scoot operation on the Oyster Bay Branch that begins/ends in Mineola. The purpose of the shuttle is twofold: 1) to increase service frequency on the Oyster Bay Branch, and 2) to free-up local capacity on the Main Line. Upon initiation of scoot service, Oyster Bay Branch trains would no longer travel west of Mineola, so customers would transfer to Penn Station- and GCT-bound trains at Mineola, no longer needing to transfer at Jamaica. LIRR would initiate the conceptual design effort to confirm track alignment, operability and scheduling benefits, and land acquisition parameters.

To increase service reliability and on-time performance at Mineola due to flooding conditions from inclement weather, drainage improvements to the parking lot are required in the vicinity of the north platform. This station has experienced frequent flooding conditions which cause train delays/cancellations, damage track and station infrastructure and create safety hazards for LIRR customers and employees. Benefits of the project include:

- More frequent Oyster Bay Branch service
- Increase operating slots along the MLC by eliminating slow moving diesel trains from entering/exiting the Main Line at Mineola
- Improve drainage in the vicinity of the Mineola Station, which will improve service reliability and safety.

Scope and estimates for Main Line improvements are currently being developed and Gateway approval is pending.

## **5. Transit Oriented Development (TOD)**

The LIRR supports TOD by participating in a number of smart growth and transformational initiatives throughout Long Island. While the LIRR does not provide the lead in these initiatives, it offers leadership guidance and support. Below are four

examples in which LIRR serves as a stakeholder which are in varying stages of development.

### **Wyandanch**

As part of the Wyandanch Rising initiative, the Town of Babylon selected a master developer that will transform an economically distressed downtown area (which includes LIRR's Wyandanch Station) into a transit-oriented, pedestrian friendly, environmentally sustainable location.

The Town has received federal and state grants toward this initiative and is one of three communities in New York State to be named a Brownfield Opportunity Area (BOA) Spotlight Community. The Town has already acquired numerous land parcels in the area and plans to install water and sewer lines as part of this revitalization effort. The Town and LIRR are also continuing discussions regarding conceptual design plans, including impacts and opportunities for station building and parking, for downtown Wyandanch.

A Memorandum of Understanding (MOU), dated December 23, 2011, was signed between the LIRR and the Town of Babylon. The MOU outlines provisions for a property transfer that will help revitalize downtown Wyandanch and, dependent on available funding, will result in the development of a new Intermodal Transit Facility adjacent to the LIRR's Wyandanch Station.

The Wyandanch Rising initiative was also selected as "transformative" project by the Long Island Regional Economic Development Council and, as a result, will receive NYS funds for infrastructure improvements.

### **Ronkonkoma**

The Town of Brookhaven is working in coordination with the Long Island Rail Road and Town of Islip to transform the area around the station into a mixed-use, transit oriented development, leveraging the LIRR station and the nearby Long Island MacArthur Airport. The Vision includes new residential development, retail and restaurants, and new office space. The Town of Brookhaven identified a master developer in December 2011.

As part of this TOD initiative, the LIRR will be working with the Town of Brookhaven to explore parking expansion opportunities at the Ronkonkoma Station. This effort would support existing parking demand and provide additional parking capacity to accommodate ridership growth associated with planned service to Grand Central Terminal.

The Ronkonkoma Hub Project was selected as "transformative" project by the Long Island Regional Economic Development Council and, as a result, will receive NYS funds for infrastructure improvements.

### **Hicksville**

The Hicksville Chamber of Commerce (COC) and the Town of Oyster Bay are coordinating on a downtown revitalization/TOD initiative for downtown Hicksville. This initiative will:

- Build upon the community's assets (including the train station)
- Identify potential TOD opportunities to create growth and development opportunities and
- Identify sustainable land-use/transportation solutions, as they relate to station access and intermodal connectivity.

The LIRR partnered with the Town and the community to help establish the Hicksville Farmers Market. Additionally, public outreach and visioning sessions with residents and interested stakeholders are continuing. Subcommittees to address issues such as economic development, beautification and code enforcement have been formed. The COC plans to release a revised Vision Plan in 2011. Recently, the LIRR met with COC representatives to discuss improvement and beautification opportunities at LIRR's Hicksville Station.

### **West Hempstead**

The LIRR, Town of Hempstead and a private developer have worked collaboratively on a Transit Oriented Development (TOD) initiative immediately adjacent to the West Hempstead train station. Specifically, the project entails demolition of a dilapidated hotel and construction of a 4-story, 150-unit rental apartment building (Alexan at West Hempstead Station). The hotel was demolished in May 2011; construction of new apartment complex began in summer 2011. The developer is leasing a vacant LIRR owned parcel adjacent to the development site to support the new construction project.

## **6. Parking Expansion Opportunities**

As part of its commuter parking and station access strategic planning process, the Long Island Rail Road is currently working with local communities to identify parking expansion and intermodal planning opportunities at LIRR stations. In particular, several communities, including Wyandanch and Rockville Center, have expressed significant interest in creating multistory parking facilities to:

- Accommodate existing parking demand
- Address future parking demand associated with LIRR's East Side Access (ESA) service
- Support local land use and Transit Oriented Development (TOD) initiatives.

When determining investment priorities, LIRR will continue to work with these, and other, communities to evaluate where structured parking could facilitate downtown revitalization efforts, improve parking availability, and enhance station access and intermodal connectivity.

## **7. MTA's Small Business Mentoring Program**

The MTA and its operating agencies, as part of a statewide initiative, are currently in Year-2 of the Small Business Mentoring Program. The Program seeks to assist small businesses to develop tools, experience, and credit-worthiness to succeed in the bidding process and construction of larger public works projects.

The LIRR is actively participating in the second year of the mentoring program and have a goal of \$2.25M worth of projects to be awarded under the Program to pre-qualified

Small Businesses. Construction procurements currently are in progress and include the following projects:

- Roof replacements at the Jamaica and Morris Park Facilities
- Roof replacement at Richmond Hill Shop
- Richmond Hill shop reconfiguration / fit-out
- HVAC replacement at Richmond Hill and West Side Yard
- Stair replacement at the Hillside Support Facility.

In the first year of the Mentoring Program (July 15, 2010 – July 14, 2011), the LIRR had a goal of \$1.5M of projects to be awarded to Small Businesses. At the end of the period, the LIRR exceeded the goal with seven projects awarded for a total of \$3.14M.

#### **8. Positive Train Control (PTC)**

In October 2008, Congress passed the Rail Safety Improvement Act of 2008 which required, an implementation plan by April 2010 for installation of PTC on all commuter railroad main-line tracks. Full implementation of PTC is required by December 31, 2015.

This project will plan, design, and install a new PTC System on all main-line tracks. LIRR will signalize Speonk to Montauk which is currently unsignalized territory, to comply with the new regulations. The signalization of previously dark territory will provide an independent utility for the railroad in addition to PTC protection. LIRR will also seek an exemption from PTC requirements on the Main Line East of Ronkonkoma. The purpose of the PTC system is to prevent train-to-train collisions, prevent over-speed derailments, ensure positive stop at interlockings, offer protection over improperly aligned switches, and protect roadway workers.

- Commuter rail properties affected by the mandate have argued that it will be nearly impossible and inefficient to meet the deadline mandated by the Act; this is because needed research and development of PTC is being done concurrently with its implementation and there is a lack of financial resources to complete the project without jeopardizing other important capacity improvement projects
- It will be difficult for the LIRR and other rail properties nationwide to meet the deadline and so they have collectively sought an extension in the final implementation timeline
- The MTA is actively advocating for the roll-out of a nationwide pilot program to allow the technology to meet the requirements of commuter rail properties
- Metro-North and LIRR have an extensive installation of signal systems that provide a high level of safety and reliability but which is inadequate to fulfill the mandate of the legislation requiring PTC.

Cost totals: \$323.9M, with Planning and Preliminary Engineering to cost \$9.5 M, Final Design, Construction, Commissioning - \$264.5 M and Signalization- Speonk to Montauk \$49.9 M. Schedule milestones are as follows:

- PTC Implementation Plan was provisionally approved by the FRA in October 2010
- The Development Plan was submitted to the FRA in July 2011

- The Consultant design effort has progressed with the following submittals due to LIRR: Safety Plan, Back Office Design, Wayside Design, Comm. Design, and On-Board Design
- Early Start Material Procurements commenced, with Wayside and On-Board installations to begin in the fourth quarter of 2011
- Design and planning on Wayside, Onboard, Communication, Back Office, and Safety Plan continued
- Coordination with ESA and Jamaica Capacity Projects continued.
- Signal continues early start material procurement. Signal Group continues Interlocking wiring revisions
- Consultant continued work on System Integrator Spec in coordination with LIRR and MNR teams
- New task and funding WAR established for Spectrum acquisition.
- The Procurement strategy is to utilize system integrator vendor to perform final design and supply materials for installation
- LIRR is currently performing due diligence for the acquisition of Spectrum
- Product testing of GE radio is complete as of July 2011.

**Speonk to Montauk Signalization:**

- Design commenced in May of 2011
- Predesign work includes installation of road cut as well as cable vaults and their connection with 6" PVC duct to vaults, and 4" PVC ducts to new hut vault, existing case, and east and west insulated joints for crossing island circuits. This duct work will be used to support cable installation
- Consultant submitted portions of 30% design including express cable plans and track circuit technology cost comparison
- Alternatives for construction are currently under review
- The EAC is currently under review.

## SECTION III Capital Program

Launched in the summer of 2010, the MTA's Project Gates review process (Gateway) is utilized for review and examination of each capital project before that project is approved to be initiated. Gateway is an evolving process and subsequent versions of this report will reflect the latest development. The current review process requires that key analytic criteria be met at various stages or "Gates" in a project's lifecycle, including project initiation, project design, project award, and completion. Various analytic tools are brought to bear, such as review of the project's impact on an agency's operating budget, review of alternatives and their impact on schedule and budget, and for certain large, complex projects, detailed risk assessments. Each Gate helps to ensure that the project's benefits are being delivered at the lowest cost. Only when it is demonstrated that the project's net benefits are positive is the project allowed to go forward.

### 1. Gateway Status

2010-2011 LIRR Gateway Status		Funding	TYPE	Date	MTA
Project Description		2010/11 \$M	(Design/ Const)	Submitted to MTA	Approved Date
<b>Gateway Approved Projects</b>					
2005-2009 Capital Program	L5020428 Forest Hills Station - Ramp	2.00	Cons	Dec-10	Jan-11
	L502042D New Elevator- Queens Village Station	7.00	Cons	Jan-11	Feb-11
	L50401B2 Bridge Painting	6.00	Cons	Jun-10	Jul-10
	L50401B8 Queens Blvd Bridge	35.50	Cons	Oct-10	Nov-10
	L50501S6 Improved Radio Coverage (Penn Station HVAC)	15.30	Cons	Aug-10	Sep-10
	L50601Y1 Port Washington Yard Reconfiguration - Des	2.00	Des	May-11	Jun-11
	L50601Y2 Ronkonkoma Land Purchase	12.80	Cons	Mar-11	Apr-11
	L509048A Substations Environmental Group B	2.50	Cons	Jan-11	Feb-11
	L509048K Morris Park Environmental Study	0.25	Cons	Jan-11	Feb-11
	L50206VF Penn Station Vision Study	2.50	Study	Jun-11	Aug-11
	L502042E New Elevators - Flushing Main St	8.50	Design	Aug-11	Sept-11
	L50204UK Smart Card Pilot	1.00	Studies	Nov-11	Dec-11
	L50601Y3 Jamaica Headquarters Building	8.50	Cons	Jun-11	Sept-11
	L60204UB Massapequa Station Platform Replacement	2.00	Des	Dec-10	Mar-11
	L60301TA 2010 Annual Track Program	62.40	Cons	Sep-10	Sep-10
	L60301TB 2011 Annual Track	55.10	Cons	Jan-11	Feb-11
	L60301TF Construction Equipment	4.80	Cons	Oct-10	Oct-10
	L60301TH Merrick/ Bellmore Direct Fixation	14.0	Cons	May-11	Jul-11
	L60301TJ ROW - Culverts	1.00	Cons	Jan-11	Feb-11
	L60301TK ROW - Drainage Control	1.40	Cons	Jan-11	Feb-11
	L60301TL ROW - Fencing 2011	1.60	Cons	Jan-11	May-11
	L60301TL ROW - Fencing 2010	1.60	Cons	Sep-10	Oct-10
	L60301TN ROW - Track Stability / Retaining Walls	0.50	Cons	Jan-11	Feb-11
	L60304TV Massapequa Pocket Track	2.00	Des	Feb-11	Feb-11
	L60401BE Construct 3 Montauk Branch Bridges	26.20	Cons	Sep-10	Oct-10

2010-2011 LIRR Gateway Status		Funding	TYPE	Date	MTA
Project Description		2010/11 \$M	(Design/ Const)	Submitted to MTA	Approved Date
L60401BF	Atlantic Ave Viaduct - Phase IIb	26.40	Cons	Oct-10	Nov-10
L60401BG	Bridge Painting Program	2.90	Cons	May-11	Jun-11
L60501L2	PBX Wayside Phone Replace Phase I	4.20	Cons	Mar-11	Apr-11
L60501L3	Comm. Pole Line/Copper Plant Repl 2010-11	1.40	Cons	Nov-10	Dec-10
L60502LB	Signal Normal Replacement Program 2010	5.00	Cons	Oct-10	Nov-10
L60502LB	Signal Normal Replacement Program 2011	2.50	Cons	May-11	Jun-11
L60601YA	Shop Reconfiguration & RCM Infrastructure	10.40	Cons	Oct-10	Nov-10
L60701AA	Substation Replacement	22.50	Des	Nov-10	Jun-11
L60701AB	Substation Battery Replacement	0.80	Cons	Oct-10	Oct-10
L60701AC	Signal Power Motor Generator Replacement	2.00	Des	Oct-10	Nov-10
L60701AD	Substation Pilot Wire and Relay Replacement	2.00	Cons	Oct-10	Nov-10
L60701AE	Third Rail System - 2000 MCM Cable	2.50	Cons	Sep-10	Sep-10
L60701AF	Third Rail Disconnect Switches	1.00	Cons	Oct-10	Oct-10
L60701AG	Third Rail System - Protection Board	5.20	Cons	Sep-10	Oct-10
L60701AH	Third Rail System - Aluminum Rail	5.60	Cons	Oct-10	Nov-10
L60701AK	Signal Power Line Replacement	3.00	Cons	Oct-10	Oct-10
L60701AL	Power Pole Line Replacement	3.00	Cons	Oct-10	Oct-10
L60701AN	Third Rail Feeder Cable Upgrade	2.50	Cons	Oct-10	Oct-10
L60701AP	Negative Reactor Upgrade	4.00	Cons	Oct-10	Nov-10
L60904N3	Substation Chlordane Remediation	2.00	Des	Mar-11	Mar-11
L60904NA	Program Admin 2011	26.10	NA	Dec-10	Jan-11
L60304TW	Locust Manor Station (CPRB)	0.65	Cons	May-11	Jun-11
L60304TU	Jam Capacity Improvements Phase I	40.00	Des	Apr-11	Jul-11
L60501L4	Radio Coverage Improvements	2.50	Cons	Oct-11	Dec-11
L60501L7	Atlantic Av Tunnel Cable	1.70	Cons	Mar-11	Apr-11
L60401BH	Woodhaven Boulevard Bridge	10.20	Cons	Oct-11	Nov-11
L60604YT	Employee Facilities Renewal	2.50	Cons	Jul-11	Aug-11
L60204UH	Elevator Replacement Program	0.50	Des	Nov-11	TBD
L60301TG	Atlantic Branch 1/2 Ties	2.50	Pilot	Sep-11	Dec-11
L60301TC	2012 Annual Track Program	51.80	Cons	Dec-11	Feb-12
L60401BF	Atlantic Av Viaduct - Phase IIB	66.70	Des / RE	Sep-11	Nov-11
L30209EC	Little Neck Station Improvements (CPRB)	1.30	Des Constr.	Nov-11	Dec-11



**Metro-North Railroad**

# **Information Items**

## **February 2012**

**MTA METRO-NORTH RAILROAD  
FEBRUARY FINANCIAL PLAN FOR 2012-2015  
2011 FINAL ESTIMATE AND 2012 ADOPTED BUDGET**

In accordance with MTA-approved budget procedures, the following information presents MTA Metro-North Railroad's 2011 Final Estimate, 2012 Adopted Budget and the Financial Plan for 2012-2015. The Adopted Budget reflects the inclusion of MTA Adjustments that were presented in the November Financial Plan, which were adopted by the Board in December 2011, as well as other technical adjustments.

These adjustments, along with technical adjustments now included in the February Financial Plan, are presented on the attached reconciliations from the November Financial Plan and are described below:

- Annual cost efficiencies of \$0.3 million in 2011, \$1.1 million in 2012 - 2014, and \$1.5 million in 2015 associated with the MTA review of information technology functions.
- Inclusion of 3 Zeroes Salary/Wage Initiative by extending the two consecutive years of no-wage growth for represented and non-represented employees to a third year has resulted in savings of \$2.7 million in 2011, \$7.4 million in 2012, \$13.5 million in 2013, \$13.7 million in 2014, and \$14.1 million in 2015.
- Energy cost adjustments anticipate a decrease in diesel fuel prices starting in 2011 for the Revenue and Non Revenue equipment fleets (\$1.7 million annually) and an annual increase in Traction and Propulsion power starting in 2012 (\$1.3 million).
- Changes in Overhead Recovery adjustments reflect Port Jervis Line reconstruction project costs in 2011 and 2012 and the refinement of Overhead recovery rates in 2012-2015.
- Rescheduling of approximately \$2.0 million in Operating Capital project costs from 2011 to 2012.
- Timing differences in capital project reimbursements reflect 2011 Port Jervis Line reconstruction costs paid in 2012 (\$16.3 million).
- Effective 2012, the non-labor account structure of the MTA standard chart of accounts has been adjusted to reflect the reclassification and renaming of certain accounts in order to improve account reporting consistency among the Agencies. These changes, which affect most non-labor accounts presented on the attached tables, result in no net-impact to the bottom line. In order to maintain comparability with 2011 actual results for year-end reporting purposes, the 2011 account structure remains unchanged.

This submission also includes schedules detailing the monthly allocation of financial, headcount and utilization data based on the 2012 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan 2012 - 2015**  
**Reconciliation to the November Plan (Accrual) Non-Reimbursable**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2011		2012		2013		2014		2015	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2011 November Financial Plan: Baseline</b>										
<b>Surplus/(Deficit)</b>	<b>5,589</b>	<b>(\$662.591)</b>	<b>5,709</b>	<b>(\$720.164)</b>	<b>5,756</b>	<b>(\$736.852)</b>	<b>5,790</b>	<b>(\$754.776)</b>	<b>5,804</b>	<b>(\$787.946)</b>
<b>Technical Adjustments:</b>										
Overhead Recovery	-	\$1.383	-	(\$1.188)	-	(\$1.996)	-	(\$2.035)	-	(\$2.073)
Sub-Total Technical Adjustments	-	\$1.383	-	(\$1.188)	-	(\$1.996)	-	(\$2.035)	-	(\$2.073)
<b>MTA Plan Adjustments:</b>										
Labor										
3 Zeroes Salary/Wage Initiative Rep Empl.	-	\$0.000	-	\$4.920	-	\$10.916	-	\$11.129	-	\$11.425
Non Represented Wage Freeze	-	2.732	-	2.490	-	2.536	-	2.569	-	2.636
New MTA Efficiencies	-	0.290	-	1.076	-	1.081	-	1.102	-	1.493
Energy/Other Reimbursements	-	0.433	-	0.381	-	0.352	-	0.305	-	0.265
Sub-Total MTA Plan Adjustments	-	\$3.455	-	\$8.868	-	\$14.884	-	\$15.106	-	\$15.819
<b>2012 February Financial Plan: Baseline</b>										
<b>Surplus/(Deficit)</b>	<b>5,589</b>	<b>(\$657.753)</b>	<b>5,709</b>	<b>(\$712.484)</b>	<b>5,756</b>	<b>(\$723.963)</b>	<b>5,790</b>	<b>(\$741.705)</b>	<b>5,804</b>	<b>(\$774.200)</b>

**MTA METRO NORTH RAILROAD**  
**February Financial Plan 2012 - 2015**  
**Reconciliation to the November Plan (Accrual) Reimbursable**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2011		2012		2013		2014		2015	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2011 November Financial Plan: Baseline Surplus/(Deficit)</b>	<b>646</b>	<b>\$0.000</b>	<b>610</b>	<b>\$0.000</b>	<b>610</b>	<b>\$0.000</b>	<b>610</b>	<b>\$0.000</b>	<b>610</b>	<b>\$0.000</b>
<b>Technical Adjustments:</b>										
<i>Project Cost Refinements - Disbursements</i>	-	\$0.000	-	(\$5.072)	-	(\$5.225)	-	(\$5.397)	-	(\$5.582)
<i>Overhead Rate Adjustment/Correction - Disbursements</i>	-	0.000	-	1.741	-	1.824	-	1.859	-	1.894
<b>Sub-Total Technical Adjustments</b>	<b>-</b>	<b>0.000</b>	<b>-</b>	<b>(\$3.331)</b>	<b>-</b>	<b>(\$3.401)</b>	<b>-</b>	<b>(\$3.538)</b>	<b>-</b>	<b>(\$3.688)</b>
<b>MTA Plan Adjustments:</b>										
Labor										
3 Zeros Salary/Wage Initiative - Disbursements	-	(\$0.170)	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000
<b>Sub-Total MTA Plan Adjustments</b>	<b>0</b>	<b>(\$0.170)</b>	<b>0</b>	<b>\$0.000</b>	<b>0</b>	<b>\$0.000</b>	<b>0</b>	<b>\$0.000</b>	<b>0</b>	<b>\$0.000</b>
<b>Total Adjustments</b>	<b>0</b>	<b>(\$0.170)</b>	<b>0</b>	<b>(\$3.331)</b>	<b>0</b>	<b>(\$3.401)</b>	<b>0</b>	<b>(\$3.538)</b>	<b>0</b>	<b>(\$3.688)</b>
<b>Total Revenue offset</b>	<b>0</b>	<b>\$0.170</b>	<b>0</b>	<b>\$3.331</b>	<b>0</b>	<b>\$3.401</b>	<b>0</b>	<b>\$3.538</b>	<b>0</b>	<b>\$3.688</b>
<b>2012 February Financial Plan: Baseline Surplus/(Deficit)</b>	<b>646</b>	<b>\$0.000</b>	<b>610</b>	<b>\$0.000</b>	<b>610</b>	<b>\$0.000</b>	<b>610</b>	<b>\$0.000</b>	<b>610</b>	<b>\$0.000</b>

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan 2012 - 2015**  
**Reconciliation to the November Plan - (Cash)**  
**(\$ in millions)**

	2011		2012		Favorable/(Unfavorable)		2014		2015	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2011 November Financial Plan: Baseline Cash Surplus/(Deficit)</b>	<b>6,235</b>	<b>(\$388.527)</b>	<b>6,319</b>	<b>(\$467.957)</b>	<b>6,366</b>	<b>(\$456.321)</b>	<b>6,400</b>	<b>(\$488.713)</b>	<b>6,414</b>	<b>(\$497.664)</b>
<b>Technical Adjustments:</b>										
Overhead Recovery	-	\$1.383	-	(\$1.188)	-	(\$0.002)	-	(\$0.018)	-	\$0.045
Operating Capital	-	1.945	-	(2.178)	-	0.000	-	0.000	-	0.000
Timing difference in Capital Project Reimbursements	-	(16.142)	-	16.304	-	0.000	-	0.000	-	0.000
Sub-Total Technical Adjustments	-	(\$12.814)	-	\$12.938	-	(\$0.002)	-	(\$0.018)	-	\$0.045
<b>MTA Plan Adjustments:</b>										
Labor										
3 Zeroes Salary/Wage Initiative Rep Empl.	-	\$0.000	-	\$4.920	-	\$10.916	-	\$11.129	-	\$11.425
Non Represented Wage Freeze	-	2.732	-	2.490	-	2.536	-	2.569	-	2.636
New MTA Efficiencies	-	0.290	-	1.076	-	1.081	-	1.102	-	1.493
Energy/Other Reimbursements	-	0.433	-	0.381	-	0.352	-	0.305	-	0.265
Sub-Total MTA Plan Adjustments	-	\$3.455	-	\$8.868	-	\$14.884	-	\$15.106	-	\$15.819
<b>2012 February Financial Plan: Cash Baseline Surplus/(Deficit)</b>	<b>6,235</b>	<b>(\$397.886)</b>	<b>6,319</b>	<b>(\$446.151)</b>	<b>6,366</b>	<b>(\$441.439)</b>	<b>6,400</b>	<b>(\$473.625)</b>	<b>6,414</b>	<b>(\$481.800)</b>

**MTA METRO-NORTH RAILROAD**  
**2012 February Adopted Budget**  
**Reconciliation to the 2012 Final Proposed Budget vs. 2012 Adopted Budget by Generic Category**  
(\$ in millions)

NON-REIMBURSABLE	2012						
	Final Proposed Budget	MTA Plan Adjustments				All Other	February Adopted Budget
		Labor	New MTA Efficiencies	Energy/ Other Reimb.	New COA		
<b>Revenue</b>							
Farebox Revenue	\$588.964	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$588.964
Port Jervis Line Reconstruction	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	43.902	0.000	0.000	0.000	0.000	0.000	43.902
<b>Capital &amp; Other Reimbursements:</b>							
MTA	0.000	0.000	0.000	0.000	0.000	0.000	0.000
CDOT	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Capital and Other Reimbursements</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>
<b>Total Revenue</b>	<b>\$632.866</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$632.866</b>
<b>Expenses</b>							
<b>Labor:</b>							
Payroll	\$411.421	(\$5.028)	\$0.000	\$0.000	\$0.000	\$0.000	\$406.393
Overtime	54.394	(0.539)	0.000	0.000	0.000	0.000	53.855
Health and Welfare	91.818	0.000	0.000	0.000	0.000	0.000	91.818
OPEB Current Payment	16.000	0.000	0.000	0.000	0.000	0.000	16.000
Pensions	67.247	(0.853)	0.000	0.000	0.000	0.000	66.394
Other Fringe Benefits	83.628	(0.990)	0.000	0.000	12.328	0.000	94.965
Reimbursable Overhead	(42.939)	0.000	0.000	0.000	0.000	1.188	(41.751)
<b>Total Labor Expenses</b>	<b>\$681.569</b>	<b>(\$7.410)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$12.328</b>	<b>\$1.188</b>	<b>\$687.674</b>
<b>Non-Labor:</b>							
Electric Power	\$71.518	\$0.000	\$0.000	\$1.302	\$11.828	\$0.000	\$84.648
Fuel	25.908	0.000	0.000	(1.683)	4.004	0.000	28.229
Insurance	10.893	0.000	0.000	0.000	0.000	0.000	10.893
Claims	12.000	0.000	0.000	0.000	(11.515)	0.000	0.485
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	109.042	0.000	(1.030)	0.000	(3.178)	0.000	104.834
Professional Service Contracts	37.828	0.000	0.000	0.000	(10.969)	0.000	26.859
Materials & Supplies	86.277	0.000	(0.046)	0.000	(12.899)	0.000	73.332
Other Business Expenses	15.260	0.000	0.000	0.000	10.401	0.000	25.661
<b>Total Non-Labor Expenses</b>	<b>\$368.726</b>	<b>\$0.000</b>	<b>(\$1.076)</b>	<b>(0.381)</b>	<b>(12.328)</b>	<b>0.000</b>	<b>354.941</b>
<b>Other Expense Adjustments:</b>							
Other							
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>
<b>Total Expenses before Non-Cash Liability Adjustments</b>	<b>\$1,050.295</b>	<b>(\$7.410)</b>	<b>(\$1.076)</b>	<b>(\$0.381)</b>	<b>(\$0.000)</b>	<b>\$1.188</b>	<b>1,042.615</b>
Depreciation	\$236.015	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$236.015
OPEB Obligation	59.997	0.000	0.000	0.000	0.000	0.000	59.997
Environmental Remediation	6.723	0.000	0.000	0.000	0.000	0.000	6.723
<b>Total Expenses</b>	<b>\$1,353.030</b>	<b>(\$7.410)</b>	<b>(\$1.076)</b>	<b>(\$0.381)</b>	<b>(\$0.000)</b>	<b>\$1.188</b>	<b>\$1,345.350</b>
<b>Baseline Surplus/(Deficit)</b>	<b>(\$720.164)</b>	<b>\$7.410</b>	<b>\$1.076</b>	<b>0.381</b>	<b>0.000</b>	<b>(1.188)</b>	<b>(712.484)</b>
<b>Cash Conversion Adjustments:</b>							
Depreciation	\$236.015	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$236.015
Operating/Capital	(19.977)	0.000	0.000	0.000	0.000	(0.478)	(20.455)
Other Cash Adjustments	36.169	0.000	0.000	0.000	0.000	14.604	50.773
<b>Total Cash Conversion Adjustments</b>	<b>\$252.207</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$14.126</b>	<b>\$266.333</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$467.957)</b>	<b>\$7.410</b>	<b>\$1.076</b>	<b>\$0.381</b>	<b>\$0.000</b>	<b>\$12.938</b>	<b>(\$446.151)</b>

-- Differences are due to rounding.

**MTA METRO-NORTH RAILROAD**  
**2012 February Adopted Budget**  
**Reconciliation to the 2012 Final Proposed Budget vs. 2012 Adopted Budget by Generic Category**  
**(\$ in millions)**

REIMBURSABLE	2012						February Adopted Budget
	Final Proposed Budget	MTA Plan Adjustments				All Other	
		Labor	New MTA Efficiencies	Energy/ Other Reimb.	New COA		
<b>Revenue</b>							
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Port Jervis Line Reconstruction	10.211	0.000	0.000	0.000	0.000	(10.211)	0.000
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Capital &amp; Other Reimbursements:</b>							
MTA	119.767	0.000	0.000	0.000	0.000	10.455	130.222
CDOT	66.846	0.000	0.000	0.000	0.000	3.416	70.262
Other	14.135	0.000	0.000	0.000	0.000	(0.329)	13.806
<b>Total Capital and Other Reimbursements</b>	<b>200.748</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>13.542</b>	<b>214.290</b>
Capital and Other Reimbursements							
<b>Total Revenue</b>	<b>\$210.959</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$3.331</b>	<b>\$214.290</b>
<b>Expenses</b>							
<b>Labor:</b>							
Payroll	\$46.176	\$0.000	\$0.000	\$0.000	\$0.000	\$0.975	\$47.151
Overtime	17.750	0.000	0.000	0.000	0.000	0.306	18.056
Health and Welfare	13.651	0.000	0.000	0.000	0.000	0.265	13.916
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	9.151	0.000	0.000	0.000	0.000	0.187	9.338
Other Fringe Benefits	10.742	0.000	0.000	0.000	0.000	0.215	10.957
Reimbursable Overhead	42.646	0.000	0.000	0.000	0.000	(1.186)	41.460
<b>Total Labor Expenses</b>	<b>\$140.116</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.762</b>	<b>\$140.878</b>
<b>Non-Labor:</b>							
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	5.241	0.000	0.000	0.000	0.000	0.249	5.490
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	12.972	0.000	0.000	0.000	0.000	8.326	21.298
Professional Service Contracts	5.195	0.000	0.000	0.000	0.000	1.363	6.558
Materials & Supplies	36.681	0.000	0.000	0.000	(2.473)	2.843	37.050
Other Business Expenses	0.543	0.000	0.000	0.000	2.473		3.016
<b>Total Non-Labor Expenses</b>	<b>\$60.632</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$12.781</b>	<b>\$73.412</b>
<b>Other Expense Adjustments:</b>							
Port Jervis Line Reconstruction	\$10.211	\$0.000	\$0.000	\$0.000	\$0.000	(\$10.211)	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$10.211</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$10.211)</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation</b>	<b>\$210.959</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$3.332</b>	<b>\$214.290</b>
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Expenses</b>	<b>\$210.959</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$3.332</b>	<b>\$214.290</b>
<b>Baseline Surplus/(Deficit)</b>	<b>(\$0.000)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$0.000)</b>	<b>\$0.000</b>
<b>Cash Conversion Adjustments:</b>							
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Operating/Capital	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Cash Adjustments	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Cash Conversion Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$0.000)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$0.000)</b>	<b>\$0.000</b>

— Differences are due to rounding

**MTA METRO-NORTH RAILROAD**  
**2012 February Adopted Budget**  
**Reconciliation to the 2012 Final Proposed Budget vs. 2012 Adopted Budget by Generic Category**  
**(\$ in millions)**

NON-REIMBURSABLE/REIMBURSABLE	2012						
	Final Proposed Budget	MTA Plan Adjustments				All Other	February Adopted Budget
		Labor	New MTA Efficiencies	Energy/ Other Reimb.	New COA		
<b>Revenue</b>							
Farebox Revenue	\$588.964	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$588.964
Port Jervis Line Reconstruction	10.211	0.000	0.000	0.000	0.000	(10.211)	0.000
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	43.902	0.000	0.000	0.000	0.000	0.000	43.902
<b>Capital &amp; Other Reimbursements:</b>							
MTA	119.766	0.000	0.000	0.000	0.000	10.455	130.221
CDOT	66.846	0.000	0.000	0.000	0.000	3.416	70.262
Other	14.135	0.000	0.000	0.000	0.000	(0.329)	13.806
<b>Total Capital and Other Reimbursements</b>	<b>200.747</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>13.542</b>	<b>214.289</b>
<b>Total Revenue</b>	<b>\$843.824</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$3.331</b>	<b>\$847.155</b>
<b>Expenses</b>							
<b>Labor:</b>							
Payroll	\$457.597	(\$5.028)	\$0.000	\$0.000	\$0.000	\$0.975	\$453.544
Overtime	72.144	(0.539)	0.000	0.000	0.000	0.306	71.911
Health and Welfare	105.469	0.000	0.000	0.000	0.000	0.265	105.734
OPEB Current Payment	16.000	0.000	0.000	0.000	0.000	0.000	16.000
Pensions	76.398	(0.853)	0.000	0.000	0.000	0.187	75.733
Other Fringe Benefits	94.370	(0.990)	0.000	0.000	12.328	0.215	105.922
Reimbursable Overhead	(0.293)	0.000	0.000	0.000	0.000	0.001	(0.292)
<b>Total Labor Expenses</b>	<b>\$821.685</b>	<b>(\$7.410)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$12.328</b>	<b>\$1.949</b>	<b>\$828.552</b>
<b>Non-Labor:</b>							
Electric Power	\$71.518	\$0.000	\$0.000	\$1.302	\$11.828	\$0.000	\$84.648
Fuel	25.908	0.000	0.000	(1.683)	4.004	0.000	28.229
Insurance	16.134	0.000	0.000	0.000	0.000	0.249	16.383
Claims	12.000	0.000	0.000	0.000	(11.515)	0.000	0.485
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	122.014	0.000	(1.030)	0.000	(3.178)	8.326	126.132
Professional Service Contracts	43.023	0.000	0.000	0.000	(10.969)	1.363	33.417
Materials & Supplies	122.957	0.000	(0.046)	0.000	(15.372)	2.843	110.382
Other Business Expenses	15.803	0.000	0.000	0.000	12.874	0.000	28.677
<b>Total Non-Labor Expenses</b>	<b>\$429.357</b>	<b>\$0.000</b>	<b>(\$1.076)</b>	<b>(\$0.381)</b>	<b>(\$12.328)</b>	<b>\$12.781</b>	<b>\$428.353</b>
<b>Other Expense Adjustments:</b>							
Port Jervis Line Reconstruction	\$10.211	\$0.000	\$0.000	\$0.000	\$0.000	(\$10.211)	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$10.211</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$10.211)</b>	<b>\$0.000</b>
<b>Total Expenses before Non-Cash Liability Adjustments</b>	<b>\$1,261.253</b>	<b>(\$7.410)</b>	<b>(\$1.076)</b>	<b>(\$0.381)</b>	<b>(\$0.000)</b>	<b>\$4.519</b>	<b>\$1,256.905</b>
Depreciation	\$236.015	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$236.015
OPEB Obligation	59.997	0.000	0.000	0.000	0.000	0.000	59.997
Environmental Remediation	6.723	0.000	0.000	0.000	0.000	0.000	6.723
<b>Total Expenses</b>	<b>\$1,563.988</b>	<b>(\$7.410)</b>	<b>(\$1.076)</b>	<b>(\$0.381)</b>	<b>(\$0.000)</b>	<b>\$4.519</b>	<b>\$1,559.840</b>
<b>Baseline Surplus/(Deficit)</b>	<b>(\$720.164)</b>	<b>\$7.410</b>	<b>\$1.076</b>	<b>\$0.381</b>	<b>\$0.000</b>	<b>(\$1.188)</b>	<b>(\$712.484)</b>
<b>Cash Conversion Adjustments:</b>							
Depreciation	\$236.015	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$236.015
Operating/Capital	(19.977)	0.000	0.000	0.000	0.000	(0.478)	(20.455)
Other Cash Adjustments	36.169	0.000	0.000	0.000	0.000	14.604	50.773
<b>Total Cash Conversion Adjustments</b>	<b>\$252.207</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$14.126</b>	<b>\$266.333</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$467.957)</b>	<b>\$7.410</b>	<b>\$1.076</b>	<b>\$0.381</b>	<b>\$0.000</b>	<b>\$12.938</b>	<b>(\$446.151)</b>

— Differences are due to rounding

**MTA METRO-NORTH RAILROAD**  
**2012 February Adopted Budget**  
**Reconciliation to the 2012 Final Proposed Budget vs. 2012 Adopted Budget by Generic Category**  
(\$ in millions)

CASH RECEIPTS & EXPENDITURES	2012						
	Final Proposed Budget	MTA Plan Adjustments				All Other	February Adopted Budget
		Labor	New MTA Efficiencies	Energy/ Other Reimb.	New COA		
<b><u>Receipts</u></b>							
Farebox Revenue	\$613.063	\$0.000	\$0.000	\$0.000	\$0.000	(\$16.386)	\$596.677
Port Jervis Line Reconstruction	10.211	0.000	0.000	0.000	0.000	(10.211)	0.000
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000		0.000
Other Operating Revenue	68.421	0.000	0.000	0.000	0.000	0.225	68.646
<b><u>Capital &amp; Other Reimbursements:</u></b>							
MTA	120.134	0.000	0.000	0.000	0.000	26.719	146.853
CDOT	67.121	0.000	0.000	0.000	0.000	3.376	70.497
Other	12.737	0.000	0.000	0.000	0.000	(0.248)	12.489
Total Capital and Other Reimbursements	199.992	0.000	0.000	0.000	0.000	29.847	229.839
Total Receipts	\$891.687	\$0.000	\$0.000	\$0.000	\$0.000	\$3.475	\$895.162
<b><u>Expenditures</u></b>							
<b><u>Labor:</u></b>							
Payroll	\$460.571	(\$5.028)	\$0.000	\$0.000	\$0.000	\$1.310	\$456.853
Overtime	72.861	(0.539)	0.000	0.000	0.000	0.306	72.628
Health and Welfare	108.257	0.000	0.000	0.000	0.000	0.265	108.522
OPEB Current Payment	16.000	0.000	0.000	0.000	0.000	0.000	16.000
Pensions	76.508	(0.853)	0.000	0.000	0.000	0.188	75.843
Other Fringe Benefits	95.514	(0.990)	0.000	0.000	12.328	0.214	107.066
GASB Account	8.746					0.000	8.746
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000		0.000
Total Labor Expenditures	\$838.457	(\$7.410)	\$0.000	\$0.000	\$12.328	\$2.283	\$845.658
<b><u>Non-Labor:</u></b>							
Electric Power	\$71.518	\$0.000	\$0.000	\$1.302	\$11.828	\$1.864	\$86.512
Fuel	25.908	0.000	0.000	(1.683)	4.004	0.000	28.229
Insurance	15.935	0.000	0.000	0.000	0.000	0.249	16.184
Claims	12.146	0.000	0.000	0.000	(11.515)	0.000	0.631
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	163.242	0.000	(1.030)	0.000	(3.178)	(5.815)	153.219
Professional Service Contracts	44.058	0.000	0.000	0.000	(10.969)	1.413	34.502
Materials & Supplies	137.281	0.000	(0.046)	0.000	(15.372)	0.677	122.540
Other Business Expenditures	40.888	0.000	0.000	0.000	12.874	0.076	53.838
Total Non-Labor Expenditures	\$510.976	\$0.000	(\$1.076)	(\$0.381)	(\$12.328)	(\$1.536)	\$495.655
<b><u>Other Expenditure Adjustments:</u></b>							
Port Jervis Line Reconstruction	\$10.211	\$0.000	\$0.000	\$0.000	\$0.000	(\$10.211)	\$0.000
Cash Timing and Availability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expenditure Adjustments	\$10.211	\$0.000	\$0.000	\$0.000	\$0.000	(\$10.211)	\$0.000
Total Expenditures	\$1,359.644	(\$7.410)	(\$1.076)	(\$0.381)	(\$0.000)	(\$9.464)	\$1,341.313
Baseline Cash Deficit	(\$467.957)	\$7.410	\$1.076	\$0.381	\$0.000	\$12.939	(\$446.151)
<b><u>Subsidies</u></b>							
MTA	(\$366.018)	\$5.572	\$0.799	\$0.272		\$12.850	(\$346.525)
CDOT	(101.939)	1.838	0.277	0.109		0.089	(99.626)
Total Subsidies	(\$467.957)	\$7.410	\$1.076	\$0.381	\$0.000	\$12.939	(\$446.151)
Opening Cash Balance	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Cash Timing and Availability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Closing Cash Balance	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

— Differences are due to rounding

**MTA METRO-NORTH RAILROAD**  
**2012 February Adopted Budget**  
**Reconciliation to the 2012 Final Proposed Budget vs. 2012 Adopted Budget by Generic Category**  
**(\$ in millions)**

CASH FLOW ADJUSTMENTS	2012						February Adopted Budget
	Final Proposed Budget	MTA Plan Adjustments				All Other	
		Labor	New MTA Efficiencies	Energy/ Other Reimb.	New COA		
<b><u>Receipts</u></b>							
Farebox Revenue	\$24.099	\$0.000	\$0.000	\$0.000	\$0.000	(\$16.386)	\$7.713
Port Jervis Line Reconstruction	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	24.519	0.000	0.000	0.000	0.000	0.225	24.744
<b><u>Capital &amp; Other Reimbursements:</u></b>							
MTA	0.368	0.000	0.000	0.000	0.000	16.264	16.632
CDOT	0.275	0.000	0.000	0.000	0.000	(0.040)	0.235
Other	(1.398)	0.000	0.000	0.000	0.000	0.081	(1.317)
Total Capital and Other Reimbursements	(0.755)	0.000	0.000	0.000	0.000	16.305	15.550
<b>Total Receipt Adjustments</b>	<b>\$47.863</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.144</b>	<b>\$48.007</b>
<b><u>Expenditures</u></b>							
<b><u>Labor:</u></b>							
Payroll	(\$2.974)	\$0.000	\$0.000	\$0.000	\$0.000	(\$0.335)	(\$3.309)
Overtime	(0.717)	0.000	0.000	0.000	0.000	0.000	(0.717)
Health and Welfare	(2.788)	0.000	0.000	0.000	0.000	(0.000)	(2.788)
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	(0.110)	0.000	0.000	0.000	0.000	(0.001)	(0.110)
Other Fringe Benefits	(1.144)	0.000	0.000	0.000	0.000	0.001	(1.144)
GASB Account	(8.746)	0.000	0.000	0.000	0.000	0.000	(8.746)
Reimbursable Overhead	(0.293)	0.000	0.000	0.000	0.000	0.001	(0.292)
<b>Total Labor Expenditures</b>	<b>(\$16.772)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$0.334)</b>	<b>(\$17.106)</b>
<b><u>Non-Labor:</u></b>							
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$1.864)	(\$1.864)
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.199	0.000	0.000	0.000	0.000	(0.000)	0.199
Claims	(0.146)	0.000	0.000	0.000	0.000	0.000	(0.146)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	(41.228)	0.000	0.000	0.000	0.000	14.141	(27.087)
Professional Service Contracts	(1.035)	0.000	0.000	0.000	0.000	(0.050)	(1.085)
Materials & Supplies	(14.324)	0.000	0.000	0.000	0.000	2.166	(12.158)
Other Business Expenditures	(25.085)	0.000	0.000	0.000	0.000	(0.076)	(25.161)
<b>Total Non-Labor Expenditures</b>	<b>(\$61.619)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$14.317</b>	<b>(\$67.302)</b>
<b><u>Other Expenditure Adjustments:</u></b>							
Port Jervis Line Reconstruction	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditure Adjustments</b>	<b>(\$98.391)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$13.983</b>	<b>(\$84.408)</b>
<b>Total Cash Conversion Adjustments before Non-Cash Liability Adj.</b>	<b>(\$50.528)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$14.127</b>	<b>(\$36.402)</b>
Depreciation Adjustment	\$236.015	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$236.015
OPEB Obligation	59.997	0.000	0.000	0.000	0.000	0.000	59.997
Environmental Remediation	6.723	0.000	0.000	0.000	0.000	0.000	6.723
<b>Total Cash Conversion Adjustments</b>	<b>\$252.207</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$14.127</b>	<b>\$266.333</b>

-- Differences are due to rounding.

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan 2012 - 2015**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>NON-REIMBURSABLE</b>					
	<b>2011 Final Estimate*</b>	<b>2012 Adopted Budget</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>
<b>Operating Revenue</b>					
Farebox Revenue	\$566.059	\$588.964	\$610.419	\$633.428	\$650.090
Other Operating Revenue	45.157	43.902	45.600	47.978	49.733
MNR - MTA	0.000	0.000	0.000	0.000	0.000
MNR - CDOT	0.000	0.000	0.000	0.000	0.000
MNR - Other	0.000	0.000	0.000	0.000	0.000
<b>Capital and Other Reimbursements</b>					
<b>Total Revenue</b>	<b>\$611.217</b>	<b>\$632.866</b>	<b>\$656.019</b>	<b>\$681.406</b>	<b>\$699.823</b>
<b>Operating Expenses</b>					
<b><u>Labor:</u></b>					
Payroll	\$389.175	\$406.393	\$411.050	\$420.623	\$429.630
Overtime	58.161	53.855	54.039	55.088	56.124
Health and Welfare	78.922	91.818	104.989	114.202	124.927
OPEB Current Payment	15.250	16.000	17.000	18.000	18.500
Pensions	53.233	66.394	66.990	65.327	69.074
Other Fringe Benefits	80.081	94.965	96.181	98.377	100.746
Reimbursable Overhead	(38.448)	(41.751)	(41.485)	(42.288)	(43.084)
<b>Total Labor Expenses</b>	<b>\$636.374</b>	<b>\$687.674</b>	<b>\$708.764</b>	<b>\$729.330</b>	<b>\$755.917</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$62.725	\$84.648	\$95.355	\$106.058	\$118.315
Fuel	23.564	28.229	29.812	29.655	30.019
Insurance	10.249	10.893	11.979	13.189	14.522
Claims	11.001	0.485	0.485	0.460	0.460
Paratransit Service Contracts					
Maintenance and Other Operating Contracts	108.869	104.834	97.983	95.269	95.194
Professional Service Contracts	34.705	28.859	26.644	27.193	27.763
Materials & Supplies	87.748	73.332	73.973	79.207	82.065
Other Business Expenses	16.255	25.661	26.398	27.738	28.076
<b>Total Non-Labor</b>	<b>\$355.116</b>	<b>\$354.941</b>	<b>\$362.629</b>	<b>\$378.769</b>	<b>\$396.414</b>
<b><u>Other Expenses Adjustments:</u></b>					
Other					
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation and GASB Adjs.</b>	<b>\$991.490</b>	<b>\$1,042.615</b>	<b>\$1,071.393</b>	<b>\$1,108.099</b>	<b>\$1,152.331</b>
Depreciation	\$214.677	\$236.015	\$240.523	\$245.478	\$250.633
OPEB Obligation	56.275	59.997	61.143	62.402	63.713
Environmental Remediation	6.527	6.723	6.925	7.132	7.346
<b>Total Expenses</b>	<b>\$1,268.969</b>	<b>\$1,345.350</b>	<b>\$1,379.983</b>	<b>\$1,423.112</b>	<b>\$1,474.023</b>
<b>Baseline Surplus/(Deficit)</b>	<b>(\$657.753)</b>	<b>(\$712.484)</b>	<b>(\$723.964)</b>	<b>(\$741.705)</b>	<b>(\$774.200)</b>
<b>Cash Conversion Adjustments:</b>					
Depreciation	\$214.677	\$236.015	\$240.523	\$245.478	\$250.633
Operating Capital	(8.524)	(20.455)	(17.000)	(17.000)	(17.000)
Other Cash Adjustments	53.713	50.773	59.002	39.601	58.767
<b>Total Cash Conversion Adjustments</b>	<b>\$259.866</b>	<b>\$266.333</b>	<b>\$282.525</b>	<b>\$268.079</b>	<b>\$292.400</b>
<b>Baseline Cash Surplus/(Deficit)</b>	<b>(\$397.887)</b>	<b>(\$446.151)</b>	<b>(\$441.439)</b>	<b>(\$473.626)</b>	<b>(\$481.799)</b>

\* Effective 2012, the non-labor account structure of the MTA standard chart of accounts has been adjusted to reflect the reclassification and renaming of certain accounts in order to improve account reporting consistency among the Agencies. These changes, which affect most non-labor accounts presented on the attached tables, result in no net-impact to the bottom line. In order to maintain comparability with 2011 actual results for year-end reporting purposes, the 2011 account structure remains unchanged.

**MTA METRO NORTH RAILROAD**  
**February Financial Plan 2012 - 2015**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>REIMBURSABLE</b>					
	<b>2011 Final Estimate</b>	<b>2012 Adopted Budget</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>
<b>Revenue</b>					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000
MNR - MTA	104.719	130.221	124.090	127.495	131.602
MNR - CDOT	84.564	70.262	64.208	63.643	63.301
MNR - Other	16.774	13.807	14.021	14.338	14.718
Capital and Other Reimbursements	206.057	214.290	202.318	205.476	209.622
<b>Total Revenue</b>	<b>\$206.057</b>	<b>\$214.290</b>	<b>\$202.318</b>	<b>\$205.476</b>	<b>\$209.622</b>
<b>Expenses</b>					
<b><u>Labor:</u></b>					
Payroll	\$43.940	\$47.150	\$46.792	\$47.694	\$48.585
Overtime	16.403	18.056	17.909	18.257	18.600
Health and Welfare	11.112	13.916	15.354	16.661	18.091
OPEB Current Payment					
Pensions	5.694	9.339	9.249	9.003	9.513
Other Fringe Benefits	10.526	10.957	10.916	11.165	11.444
Reimbursable Overhead	38.445	41.460	41.198	41.996	42.786
<b>Total Labor</b>	<b>\$126.120</b>	<b>\$140.877</b>	<b>\$141.417</b>	<b>\$144.776</b>	<b>\$149.020</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000
Insurance	3.913	5.490	5.509	5.615	5.720
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	45.774	21.298	12.442	12.698	12.965
Professional Service Contracts	6.071	6.558	8.212	6.059	3.863
Materials & Supplies	24.559	37.052	31.685	33.191	34.851
Other Business Expenses	(0.379)	3.016	3.073	3.137	3.202
<b>Total Non-Labor</b>	<b>\$79.938</b>	<b>\$73.413</b>	<b>\$60.901</b>	<b>\$60.700</b>	<b>\$60.602</b>
<b><u>Other Adjustments:</u></b>					
Other	0.000	0.000	0.000	0.000	0.000
<b>Total Other Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation</b>	<b>\$206.057</b>	<b>\$214.290</b>	<b>\$202.318</b>	<b>\$205.476</b>	<b>\$209.622</b>
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Expenses</b>	<b>\$206.057</b>	<b>\$214.290</b>	<b>\$202.318</b>	<b>\$205.476</b>	<b>\$209.622</b>
<b>Baseline Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

\* Effective 2012, the non-labor account structure of the MTA standard chart of accounts has been adjusted to reflect the reclassification and renaming of certain accounts in order to improve account reporting consistency among the Agencies. These changes, which affect most non-labor accounts presented on the attached tables, result in no net-impact to the bottom line. In order to maintain comparability with 2011 actual results for year-end reporting purposes, the 2011 account structure remains unchanged.

**MTA METRO NORTH RAILROAD**  
**February Financial Plan 2012 - 2015**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>NON-REIMBURSABLE / REIMBURSABLE</b>					
	<b>2011 Final Estimate</b>	<b>2012 Adopted Budget</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>
<b>Revenue</b>					
Farebox Revenue	\$566.059	\$588.964	\$610.419	\$633.428	\$650.090
Other Operating Revenue	45.157	43.902	45.600	47.978	49.733
MNR - MTA	104.719	130.221	124.090	127.495	131.802
MNR - CDOT	84.564	70.262	64.208	63.643	63.301
MNR - Other	16.774	13.807	14.021	14.338	14.718
Capital and Other Reimbursements	206.057	214.290	202.318	205.476	209.622
<b>Total Revenue</b>	<b>\$817.274</b>	<b>\$847.156</b>	<b>\$858.338</b>	<b>\$886.882</b>	<b>\$909.445</b>
<b>Expenses</b>					
<b>Labor:</b>					
Payroll	\$433.115	\$453.543	\$457.842	\$468.317	\$478.215
Overtime	74.564	71.911	71.948	73.345	74.724
Health and Welfare	90.034	105.734	120.342	130.864	143.018
OPEB Current Payment	15.250	16.000	17.000	18.000	18.500
Pensions	58.927	75.733	76.239	74.330	78.587
Other Fringe Benefits	90.808	105.922	107.097	109.542	112.191
Reimbursable Overhead	(0.003)	(0.291)	(0.287)	(0.292)	(0.298)
<b>Total Labor</b>	<b>\$762.494</b>	<b>\$828.552</b>	<b>\$850.181</b>	<b>\$874.106</b>	<b>\$904.937</b>
<b>Non-Labor:</b>					
Electric Power	\$62.725	\$84.648	\$95.355	\$106.058	\$118.315
Fuel	23.564	28.229	29.812	29.655	30.019
Insurance	14.162	16.383	17.488	18.804	20.242
Claims	11.001	0.485	0.485	0.460	0.460
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	154.643	126.132	110.425	107.967	108.159
Professional Service Contracts	40.776	33.417	34.856	33.252	31.626
Materials & Supplies	112.307	110.384	105.638	112.398	116.916
Other Business Expenses	15.876	28.677	29.471	30.874	31.278
<b>Total Non-Labor</b>	<b>\$435.054</b>	<b>\$428.354</b>	<b>\$423.529</b>	<b>\$439.469</b>	<b>\$457.016</b>
<b>Other Adjustments:</b>					
Other	0.000	0.000	0.000	0.000	0.000
<b>Total Other Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation and GASB Adjs.</b>	<b>\$1,197.548</b>	<b>\$1,256.905</b>	<b>\$1,273.711</b>	<b>\$1,313.575</b>	<b>\$1,361.952</b>
Depreciation	\$214.677	\$236.015	\$240.523	\$245.478	\$250.633
OPEB Obligation	56.275	59.997	61.143	62.402	63.713
Environmental Remediation	6.527	6.723	6.925	7.132	7.346
<b>Total Expenses</b>	<b>\$1,475.027</b>	<b>\$1,559.640</b>	<b>\$1,582.301</b>	<b>\$1,628.587</b>	<b>\$1,683.645</b>
<b>Baseline Surplus/(Deficit)</b>	<b>(\$657.753)</b>	<b>(\$712.484)</b>	<b>(\$723.964)</b>	<b>(\$741.705)</b>	<b>(\$774.200)</b>
<b>Cash Conversion Adjustments:</b>					
Depreciation	\$214.677	\$236.015	\$240.523	\$245.478	\$250.633
Operating Capital	(\$8.524)	(\$20.455)	(\$17.000)	(\$17.000)	(\$17.000)
Other Cash Adjustments	\$53.713	\$50.773	\$59.002	\$39.601	\$58.767
<b>Total Cash Conversion Adjustments</b>	<b>\$259.866</b>	<b>\$266.333</b>	<b>\$282.525</b>	<b>\$268.079</b>	<b>\$292.400</b>
<b>Baseline Cash Surplus/(Deficit)</b>	<b>(\$397.887)</b>	<b>(\$446.151)</b>	<b>(\$441.439)</b>	<b>(\$473.626)</b>	<b>(\$481.799)</b>

\* Effective 2012, the non-labor account structure of the MTA standard chart of accounts has been adjusted to reflect the reclassification and renaming of certain accounts in order to improve account reporting consistency among the Agencies. These changes, which affect most non-labor accounts presented on the attached tables, result in no net-impact to the bottom line. In order to maintain comparability with 2011 actual results for year-end reporting purposes, the 2011 account structure remains unchanged.

**MTA METRO NORTH RAILROAD**  
**February Financial Plan 2012 - 2015**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>CASH RECEIPTS AND EXPENDITURES</b>					
	<b>2011 Final Estimate</b>	<b>2012 Adopted Budget</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>
<b>Receipts</b>					
Farebox Revenue	\$573.494	\$596.677	\$618.369	\$641.528	\$658.590
Other Operating Revenue	68.040	68.646	70.420	72.612	74.432
MNR - MTA	77.805	146.853	126.624	125.798	129.267
MNR - CDOT	84.949	70.497	64.460	63.731	63.403
MNR - Other	22.200	12.489	13.966	14.244	14.608
Capital and Other Reimbursements	184.954	229.839	205.050	203.773	207.278
<b>Total Revenue</b>	<b>\$826.488</b>	<b>\$895.162</b>	<b>\$893.839</b>	<b>\$917.913</b>	<b>\$940.300</b>
<b>Expenditures</b>					
<b><u>Labor:</u></b>					
Payroll	\$431.408	\$456.853	\$457.377	\$475.701	\$476.784
Overtime	74.506	72.828	71.667	75.123	74.425
Health and Welfare	93.322	108.522	124.094	134.943	147.176
OPEB Current Payment	15.250	16.000	17.000	18.000	18.500
Pensions	59.043	75.843	76.344	74.434	78.696
Other Fringe Benefits	90.475	107.066	107.419	111.310	111.792
GASB Account	0.000	8.746	9.607	10.512	11.229
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
<b>Total Labor</b>	<b>\$764.004</b>	<b>\$845.658</b>	<b>\$863.508</b>	<b>\$900.023</b>	<b>\$918.602</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$62.725	\$86.512	\$97.548	\$108.302	\$120.611
Fuel	23.564	28.229	29.812	29.655	30.019
Insurance	14.330	16.184	17.274	19.772	20.017
Claims	11.147	0.631	0.631	0.606	0.606
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	168.335	153.219	119.460	122.304	121.815
Professional Service Contracts	41.940	34.502	35.633	34.018	32.380
Materials & Supplies	113.333	122.540	116.868	120.840	121.312
Other Business Expenditures	24.996	53.838	54.544	56.018	56.738
<b>Total Non-Labor</b>	<b>\$460.370</b>	<b>\$495.655</b>	<b>\$471.770</b>	<b>\$491.515</b>	<b>\$503.498</b>
<b><u>Other Adjustments:</u></b>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Cash Timing and Availability Adjustment	0.000	0.000	0.000	0.000	0.000
<b>Total Other Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditures</b>	<b>\$1,224.374</b>	<b>\$1,341.313</b>	<b>\$1,335.278</b>	<b>\$1,391.538</b>	<b>\$1,422.100</b>
<b>Baseline Cash Surplus/(Deficit)</b>	<b>(\$397.886)</b>	<b>(\$446.151)</b>	<b>(\$441.439)</b>	<b>(\$473.625)</b>	<b>(\$481.800)</b>
<b><u>Subsidies</u></b>					
MTA	(\$297.499)	(\$346.525)	(\$340.194)	(\$372.911)	(\$378.798)
CDOT	(\$100.387)	(\$99.626)	(\$101.246)	(\$100.714)	(\$103.002)
<b>Total Subsidies</b>	<b>(\$397.886)</b>	<b>(\$446.151)</b>	<b>(\$441.440)</b>	<b>(\$473.625)</b>	<b>(\$481.800)</b>

\* Effective 2012, the non-labor account structure of the MTA standard chart of accounts has been adjusted to reflect the reclassification and renaming of certain accounts in order to improve account reporting consistency among the Agencies. These changes, which affect most non-labor accounts presented on the attached tables, result in no net-impact to the bottom line. In order to maintain comparability with 2011 actual results for year-end reporting purposes, the 2011 account structure remains unchanged.

**MTA METRO NORTH RAILROAD**  
**February Financial Plan 2012 - 2015**  
**Cash Conversion (Cash Flow Adjustments)**  
(\$ in millions)

<b>CASH FLOW ADJUSTMENTS</b>					
	<b>2011 Final Estimate</b>	<b>2012 Adopted Budget</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>
<b>Receipts</b>					
Farebox Revenue	\$7.435	\$7.713	\$7.950	\$8.100	\$8.500
Other Operating Revenue	22.883	24.744	24.820	24.834	24.699
<i>Capital and Other Reimbursements:</i>					
MTA	(26.914)	16.632	2.534	(1.697)	(2.335)
CDOT	0.385	0.235	0.252	0.088	0.102
Other	5.426	(1.318)	(0.055)	(0.094)	(0.110)
Total Capital and Other Reimbursements	(21.103)	15.549	2.732	(1.703)	(2.344)
<b>Total Receipts</b>	<b>\$9.214</b>	<b>\$48.006</b>	<b>\$35.501</b>	<b>\$31.031</b>	<b>\$30.855</b>
<b>Expenditures</b>					
<i>Labor:</i>					
Payroll	\$1.707	(\$3.310)	\$0.464	(\$7.384)	\$1.431
Overtime	0.058	(0.717)	0.282	(1.778)	0.299
Health and Welfare	(3.288)	(2.788)	(3.752)	(4.079)	(4.158)
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000
Pensions	(0.116)	(0.110)	(0.105)	(0.104)	(0.109)
Other Fringe Benefits	0.133	(1.144)	(0.322)	(1.768)	0.399
GASB Account	0.000	(8.746)	(9.607)	(10.512)	(11.229)
Reimbursable Overhead	(0.003)	(0.291)	(0.287)	(0.292)	(0.298)
<b>Total Labor</b>	<b>(\$1.510)</b>	<b>(\$17.106)</b>	<b>(\$13.327)</b>	<b>(\$25.917)</b>	<b>(\$13.665)</b>
<i>Non-Labor:</i>					
Electric Power	\$0.000	(\$1.864)	(\$2.193)	(\$2.244)	(\$2.296)
Fuel	0.000	0.000	0.000	0.000	0.000
Insurance	(0.168)	0.199	0.214	(0.968)	0.225
Claims	(0.146)	(0.146)	(0.146)	(0.146)	(0.146)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	(13.692)	(27.087)	(9.035)	(14.337)	(13.656)
Professional Service Contracts	(1.164)	(1.085)	(0.777)	(0.766)	(0.754)
Materials & Supplies	(1.026)	(12.156)	(11.230)	(8.442)	(4.396)
Other Business Expenditures	(9.120)	(25.161)	(25.073)	(25.144)	(25.460)
<b>Total Non-Labor</b>	<b>(\$25.316)</b>	<b>(\$67.301)</b>	<b>(\$48.241)</b>	<b>(\$52.046)</b>	<b>(\$46.482)</b>
<i>Other Adjustments:</i>					
Other	0.000	0.000	0.000	0.000	0.000
<b>Total Other Expenditures Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Cash Conversion Adjustments before Depreciation and GASB Adjs.</b>	<b>(\$17.612)</b>	<b>(\$36.402)</b>	<b>(\$26.066)</b>	<b>(\$46.933)</b>	<b>(\$29.293)</b>
Depreciation Adjustment	\$214.677	\$236.015	\$240.523	\$245.478	\$250.633
OPEB Obligation	56.275	59.997	61.143	62.402	63.713
Environmental Remediation	6.527	6.723	6.925	7.132	7.346
<b>Baseline Total Cash Conversion Adjustments</b>	<b>\$259.867</b>	<b>\$266.333</b>	<b>\$282.525</b>	<b>\$268.080</b>	<b>\$292.400</b>

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**MTA METRO NORTH RAILROAD**  
**2012 Adopted Budget**  
**2012 Non-Reimbursable/Reimbursable Overtime**  
(\$ in millions)

		Total		
<b>NON-REIMBURSABLE OVERTIME</b>		Hours	\$	%
<b>SCHEDULED:</b>				
	<u>Direct Service - Operations &amp; Maintenance</u>	469,046	\$24.837	46.1%
	<u>Programmed Maintenance</u>	207,423	9.173	17.0%
	Total Scheduled	<b>676,469</b>	<b>\$34.010</b>	<b>63.2%</b>
<b>UNSCHEDULED:</b>				
	<u>Vacancy/Absentee Coverage</u>	224,879	\$9.833	18.3%
	<u>Weather Emergencies</u>	128,980	5.881	10.9%
	<u>Maintenance</u>	58,311	2.538	4.7%
	<u>Service Delays</u>	-	0.000	0.0%
	<u>Emergencies</u>	-	0.000	0.0%
	<u>Tour Length</u>	-	0.000	0.0%
	<u>Safety/Security/Law Enforcement</u>	-	0.000	0.0%
	<u>All Other</u>	37,828	1.592	3.0%
	Total Unscheduled	449,998	19.844	36.8%
	<b>TOTAL NON-REIMBURSABLE OVERTIME:</b>	<b>1,126,467</b>	<b>\$53.855</b>	<b>100.0%</b>
	<b>REIMBURSABLE OVERTIME</b>	<b>398,373</b>	<b>\$18.056</b>	
	<b>TOTAL OVERTIME</b>	<b>1,524,840</b>	<b>\$71.911</b>	

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan 2012 - 2015**  
**Ridership/(Utilization)**  
(in millions)

2011 Final Estimate	2012 Adopted Budget	2013	2014	2015
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**RIDERSHIP**

Harlem Line	26.252	26.898	27.442	28.066	28.789
Hudson Line	15.755	16.274	16.683	17.136	17.565
New Haven Line	38.091	38.588	39.043	39.534	40.208
<b>Total East of Hudson Ridership</b>	<b>80.098</b>	<b>81.760</b>	<b>83.168</b>	<b>84.736</b>	<b>86.562</b>
West of Hudson	1.655	1.859	1.952	2.001	2.043
<b>Total Ridership</b>	<b>81.753</b>	<b>83.619</b>	<b>85.120</b>	<b>86.737</b>	<b>88.605</b>

**FAREBOX REVENUE**

Harlem Line	\$171.877	\$176.067	\$179.948	\$184.327	\$189.406
Hudson Line	125.935	130.264	133.746	137.658	141.337
New Haven Line	267.469	281.778	295.825	310.519	318.404
West of Hudson Mail & Ride	0.778	0.855	0.900	0.924	0.943
<b>Total Farebox Revenue</b>	<b>\$566.059</b>	<b>\$588.964</b>	<b>\$610.419</b>	<b>\$633.428</b>	<b>\$650.090</b>

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan 2012 - 2015**  
**Total Positions by Function and Department**  
**Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents**

<b>FUNCTION/DEPARTMENT</b>	<b>2011 Final Estimate</b>	<b>2012 Adopted Budget</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>
<b>Administration</b>					
President	3	3	3	3	3
Labor Relations	9	9	9	9	9
Safety	16	19	19	19	19
COS/ Corporate & Public Affairs	15	17	17	17	17
Customer Service	45	45	45	45	45
Legal	17	17	17	17	17
Claims	14	14	14	14	14
Environmental Compliance & Svce	7	7	7	7	7
VP Administration	3	3	3	3	3
VP Human Resources	3	3	3	3	3
Human Resources & Diversity	25	24	24	24	24
Training	37	47	47	47	44
Employee Relations & Diversity	4	4	4	4	4
VP Planning	2	2	2	2	2
Operations Planning & Analysis	17	17	17	17	17
Capital Planning & Programming	13	13	13	13	13
Business Development Facilities & Mktg	21	21	21	21	21
Long Range Planning	8	8	8	8	8
VP Finance & Info Systems	2	2	2	2	2
Controller	78	78	77	77	77
Information Technology & Project Mgmt	96	97	97	97	97
Budget	18	18	18	18	18
Procurement & Material Management	42	41	41	41	41
Corporate	-	-	-	-	-
<b>Total Administration</b>	<b>495</b>	<b>509</b>	<b>508</b>	<b>508</b>	<b>505</b>
<b>Operations</b>					
Operations Administration	55	55	55	55	55
Operations Services	1,729	1,771	1,788	1,802	1,819
Customer Service	236	236	236	236	236
Business Development Facilities & Mktg	38	38	38	38	38
Metro-North West	29	28	28	28	28
<b>Total Operations</b>	<b>2,087</b>	<b>2,128</b>	<b>2,145</b>	<b>2,159</b>	<b>2,176</b>
<b>Maintenance</b>					
GCT	368	375	387	393	393
Maintenance of Equipment	1,334	1,338	1,351	1,365	1,365
Maintenance of Way	1,734	1,752	1,758	1,758	1,758
Procurement & Material Management	120	120	120	120	120
<b>Total Maintenance</b>	<b>3,556</b>	<b>3,585</b>	<b>3,616</b>	<b>3,636</b>	<b>3,636</b>
<b>Engineering/Capital</b>					
Construction Management	37	37	37	37	37
Engineering & Design	60	60	60	60	60
<b>Total Engineering/Capital</b>	<b>97</b>	<b>97</b>	<b>97</b>	<b>97</b>	<b>97</b>
<b>Baseline Total Positions</b>	<b>6,235</b>	<b>6,319</b>	<b>6,366</b>	<b>6,400</b>	<b>6,414</b>
<b>Non-Reimbursable</b>	<b>5,589</b>	<b>5,709</b>	<b>5,756</b>	<b>5,790</b>	<b>5,804</b>
<b>Reimbursable</b>	<b>646</b>	<b>610</b>	<b>610</b>	<b>610</b>	<b>610</b>
<b>Total Full-Time</b>	<b>6,234</b>	<b>6,318</b>	<b>6,365</b>	<b>6,399</b>	<b>6,413</b>
<b>Total Full-Time-Equivalents</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan 2012 - 2015**  
**Total Positions by Function and Occupation**

FUNCTION/OCCUPATIONAL GROUP		2011 Final Estimate	2012 Adopted Budget	2013	2014	2015
<b>Administration</b>						
	Managers/Supervisors	57	57	56	56	56
	Professional, Technical, Clerical	438	452	452	452	449
	Operational Hourlies	-	-	-	-	-
	<b>Total Administration</b>	<b>495</b>	<b>509</b>	<b>508</b>	<b>508</b>	<b>505</b>
<b>Operations</b>						
	Managers/Supervisors	27	27	27	27	27
	Professional, Technical, Clerical	499	505	505	505	505
	Operational Hourlies	1,561	1,596	1,613	1,627	1,644
	<b>Total Operations</b>	<b>2,087</b>	<b>2,128</b>	<b>2,145</b>	<b>2,159</b>	<b>2,176</b>
<b>Maintenance</b>						
	Managers/Supervisors	57	57	57	57	57
	Professional, Technical, Clerical	1,019	1,032	1,038	1,038	1,038
	Operational Hourlies	2,480	2,496	2,521	2,541	2,541
	<b>Total Maintenance</b>	<b>3,556</b>	<b>3,585</b>	<b>3,616</b>	<b>3,636</b>	<b>3,636</b>
<b>Engineering/Capital</b>						
	Managers/Supervisors	27	27	27	27	27
	Professional, Technical, Clerical	70	70	70	70	70
	Operational Hourlies	-	-	-	-	-
	<b>Total Engineering/Capital</b>	<b>97</b>	<b>97</b>	<b>97</b>	<b>97</b>	<b>97</b>
<b>Public Safety</b>						
	Managers/Supervisors	-	-	-	-	-
	Professional, Technical, Clerical	-	-	-	-	-
	Operational Hourlies	-	-	-	-	-
	<b>Total Public Safety</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Baseline Positions</b>						
	Managers/Supervisors	168	168	167	167	167
	Professional, Technical, Clerical	2,026	2,059	2,065	2,065	2,062
	Operational Hourlies	4,041	4,092	4,134	4,168	4,185
	<b>Total Baseline Positions</b>	<b>6,235</b>	<b>6,319</b>	<b>6,366</b>	<b>6,400</b>	<b>6,414</b>

**MTA METRO NORTH RAILROAD**  
**February Financial Plan - 2012 Adopted Budget**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

NON-REIMBURSABLE													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Operating Revenue													
Farebox Revenue	\$44.572	\$43.667	\$47.519	\$48.042	\$49.333	\$51.379	\$51.851	\$50.462	\$49.394	\$51.028	\$50.709	\$51.009	\$588.964
Vehicle Toll Revenue													
Other Operating Revenue	3.682	3.880	2.813	3.408	3.493	3.025	3.094	3.070	3.567	3.797	5.757	4.317	43.902
Capital and Other Reimbursements	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Revenue	\$48.254	\$47.547	\$50.332	\$51.450	\$52.826	\$54.404	\$54.945	\$53.532	\$52.961	\$54.824	\$56.466	\$55.326	\$632.866
Operating Expenses													
Labor:													
Payroll	\$34.848	\$32.573	\$34.437	\$32.312	\$35.197	\$32.410	\$34.128	\$35.097	\$31.486	\$35.024	\$34.429	\$34.450	\$406.393
Overtime	4.957	4.533	4.331	4.308	3.947	4.288	4.605	4.317	4.372	3.988	4.827	5.383	53.855
Health and Welfare	7.984	7.389	7.765	7.220	7.866	7.237	7.724	7.928	7.032	7.873	7.867	7.934	91.818
OPEB Current Payment	1.333	1.333	1.333	1.333	1.333	1.333	1.333	1.333	1.333	1.333	1.333	1.333	16.000
Pensions	5.718	5.338	5.598	5.284	5.689	5.295	5.590	5.715	5.158	5.668	5.650	5.691	66.394
Other Fringe Benefits	8.232	7.683	7.995	7.588	8.082	7.603	7.968	8.117	7.443	8.066	8.061	8.126	94.965
Reimbursable Overhead	(2.609)	(2.668)	(3.141)	(3.949)	(4.121)	(4.056)	(3.798)	(4.023)	(3.590)	(3.870)	(3.231)	(2.695)	(41.751)
Total Labor Expenses	\$60.463	\$56.181	\$58.318	\$54.097	\$57.993	\$54.110	\$57.551	\$58.484	\$53.235	\$58.082	\$58.936	\$60.223	\$687.674
Non-Labor:													
Electric Power	\$7.483	\$7.511	\$7.496	\$6.676	\$6.806	\$6.987	\$6.993	\$6.964	\$6.935	\$6.728	\$6.645	\$7.423	\$84.648
Fuel	2.709	2.730	2.635	2.178	2.101	2.082	2.079	2.115	2.138	2.445	2.373	2.643	28.229
Insurance	0.872	0.872	0.886	0.889	0.929	0.940	0.914	0.914	0.914	0.914	0.917	0.934	10.893
Claims	0.052	0.054	0.054	0.049	0.054	0.049	0.054	0.049	0.054	0.054	0.049	(0.091)	0.485
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	7.616	8.649	8.351	9.130	7.498	9.181	8.905	8.784	7.987	11.809	7.875	9.049	104.834
Professional Service Contracts	1.764	1.902	2.224	2.243	2.356	2.661	2.117	2.409	2.166	2.206	2.136	2.675	26.859
Materials & Supplies	6.651	6.510	6.224	6.094	6.026	5.649	5.722	5.779	6.212	6.122	6.152	6.192	73.332
Other Business Expenses	1.976	2.412	2.119	1.816	1.980	2.217	2.190	2.150	2.223	2.219	2.284	2.075	25.661
Total Non-Labor	\$29.122	\$30.641	\$29.990	\$29.075	\$27.751	\$29.765	\$28.974	\$29.164	\$28.630	\$32.498	\$28.432	\$30.900	\$354.941
Other Expenses Adjustments:													
Other	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Non-Cash Liability Adjs.	\$89.585	\$86.822	\$88.308	\$83.173	\$85.744	\$83.875	\$86.525	\$87.648	\$81.865	\$90.580	\$87.368	\$91.123	\$1,042.615
Depreciation	\$18.763	\$18.763	\$18.763	\$19.007	\$19.007	\$19.007	\$19.518	\$19.518	\$19.518	\$21.381	\$21.385	\$21.385	\$236.015
OPEB Obligation	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	59.997
Environmental Remediation	-	-	1.681	-	-	1.681	-	-	1.681	-	-	1.681	6.723
Total Expenses	\$113.348	\$110.585	\$113.751	\$107.179	\$109.751	\$109.563	\$111.043	\$112.166	\$108.064	\$116.961	\$113.752	\$119.188	\$1,345.350
Net Surplus/(Deficit)	(\$65.093)	(\$63.038)	(\$63.419)	(\$55.729)	(\$56.925)	(\$55.158)	(\$56.098)	(\$58.634)	(\$55.103)	(\$62.136)	(\$57.287)	(\$63.863)	(\$712.484)
Cash Conversion Adjustments:													
Depreciation	\$18.763	\$18.763	\$18.763	\$19.007	\$19.007	\$19.007	\$19.518	\$19.518	\$19.518	\$21.381	\$21.385	\$21.385	\$236.015
Operating Capital	(0.447)	(0.221)	(0.787)	(1.357)	(2.181)	(1.658)	(1.438)	(0.939)	(2.769)	(3.659)	(1.116)	(3.883)	(20.455)
Other Cash Adjustments	12.457	15.686	17.308	5.189	0.019	(6.796)	9.413	2.418	4.267	10.666	0.186	(20.041)	50.773
Total Cash Conversion Adjustments	\$30.773	\$34.228	\$35.284	\$22.839	\$16.845	\$10.553	\$27.493	\$20.997	\$21.016	\$28.388	\$20.455	(\$2.539)	\$266.333
Baseline Net Cash Surplus/(Deficit)	(\$34.320)	(\$28.810)	(\$28.135)	(\$32.890)	(\$40.080)	(\$44.605)	(\$28.605)	(\$37.637)	(\$34.087)	(\$33.748)	(\$36.832)	(\$66.402)	(\$446.151)

**MTA METRO NORTH RAILROAD**  
**February Financial Plan - 2012 Adopted Budget**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

REIMBURSABLE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Revenue													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Capital and Other Reimbursements													
MNR - MTA	9.667	9.273	9.794	11.074	12.458	13.316	11.054	11.482	10.648	12.195	10.576	8.685	130.221
MNR - CDOT	6.577	5.530	7.549	8.397	6.261	5.702	4.470	9.515	5.400	4.324	2.928	3.608	70.262
MNR - Other	0.974	0.984	0.999	1.023	1.062	1.062	1.172	1.146	1.198	1.398	1.367	1.422	13.807
Total Revenue	\$17.217	\$15.787	\$18.342	\$20.494	\$19.781	\$20.080	\$16.697	\$22.142	\$17.246	\$17.917	\$14.871	\$13.716	\$214.290
Expenses													
Labor:													
Payroll	\$3.404	\$3.439	\$3.846	\$4.273	\$4.554	\$4.433	\$4.054	\$4.334	\$3.747	\$4.262	\$3.645	\$3.160	\$47.150
Overtime	1.093	1.108	1.344	1.739	1.835	1.803	1.624	1.763	1.542	1.720	1.370	1.115	18.056
Health and Welfare	0.934	0.946	1.095	1.299	1.377	1.348	1.225	1.320	1.134	1.282	1.062	0.892	13.916
OPEB Current Payment	-	-	-	-	-	-	-	-	-	-	-	-	-
Pensions	0.669	0.676	0.759	0.848	0.904	0.878	0.801	0.859	0.747	0.852	0.723	0.623	9.339
Other Fringe Benefits	0.755	0.764	0.872	1.012	1.075	1.049	0.956	1.027	0.887	1.004	0.841	0.716	10.957
Reimbursable Overhead	2.610	2.671	3.149	3.987	4.163	4.092	3.724	3.980	3.518	3.828	3.153	2.585	41.460
Total Labor	\$9.465	\$9.802	\$11.065	\$13.157	\$13.908	\$13.602	\$12.384	\$13.284	\$11.575	\$12.948	\$10.795	\$9.092	\$140.877
Non-Labor:													
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.338	0.346	0.427	0.552	0.534	0.569	0.498	0.539	0.452	0.501	0.400	0.333	5.490
Claims	-	-	-	-	-	-	-	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	2.123	2.187	2.395	3.453	2.122	2.164	0.614	0.551	1.584	1.516	1.294	1.296	21.298
Professional Service Contracts	0.087	0.200	1.235	0.502	0.618	1.324	0.371	0.215	0.840	0.265	0.215	0.687	6.558
Materials & Supplies	5.138	3.413	3.113	2.683	2.490	2.303	2.485	7.247	2.486	1.870	1.822	2.001	37.052
Other Business Expenses	0.067	0.039	0.106	0.146	0.109	0.119	0.346	0.307	0.309	0.817	0.346	0.306	3.016
Total Non-Labor	\$7.752	\$6.185	\$7.277	\$7.336	\$5.874	\$6.478	\$4.313	\$8.858	\$5.671	\$4.969	\$4.077	\$4.624	\$73.413
Other Adjustments:													
Other	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$17.217	\$15.787	\$18.342	\$20.494	\$19.781	\$20.080	\$16.697	\$22.142	\$17.246	\$17.917	\$14.871	\$13.716	\$214.290
Depreciation	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$17.217	\$15.787	\$18.342	\$20.494	\$19.781	\$20.080	\$16.697	\$22.142	\$17.246	\$17.917	\$14.871	\$13.716	\$214.290
Baseline Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

**MTA METRO NORTH RAILROAD**  
**February Financial Plan - 2012 Adopted Budget**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>NON-REIMBURSABLE / REIMBURSABLE</b>													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Revenue</b>													
Farebox Revenue	\$44.572	\$43.667	\$47.519	\$48.042	\$49.333	\$51.379	\$51.851	\$50.462	\$49.394	\$51.028	\$50.709	\$51.009	\$588.964
Vehicle Toll Revenue													
Other Operating Revenue	3.682	3.890	2.813	3.408	3.493	3.025	3.094	3.070	3.567	3.797	5.757	4.317	43.902
Capital and Other Reimbursements													
MNR - MTA	9.667	9.273	9.794	11.074	12.458	13.316	11.054	11.482	10.648	12.195	10.576	8.885	130.221
MNR - CDOT	6.577	5.530	7.549	8.397	6.261	5.702	4.470	9.515	5.400	4.324	2.928	3.608	70.262
MNR - Other	0.974	0.984	0.999	1.023	1.062	1.062	1.172	1.146	1.198	1.398	1.367	1.422	13.807
<b>Total Revenue</b>	<b>\$65.472</b>	<b>\$63.333</b>	<b>\$68.673</b>	<b>\$71.944</b>	<b>\$72.607</b>	<b>\$74.484</b>	<b>\$71.842</b>	<b>\$75.675</b>	<b>\$70.207</b>	<b>\$72.741</b>	<b>\$71.337</b>	<b>\$69.041</b>	<b>\$847.156</b>
<b>Expenses</b>													
<b>Labor:</b>													
Payroll	\$38.252	\$36.012	\$38.284	\$36.585	\$39.750	\$36.842	\$38.182	\$39.432	\$35.233	\$39.286	\$38.074	\$37.610	\$453.543
Overtime	6.050	5.640	5.675	6.047	5.782	6.091	6.229	6.080	5.914	5.708	6.197	6.498	71.911
Health and Welfare	8.918	8.335	8.860	8.519	9.243	8.585	8.949	9.248	8.167	9.155	8.929	8.826	105.734
OPEB Current Payment	1.333	1.333	1.333	1.333	1.333	1.333	1.333	1.333	1.333	1.333	1.333	1.333	16.000
Pensions	6.387	6.013	6.356	6.131	6.594	6.172	6.391	6.575	5.905	6.520	6.373	6.315	75.733
Other Fringe Benefits	8.987	8.447	8.867	8.600	9.157	8.653	8.924	9.143	8.330	9.070	8.902	8.842	105.922
Reimbursable Overhead	0.001	0.003	0.008	0.039	0.042	0.035	(0.074)	(0.043)	(0.071)	(0.042)	(0.078)	(0.110)	(0.291)
<b>Total Labor</b>	<b>\$69.928</b>	<b>\$65.784</b>	<b>\$69.383</b>	<b>\$67.255</b>	<b>\$71.901</b>	<b>\$67.712</b>	<b>\$69.935</b>	<b>\$71.768</b>	<b>\$64.811</b>	<b>\$71.030</b>	<b>\$69.730</b>	<b>\$69.315</b>	<b>\$828.552</b>
<b>Non-Labor:</b>													
Electric Power	\$7.483	\$7.511	\$7.496	\$6.676	\$6.806	\$6.987	\$6.993	\$6.964	\$6.935	\$6.728	\$6.645	\$7.423	\$84.648
Fuel	2.709	2.730	2.635	2.178	2.101	2.082	2.079	2.115	2.138	2.445	2.373	2.643	28.229
Insurance	1.210	1.218	1.313	1.441	1.463	1.509	1.411	1.452	1.366	1.415	1.317	1.267	16.383
Claims	0.052	0.054	0.054	0.049	0.054	0.049	0.054	0.049	0.054	0.054	0.049	(0.091)	0.485
Paratransit Service Contracts													
Maintenance and Other Operating Contracts	9.739	10.836	10.747	12.583	9.620	11.344	9.519	9.334	9.572	13.325	9.169	10.345	126.133
Professional Service Contracts	1.851	2.102	3.459	2.745	2.974	3.984	2.489	2.624	3.006	2.471	2.351	3.362	33.417
Materials & Supplies	11.789	9.923	9.337	8.777	8.517	7.951	8.207	13.026	8.697	7.992	7.974	8.194	110.384
Other Business Expenses	2.043	2.451	2.225	1.962	2.089	2.336	2.535	2.457	2.532	3.036	2.630	2.381	28.677
<b>Total Non-Labor</b>	<b>\$36.874</b>	<b>\$36.826</b>	<b>\$37.266</b>	<b>\$36.411</b>	<b>\$33.625</b>	<b>\$36.244</b>	<b>\$33.287</b>	<b>\$38.022</b>	<b>\$34.301</b>	<b>\$37.467</b>	<b>\$32.508</b>	<b>\$35.524</b>	<b>\$428.356</b>
<b>Other Adjustments:</b>													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$106.802</b>	<b>\$102.609</b>	<b>\$106.649</b>	<b>\$103.666</b>	<b>\$105.526</b>	<b>\$103.955</b>	<b>\$103.222</b>	<b>\$109.790</b>	<b>\$99.112</b>	<b>\$108.497</b>	<b>\$102.239</b>	<b>\$104.838</b>	<b>\$1,256.905</b>
Depreciation	\$18.763	\$18.763	\$18.763	\$19.007	\$19.007	\$19.007	\$19.518	\$19.518	\$19.518	\$21.381	\$21.385	\$21.385	\$236.015
OPEB Obligation	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	59.997
Environmental Remediation			1.681				1.681			1.681			6.723
<b>Total Expenses</b>	<b>\$130.565</b>	<b>\$126.372</b>	<b>\$132.093</b>	<b>\$127.673</b>	<b>\$129.532</b>	<b>\$129.643</b>	<b>\$127.739</b>	<b>\$134.308</b>	<b>\$125.310</b>	<b>\$134.877</b>	<b>\$128.624</b>	<b>\$132.904</b>	<b>\$1,559.640</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$65.093)</b>	<b>(\$63.038)</b>	<b>(\$63.419)</b>	<b>(\$55.729)</b>	<b>(\$56.925)</b>	<b>(\$55.158)</b>	<b>(\$56.098)</b>	<b>(\$58.634)</b>	<b>(\$55.103)</b>	<b>(\$62.136)</b>	<b>(\$57.287)</b>	<b>(\$63.863)</b>	<b>(\$712.484)</b>
<b>Cash Conversion Adjustments:</b>													
Depreciation	\$18.763	\$18.763	\$18.763	\$19.007	\$19.007	\$19.007	\$19.518	\$19.518	\$19.518	\$21.381	\$21.385	\$21.385	\$236.015
Operating Capital	(0.447)	(0.221)	(0.787)	(1.357)	(2.181)	(1.658)	(1.438)	(0.939)	(2.769)	(3.659)	(1.116)	(3.883)	(20.455)
Other Cash Adjustments	12.457	15.686	17.308	5.189	0.019	(6.796)	9.413	2.418	4.267	10.666	0.186	(20.041)	50.773
<b>Total Cash Conversion Adjustments</b>	<b>\$30.773</b>	<b>\$34.228</b>	<b>\$35.284</b>	<b>\$22.839</b>	<b>\$16.845</b>	<b>\$10.553</b>	<b>\$27.493</b>	<b>\$20.997</b>	<b>\$21.016</b>	<b>\$28.388</b>	<b>\$20.455</b>	<b>(\$2.539)</b>	<b>\$266.333</b>
<b>Baseline Net Cash Surplus/(Deficit)</b>	<b>(\$34.320)</b>	<b>(\$28.810)</b>	<b>(\$28.135)</b>	<b>(\$32.890)</b>	<b>(\$40.080)</b>	<b>(\$44.605)</b>	<b>(\$28.605)</b>	<b>(\$37.637)</b>	<b>(\$34.087)</b>	<b>(\$33.748)</b>	<b>(\$36.832)</b>	<b>(\$66.402)</b>	<b>(\$446.151)</b>

**February Financial Plan - 2012 Adopted Budget**  
**Cash Receipts & Expenditures**  
(\$ in millions)

<b>CASH RECEIPTS AND EXPENDITURES</b>													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Receipts</b>													
Farebox Revenue	\$45.173	\$44.282	\$48.140	\$48.667	\$49.958	\$52.052	\$52.545	\$51.177	\$50.030	\$51.648	\$51.346	\$51.659	\$596.677
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	6.288	5.343	5.001	6.240	5.136	5.172	5.032	5.898	7.514	5.445	6.110	5.467	68.646
Capital and Other Reimbursements	-	-	-	-	-	-	-	-	-	-	-	-	-
MNR - MTA	6.682	14.000	26.701	9.212	10.390	9.303	10.624	13.479	12.801	10.573	12.440	10.648	146.853
MNR - CDOT	8.459	5.775	7.421	8.278	6.501	5.581	4.358	9.761	5.289	4.189	3.156	3.730	70.497
MNR - Other	0.999	0.964	0.445	1.093	1.107	1.116	1.139	1.066	1.057	1.184	1.134	1.185	12.489
<b>Total Receipts</b>	<b>\$65.600</b>	<b>\$70.364</b>	<b>\$87.708</b>	<b>\$73.490</b>	<b>\$73.092</b>	<b>\$73.224</b>	<b>\$73.698</b>	<b>\$81.381</b>	<b>\$76.691</b>	<b>\$73.039</b>	<b>\$74.186</b>	<b>\$72.689</b>	<b>\$895.162</b>
<b>Expenditures</b>													
<b>Labor:</b>													
Payroll	\$35.228	\$35.878	\$43.885	\$34.925	\$43.519	\$35.892	\$34.964	\$43.667	\$34.947	\$34.973	\$43.660	\$35.315	\$456.853
Overtime	6.240	5.340	6.875	5.743	6.741	5.593	5.693	6.741	5.693	5.393	6.989	5.587	72.628
Health and Welfare	9.002	9.002	9.127	9.002	9.002	9.127	9.002	9.002	9.126	9.002	9.001	9.131	108.522
OPEB Current Payment	1.333	1.333	1.333	1.333	1.333	1.333	1.333	1.333	1.333	1.333	1.333	1.333	16.000
Pensions	0.000	0.000	0.000	6.299	6.364	6.299	6.299	6.364	6.299	6.299	6.364	25.256	75.843
Other Fringe Benefits	10.038	8.564	10.498	9.434	8.556	10.764	9.462	10.040	7.876	7.949	7.983	5.902	107.066
GASB Account	0.729	0.729	0.729	0.729	0.729	0.729	0.729	0.729	0.729	0.729	0.729	0.727	8.746
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Labor</b>	<b>\$62.570</b>	<b>\$60.846</b>	<b>\$72.447</b>	<b>\$67.465</b>	<b>\$76.244</b>	<b>\$89.737</b>	<b>\$67.482</b>	<b>\$77.876</b>	<b>\$66.003</b>	<b>\$65.678</b>	<b>\$76.059</b>	<b>\$83.251</b>	<b>\$845.658</b>
<b>Non-Labor:</b>													
Electric Power	\$7.620	\$7.648	\$7.683	\$6.813	\$6.944	\$7.184	\$7.130	\$7.102	\$7.132	\$6.865	\$6.782	\$7.609	\$86.512
Fuel	2.708	2.730	2.635	2.178	2.101	2.083	2.080	2.116	2.139	2.446	2.373	2.640	28.229
Insurance	0.000	1.422	2.086	0.000	1.501	2.667	0.027	1.466	2.156	0.000	1.466	3.393	16.184
Claims	0.052	0.054	0.054	0.050	0.054	0.050	0.054	0.050	0.054	0.054	0.050	0.055	0.631
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	8.937	10.021	12.813	13.739	9.512	18.181	9.324	10.150	14.569	14.092	8.586	23.295	153.219
Professional Service Contracts	1.788	1.830	3.944	2.505	2.651	4.730	2.241	2.300	3.849	2.135	2.090	4.439	34.502
Materials & Supplies	12.359	10.558	9.984	9.381	8.807	8.931	8.758	13.597	10.545	10.260	9.164	10.196	122.540
Other Business Expenditures	3.886	4.065	4.197	4.249	5.358	4.266	5.207	4.361	4.331	5.257	4.448	4.213	53.838
<b>Total Non-Labor</b>	<b>\$37.350</b>	<b>\$38.328</b>	<b>\$43.396</b>	<b>\$38.915</b>	<b>\$36.928</b>	<b>\$48.092</b>	<b>\$34.821</b>	<b>\$41.142</b>	<b>\$44.775</b>	<b>\$41.109</b>	<b>\$34.959</b>	<b>\$55.840</b>	<b>\$495.655</b>
<b>Other Adjustments:</b>													
Other	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Other Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditures</b>	<b>\$99.920</b>	<b>\$99.174</b>	<b>\$115.843</b>	<b>\$106.380</b>	<b>\$113.172</b>	<b>\$117.829</b>	<b>\$102.303</b>	<b>\$119.018</b>	<b>\$110.778</b>	<b>\$106.787</b>	<b>\$111.018</b>	<b>\$139.091</b>	<b>\$1,341.313</b>
<b>Baseline Net Cash Deficit</b>	<b>(\$34.320)</b>	<b>(\$28.810)</b>	<b>(\$28.135)</b>	<b>(\$32.890)</b>	<b>(\$40.080)</b>	<b>(\$44.605)</b>	<b>(\$28.605)</b>	<b>(\$37.637)</b>	<b>(\$34.087)</b>	<b>(\$33.748)</b>	<b>(\$36.832)</b>	<b>(\$66.402)</b>	<b>(\$446.151)</b>
MTA Subsidy	\$23.675	\$18.707	\$18.420	\$25.508	\$31.929	\$38.045	\$21.707	\$30.047	\$26.648	\$25.830	\$29.035	\$56.974	\$346.525
CDOT Subsidy	\$10.645	\$10.103	\$9.715	\$7.382	\$8.151	\$6.560	\$6.898	\$7.590	\$7.439	\$7.918	\$7.797	\$9.428	\$99.626

**MTA METRO NORTH RAILROAD**  
**February Financial Plan - 2012 Adopted Budget**  
**Cash Conversion (Cash Flow Adjustments)**  
(\$ in millions)

CASH FLOW ADJUSTMENTS													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Receipts</b>													
Farebox Revenue	\$0.601	\$0.615	\$0.621	\$0.625	\$0.625	\$0.673	\$0.694	\$0.715	\$0.636	\$0.620	\$0.637	\$0.650	\$7.713
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	2.606	1.463	2.188	2.832	1.643	2.147	1.938	2.828	3.947	1.648	0.353	1.150	24.744
Capital and Other Reimbursements													
MNR - MTA	(2.985)	4.727	16.907	(1.862)	(2.068)	(4.013)	(0.430)	1.997	2.153	(1.622)	1.864	1.963	16.632
MNR - CDOT	(0.119)	0.245	(0.128)	(0.119)	0.240	(0.121)	(0.112)	0.246	(0.111)	(0.135)	0.228	0.122	0.235
MNR - Other	0.025	(0.020)	(0.554)	0.070	0.045	0.054	(0.033)	(0.080)	(0.141)	(0.214)	(0.233)	(0.237)	(1.318)
<b>Total Receipts</b>	<b>\$0.128</b>	<b>\$7.031</b>	<b>\$19.035</b>	<b>\$1.546</b>	<b>\$0.485</b>	<b>(\$1.260)</b>	<b>\$2.056</b>	<b>\$5.706</b>	<b>\$6.484</b>	<b>\$0.298</b>	<b>\$2.849</b>	<b>\$3.648</b>	<b>\$48.006</b>
<b>Expenditures</b>													
<b>Labor:</b>													
Payroll	\$3.024	\$0.134	(\$5.601)	\$1.660	(\$3.769)	\$0.950	\$3.218	(\$4.235)	\$0.286	\$4.313	(\$5.586)	\$2.295	(\$3.310)
Overtime	(0.190)	0.300	(1.200)	0.304	(0.959)	0.498	0.536	(0.661)	0.221	0.315	(0.792)	0.911	(0.717)
Health and Welfare	(0.084)	(0.666)	(0.266)	(0.483)	0.242	(0.542)	(0.053)	0.246	(0.959)	0.153	(0.072)	(0.304)	(2.788)
OPEB Current Payment													
Pensions	6.387	6.013	6.356	(0.168)	0.230	(0.127)	0.092	0.211	(0.394)	0.221	0.009	(18.941)	(0.110)
Other Fringe Benefits	(1.051)	(0.117)	(1.631)	(0.834)	0.601	(2.111)	(0.538)	(0.897)	0.454	1.121	0.919	2.940	(1.144)
GASB Account	(0.729)	(0.729)	(0.729)	(0.729)	(0.729)	(0.729)	(0.729)	(0.729)	(0.729)	(0.729)	(0.729)	(0.727)	(8.746)
Reimbursable Overhead	0.001	0.003	0.008	0.039	0.042	0.035	(0.074)	(0.043)	(0.071)	(0.042)	(0.078)	(0.110)	(0.291)
<b>Total Labor</b>	<b>\$7.358</b>	<b>\$4.938</b>	<b>(\$3.064)</b>	<b>(\$0.210)</b>	<b>(\$4.343)</b>	<b>(\$2.025)</b>	<b>\$2.453</b>	<b>(\$6.108)</b>	<b>(\$1.192)</b>	<b>\$5.352</b>	<b>(\$6.329)</b>	<b>(\$13.936)</b>	<b>(\$17.106)</b>
<b>Non-Labor:</b>													
Electric Power	(\$0.137)	(\$0.137)	(\$0.187)	(\$0.137)	(\$0.138)	(\$0.197)	(\$0.137)	(\$0.138)	(\$0.197)	(\$0.137)	(\$0.137)	(\$0.186)	(\$1.864)
Fuel	0.001	(0.000)	(0.000)	0.000	0.000	(0.001)	(0.001)	(0.001)	(0.001)	(0.001)	(0.000)	0.003	(0.000)
Insurance	1.210	(0.204)	(0.773)	1.441	(0.038)	(1.158)	1.384	(0.014)	(0.790)	1.415	(0.149)	(2.126)	0.199
Claims	(0.000)	0.000	0.000	(0.001)	0.000	(0.001)	0.000	(0.001)	0.000	0.000	(0.001)	(0.146)	(0.146)
Paratransit Service Contracts													
Maintenance and Other Operating Contracts	0.802	0.815	(2.066)	(1.156)	0.108	(6.837)	0.195	(0.816)	(4.997)	(0.767)	0.583	(12.950)	(27.087)
Professional Service Contracts	0.063	0.272	(0.485)	0.240	0.323	(0.746)	0.248	0.324	(0.843)	0.336	0.261	(1.077)	(1.085)
Materials & Supplies	(0.570)	(0.635)	(0.647)	(0.604)	(0.290)	(0.980)	(0.551)	(0.571)	(1.848)	(2.268)	(1.190)	(2.002)	(12.156)
Other Business Expenditures	(1.843)	(1.614)	(1.972)	(2.287)	(3.269)	(1.930)	(2.672)	(1.904)	(1.799)	(2.221)	(1.818)	(1.832)	(25.161)
<b>Total Non-Labor</b>	<b>(\$0.476)</b>	<b>(\$1.503)</b>	<b>(\$6.130)</b>	<b>(\$2.504)</b>	<b>(\$3.303)</b>	<b>(\$11.848)</b>	<b>(\$1.534)</b>	<b>(\$3.120)</b>	<b>(\$10.474)</b>	<b>(\$3.642)</b>	<b>(\$2.451)</b>	<b>(\$20.316)</b>	<b>(\$67.301)</b>
<b>Other Adjustments:</b>													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expenditures Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Cash Conversion Adjustments before Non-Cash Liability Adj.</b>	<b>\$7.011</b>	<b>\$10.466</b>	<b>\$9.841</b>	<b>(\$1.168)</b>	<b>(\$7.161)</b>	<b>(\$15.134)</b>	<b>\$2.975</b>	<b>(\$3.521)</b>	<b>(\$5.183)</b>	<b>\$2.007</b>	<b>(\$5.930)</b>	<b>(\$30.605)</b>	<b>(\$36.402)</b>
Depreciation Adjustment	18.763	18.763	18.763	19.007	19.007	19.007	19.518	19.518	19.518	21.381	21.385	21.385	236.015
OPEB Obligation	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	59.997
Environmental Remediation	-	-	1.681	-	-	-	1.681	-	1.681	-	-	1.681	6.723
<b>Baseline Total Cash Conversion Adjustments</b>	<b>\$30.773</b>	<b>\$34.228</b>	<b>\$35.284</b>	<b>\$22.839</b>	<b>\$16.845</b>	<b>\$10.553</b>	<b>\$27.493</b>	<b>\$20.997</b>	<b>\$21.016</b>	<b>\$28.388</b>	<b>\$20.455</b>	<b>(\$2.539)</b>	<b>\$266.333</b>

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan - 2012 Adopted Budget**  
**Overtime - Non-Reimbursable/Reimbursable Basis**  
**(\$ in millions)**

**NON-REIMBURSABLE**

**SCHEDULED:**

Direct Service

Programmed Maintenance

**Total Scheduled**

**UNSCHEDULED:**

Vacancy/Absentee Coverage

Weather Emergencies

Maintenance

Service Delays

Emergencies

Tour Length

Safety/Security/Law Enforcement

All Other

**Total Unscheduled**

**TOTAL NON-REIMBURSABLE  
OVERTIME:**

**REIMBURSABLE OVERTIME**

**TOTAL NR & R OVERTIME**

Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
\$2.397	\$1.963	\$1.750	\$2.083	\$2.011	\$1.854	\$2.140	\$1.796	\$2.015	\$1.801	\$2.393	\$2.635	\$24.837
0.746	0.720	0.864	0.757	0.647	0.726	0.758	0.769	0.823	0.794	0.782	0.786	9.173
<b>\$3.143</b>	<b>\$2.683</b>	<b>\$2.614</b>	<b>\$2.840</b>	<b>\$2.658</b>	<b>\$2.580</b>	<b>\$2.898</b>	<b>\$2.565</b>	<b>\$2.838</b>	<b>\$2.595</b>	<b>\$3.175</b>	<b>\$3.421</b>	<b>\$34.010</b>
\$0.611	\$0.677	\$0.768	\$0.780	\$0.710	\$0.949	\$0.982	\$1.047	\$0.827	\$0.774	\$0.848	\$0.858	\$9.833
0.798	0.815	0.638	0.376	0.344	0.379	0.364	0.411	0.363	0.380	0.388	0.626	5.881
0.211	0.241	0.236	0.224	0.171	0.255	0.232	0.204	0.199	0.158	0.204	0.202	2.538
-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-
0.193	0.116	0.074	0.088	0.063	0.125	0.128	0.089	0.146	0.082	0.212	0.274	1.592
<b>\$1.814</b>	<b>\$1.850</b>	<b>\$1.717</b>	<b>\$1.468</b>	<b>\$1.288</b>	<b>\$1.708</b>	<b>\$1.706</b>	<b>\$1.752</b>	<b>\$1.534</b>	<b>\$1.394</b>	<b>\$1.652</b>	<b>\$1.961</b>	<b>\$19.844</b>
\$4.957	\$4.533	\$4.331	\$4.308	\$3.947	\$4.288	\$4.605	\$4.317	\$4.372	\$3.988	\$4.827	\$5.383	\$53.855
\$1.093	\$1.108	\$1.344	\$1.739	\$1.835	\$1.803	\$1.624	\$1.763	\$1.542	\$1.720	\$1.370	\$1.115	\$18.056
<b>\$6.050</b>	<b>\$5.641</b>	<b>\$5.675</b>	<b>\$6.047</b>	<b>\$5.782</b>	<b>\$6.091</b>	<b>\$6.229</b>	<b>\$6.080</b>	<b>\$5.914</b>	<b>\$5.708</b>	<b>\$6.197</b>	<b>\$6.498</b>	<b>\$71.911</b>

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan - 2012 Adopted Budget**  
**Ridership/(Utilization)**  
**(in millions)**

**Ridership**  
**Baseline**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Harlem Line	2.062	2.031	2.282	2.217	2.321	2.305	2.286	2.290	2.149	2.452	2.259	2.244	26.898
Hudson Line	1.219	1.186	1.336	1.339	1.417	1.411	1.422	1.452	1.318	1.482	1.356	1.336	16.274
New Haven Line	2.867	2.795	3.192	3.149	3.314	3.378	3.383	3.400	3.108	3.506	3.262	3.234	38.588
<b>Total Ridership</b>	<b>6.148</b>	<b>6.012</b>	<b>6.810</b>	<b>6.705</b>	<b>7.052</b>	<b>7.094</b>	<b>7.091</b>	<b>7.142</b>	<b>6.575</b>	<b>7.440</b>	<b>6.877</b>	<b>6.814</b>	<b>81.760</b>

**Farebox Revenue**  
**Baseline**

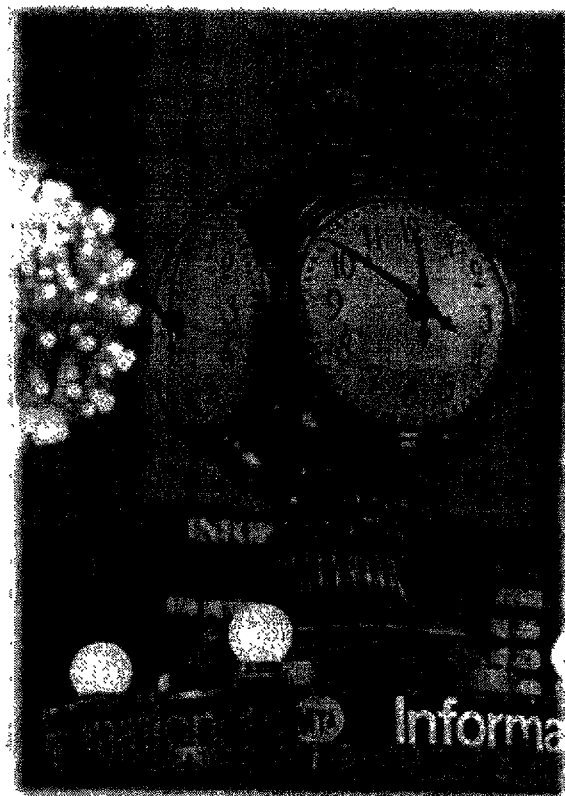
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Harlem Line	13.644	13.447	14.390	14.363	14.736	15.278	15.328	14.752	14.724	15.193	15.062	15.150	176.067
Hudson Line	9.893	9.636	10.427	10.704	11.022	11.182	11.469	11.309	10.977	11.423	11.157	11.065	130.264
New Haven Line	20.966	20.513	22.629	22.905	23.503	24.848	24.984	24.332	23.620	24.338	24.417	24.723	281.778
West of Hudson Mail-n-Ride	.070	.071	.073	.070	.072	.073	.069	.069	.073	.073	.072	.070	.855
<b>Total Farebox Revenue</b>	<b>44.573</b>	<b>43.667</b>	<b>47.519</b>	<b>48.042</b>	<b>49.333</b>	<b>51.381</b>	<b>51.850</b>	<b>50.462</b>	<b>49.394</b>	<b>51.027</b>	<b>50.708</b>	<b>51.008</b>	<b>588.964</b>

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan - 2012 Adopted Budget**  
**Total Positions by Function and Department**  
**Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents**

FUNCTION/DEPARTMENT	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
<b>Administration</b>												
President	3	3	3	3	3	3	3	3	3	3	3	3
Labor Relations	9	9	9	9	9	9	9	9	9	9	9	9
Safety	19	19	19	19	19	19	19	19	19	19	19	19
COS/Corporate & Public Affairs	17	17	17	17	17	17	17	17	17	17	17	17
Customer Service	45	45	45	45	45	45	45	45	45	45	45	45
Legal	17	17	17	17	17	17	17	17	17	17	17	17
Claims	14	14	14	14	14	14	14	14	14	14	14	14
Environmental Compliance & Service	7	7	7	7	7	7	7	7	7	7	7	7
VP Administration	3	3	3	3	3	3	3	3	3	3	3	3
VP Human Resources	3	3	3	3	3	3	3	3	3	3	3	3
Human Resources & Diversity	24	24	24	24	24	24	24	24	24	24	24	24
Training	47	47	47	47	47	47	47	47	47	47	47	47
Employee Relations & Diversity	4	4	4	4	4	4	4	4	4	4	4	4
VP Planning	2	2	2	2	2	2	2	2	2	2	2	2
Operations Planning & Analysis	17	17	17	17	17	17	17	17	17	17	17	17
Capital Planning & Programming	13	13	13	13	13	13	13	13	13	13	13	13
Business Development Facilities & Mktg	21	21	21	21	21	21	21	21	21	21	21	21
Long Range Planning	8	8	8	8	8	8	8	8	8	8	8	8
VP Finance & Info Systems	2	2	2	2	2	2	2	2	2	2	2	2
Controller	78	78	78	78	78	78	78	78	78	78	78	78
Information Technology & Project Mgmt	97	97	97	97	97	97	97	97	97	97	97	97
Budget	18	18	18	18	18	18	18	18	18	18	18	18
Procurement & Material Mgmt	41	41	41	41	41	41	41	41	41	41	41	41
Corporate	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Administration</b>	<b>509</b>	<b>509</b>	<b>509</b>	<b>509</b>	<b>509</b>	<b>509</b>	<b>509</b>	<b>509</b>	<b>509</b>	<b>509</b>	<b>509</b>	<b>509</b>
<b>Operations</b>												
Operations Admin	55	55	55	55	55	55	55	55	55	55	55	55
Operations Services	1,742	1,742	1,747	1,763	1,769	1,772	1,772	1,770	1,772	1,772	1,771	1,771
Customer Service	236	236	236	236	236	236	236	236	236	236	236	236
Business Dev Facilities & Mktg	38	38	38	38	38	38	38	38	38	38	38	38
Metro-North West	28	28	28	28	28	28	28	28	28	28	28	28
<b>Total Operations</b>	<b>2,099</b>	<b>2,099</b>	<b>2,104</b>	<b>2,120</b>	<b>2,126</b>	<b>2,129</b>	<b>2,129</b>	<b>2,127</b>	<b>2,129</b>	<b>2,129</b>	<b>2,128</b>	<b>2,128</b>
<b>Maintenance</b>												
GCT	375	375	375	375	375	375	375	375	375	375	375	375
Maintenance of Equipment	1,330	1,330	1,330	1,330	1,319	1,331	1,331	1,331	1,331	1,338	1,338	1,338
Maintenance of Way	1,749	1,749	1,749	1,749	1,749	1,749	1,749	1,749	1,752	1,752	1,752	1,752
Procurement & Material Mgmt	120	120	120	120	120	120	120	120	120	120	120	120
<b>Total Maintenance</b>	<b>3,574</b>	<b>3,574</b>	<b>3,574</b>	<b>3,574</b>	<b>3,563</b>	<b>3,575</b>	<b>3,575</b>	<b>3,575</b>	<b>3,578</b>	<b>3,585</b>	<b>3,585</b>	<b>3,585</b>
<b>Engineering/Capital</b>												
Construction Management	37	37	37	37	37	37	37	37	37	37	37	37
Engineering & Design	60	60	60	60	60	60	60	60	60	60	60	60
<b>Total Engineering/Capital</b>	<b>97</b>	<b>97</b>	<b>97</b>	<b>97</b>	<b>97</b>	<b>97</b>	<b>97</b>	<b>97</b>	<b>97</b>	<b>97</b>	<b>97</b>	<b>97</b>
<b>Total Positions</b>	<b>6,279</b>	<b>6,279</b>	<b>6,284</b>	<b>6,300</b>	<b>6,295</b>	<b>6,310</b>	<b>6,310</b>	<b>6,308</b>	<b>6,313</b>	<b>6,320</b>	<b>6,319</b>	<b>6,319</b>
<b>Non-Reimbursable</b>	<b>5,747</b>	<b>5,729</b>	<b>5,657</b>	<b>5,536</b>	<b>5,511</b>	<b>5,505</b>	<b>5,536</b>	<b>5,540</b>	<b>5,558</b>	<b>5,607</b>	<b>5,645</b>	<b>5,709</b>
<b>Reimbursable</b>	<b>532</b>	<b>550</b>	<b>627</b>	<b>764</b>	<b>784</b>	<b>805</b>	<b>774</b>	<b>768</b>	<b>755</b>	<b>713</b>	<b>674</b>	<b>610</b>
<b>Total Full-Time</b>	<b>6,278</b>	<b>6,278</b>	<b>6,283</b>	<b>6,299</b>	<b>6,294</b>	<b>6,309</b>	<b>6,309</b>	<b>6,307</b>	<b>6,312</b>	<b>6,319</b>	<b>6,318</b>	<b>6,318</b>
<b>Total Full-Time-Equivalents</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan - 2012 Adopted Budget**  
**Total Positions by Function and Occupation**

FUNCTION/OCCUPATION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
<b>Administration</b>												
Managers/Supervisors	57	57	57	57	57	57	57	57	57	57	57	57
Professional, Technical, Clerical	452	452	452	452	452	452	452	452	452	452	452	452
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Administration</b>	<b>509</b>	<b>509</b>	<b>509</b>	<b>509</b>	<b>509</b>	<b>509</b>	<b>509</b>	<b>509</b>	<b>509</b>	<b>509</b>	<b>509</b>	<b>509</b>
<b>Operations</b>												
Managers/Supervisors	27	27	27	27	27	27	27	27	27	27	27	27
Professional, Technical, Clerical	505	505	505	505	505	505	505	505	505	505	505	505
Operational Hourlies	1,567	1,567	1,572	1,588	1,594	1,597	1,597	1,595	1,597	1,597	1,596	1,596
<b>Total Operations</b>	<b>2,099</b>	<b>2,099</b>	<b>2,104</b>	<b>2,120</b>	<b>2,126</b>	<b>2,129</b>	<b>2,129</b>	<b>2,127</b>	<b>2,129</b>	<b>2,129</b>	<b>2,128</b>	<b>2,128</b>
<b>Maintenance</b>												
Managers/Supervisors	57	57	57	57	57	57	57	57	57	57	57	57
Professional, Technical, Clerical	1,028	1,028	1,028	1,028	1,027	1,031	1,031	1,031	1,031	1,032	1,032	1,032
Operational Hourlies	2,489	2,489	2,489	2,489	2,479	2,487	2,487	2,487	2,490	2,496	2,496	2,496
<b>Total Maintenance</b>	<b>3,574</b>	<b>3,574</b>	<b>3,574</b>	<b>3,574</b>	<b>3,563</b>	<b>3,575</b>	<b>3,575</b>	<b>3,575</b>	<b>3,578</b>	<b>3,585</b>	<b>3,585</b>	<b>3,585</b>
<b>Engineering/Capital</b>												
Managers/Supervisors	27	27	27	27	27	27	27	27	27	27	27	27
Professional, Technical, Clerical	70	70	70	70	70	70	70	70	70	70	70	70
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Engineering/Capital</b>	<b>97</b>	<b>97</b>	<b>97</b>	<b>97</b>	<b>97</b>	<b>97</b>	<b>97</b>	<b>97</b>	<b>97</b>	<b>97</b>	<b>97</b>	<b>97</b>
<b>Public Safety</b>												
Managers/Supervisors	-	-	-	-	-	-	-	-	-	-	-	-
Professional, Technical, Clerical	-	-	-	-	-	-	-	-	-	-	-	-
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Public Safety</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Positions</b>												
Managers/Supervisors	168	168	168	168	168	168	168	168	168	168	168	168
Professional, Technical, Clerical	2,055	2,055	2,055	2,055	2,054	2,058	2,058	2,058	2,058	2,059	2,059	2,059
Operational Hourlies	4,056	4,056	4,061	4,077	4,073	4,084	4,084	4,082	4,087	4,093	4,092	4,092
<b>Total Positions</b>	<b>6,279</b>	<b>6,279</b>	<b>6,284</b>	<b>6,300</b>	<b>6,295</b>	<b>6,310</b>	<b>6,310</b>	<b>6,308</b>	<b>6,313</b>	<b>6,320</b>	<b>6,319</b>	<b>6,319</b>



# ANNUAL OPERATING REPORT

2011

<b>Performance Summary</b>			<b>2011 Data</b>		<b>2010</b>
			<b>Annual Goal</b>	<b>Year Ending Dec 31</b>	<b>Year Ending Dec 31</b>
<b>On Time Performance</b> <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	<b>System</b>	<b>Overall</b>	<b>97.8%</b>	<b>96.9%</b>	<b>97.7%</b>
		AM Peak	97.0%	95.8%	97.1%
		AM Reverse Peak	97.6%	96.4%	96.9%
		PM Peak	98.0%	96.9%	97.9%
		<b>Total Peak</b>		<b>96.5%</b>	<b>96.8%</b>
		Off Peak Weekday	97.9%	97.3%	97.8%
		Weekend	97.9%	97.0%	97.8%
	<b>Hudson Line</b>	<b>Overall</b>	<b>98.2%</b>	<b>98.0%</b>	<b>98.0%</b>
		AM Peak	98.0%	97.4%	97.9%
		AM Reverse Peak	98.5%	98.4%	98.1%
		PM Peak	98.4%	98.5%	98.5%
		<b>Total Peak</b>		<b>98.0%</b>	<b>98.2%</b>
		Off Peak Weekday	98.1%	98.2%	97.6%
		Weekend	98.2%	97.5%	98.2%
	<b>Harlem Line</b>	<b>Overall</b>	<b>98.3%</b>	<b>97.7%</b>	<b>98.5%</b>
		AM Peak	98.0%	97.1%	98.2%
		AM Reverse Peak	98.0%	97.0%	98.4%
		PM Peak	98.5%	97.8%	98.8%
		<b>Total Peak</b>		<b>97.4%</b>	<b>98.5%</b>
		Off Peak Weekday	98.4%	98.0%	98.5%
		Weekend	98.5%	97.8%	98.7%
	<b>New Haven Line</b>	<b>Overall</b>	<b>97.2%</b>	<b>95.6%</b>	<b>96.8%</b>
		AM Peak	95.7%	93.7%	95.9%
		AM Reverse Peak	96.8%	94.8%	94.9%
		PM Peak	97.5%	95.1%	96.9%
		<b>Total Peak</b>		<b>94.4%</b>	<b>96.2%</b>
		Off Peak Weekday	97.5%	96.4%	97.2%
		Weekend	97.4%	96.2%	97.0%
<b>Operating Statistics</b>					
<b>Trains Scheduled</b>				<b>209,033</b>	<b>209,639</b>
<b>Avg. Delay per Late Train (min)</b> <i>excluding trains canceled or terminated</i>				15.3	15.0
<b>Trains Over 15 min. Late</b> <i>excluding trains canceled or terminated</i>			1000	1720	1274
<b>Trains Canceled</b>			160	355	216
<b>Trains Terminated</b>			160	339	284
<b>Percent of Scheduled Trips Completed</b>			99.8%	99.7%	99.8%
<b>Consist Compliance</b> <i>(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)</i>	<b>System</b>	<b>Overall</b>	<b>98.6%</b>	<b>99.0%</b>	<b>98.7%</b>
		AM Peak	97.7%	98.1%	97.5%
		AM Reverse Peak	97.7%	99.1%	99.4%
		PM Peak	97.3%	98.0%	97.3%
		<b>Total Peak</b>		<b>98.2%</b>	<b>97.4%</b>
		Off Peak	99.3%	99.4%	99.2%
		Weekend	99.3%	99.5%	99.8%
	<b>Hudson Line</b>	AM Peak	99.0%	99.8%	99.7%
		PM Peak	99.0%	99.7%	99.8%
	<b>Harlem Line</b>	AM Peak	99.0%	99.6%	99.5%
		PM Peak	99.0%	99.4%	99.5%
	<b>New Haven Line</b>	AM Peak	96.0%	95.6%	94.8%
		PM Peak	95.0%	95.8%	93.8%

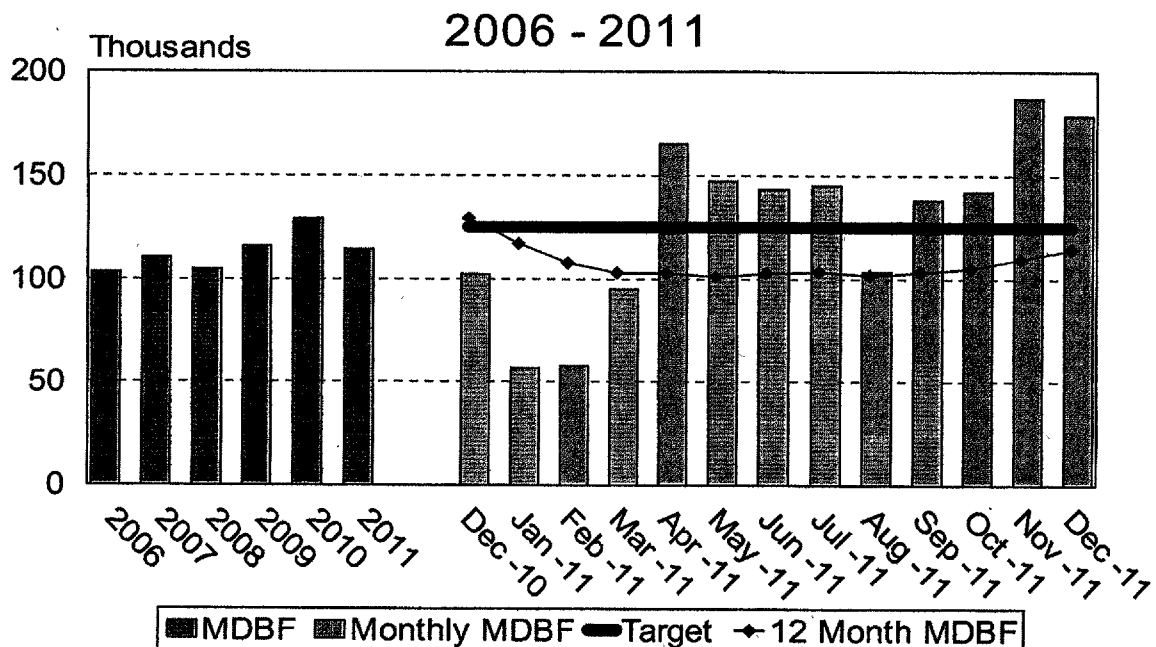


Categories of Delay		2011 Data Year Ending Dec 31	2010 Data Year Ending Dec 31
<b>Train Delay Incidents Resulting in Late Trains.</b> <i>(Each delay incurred by a late train is considered a separate train delay incident. Therefore, the number of train delay incidents is higher than the number of late trains for the month.)</i>	<b>Maintenance of Way</b>	1968	1944
	<b>Capital Projects</b>	151	144
	<b>Maintenance of Equipment</b>	2054	1701
	<b>Operations Services</b>	224	209
	<b>Police Incidents</b>	465	398
	<b>Other</b>	424	265
	<b>Customers</b>	438	643
	<b>3rd Party Operations</b> <i>(Other railroads, marine traffic, etc.)</i>	286	628
	<b>Weather and Environmental</b>	1828	767

	Equip- ment Type	Total Fleet Size	2011 Data		2010 Data
			MDBF Goal (miles)	Year Ending as of December-11 (miles)	Year Ending as of December-11 (miles)
<b>Mean Distance Between Failures</b>	M2	231	90,000	66,742	95,308
	M4/M6	102	65,000	44,244	53,476
	M8	60	125,000	140,679	N/A
	M3	140	100,000	240,266	175,792
	M7	336	400,000	607,699	726,778
	Coach	213	280,000	357,159	290,741
	P-32	31	35,000	35,159	26,324
	BL-20	12	11,000	10,136	14,504
	<b>Fleet</b>	<b>1125</b>	<b>125,000</b>	<b>114,347</b>	<b>129,329</b>

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

## ALL FLEETS Mean Distance Between Failure

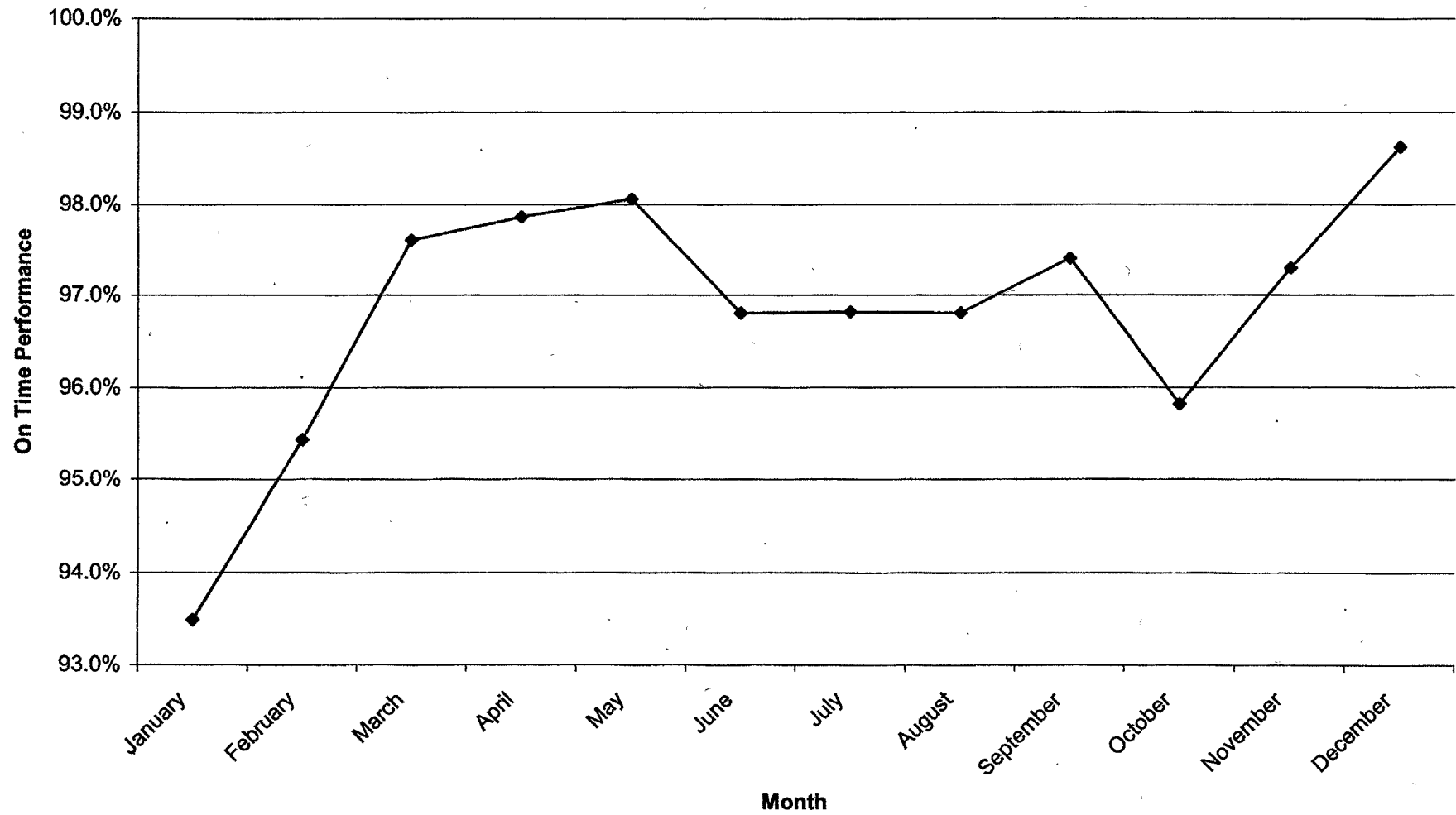




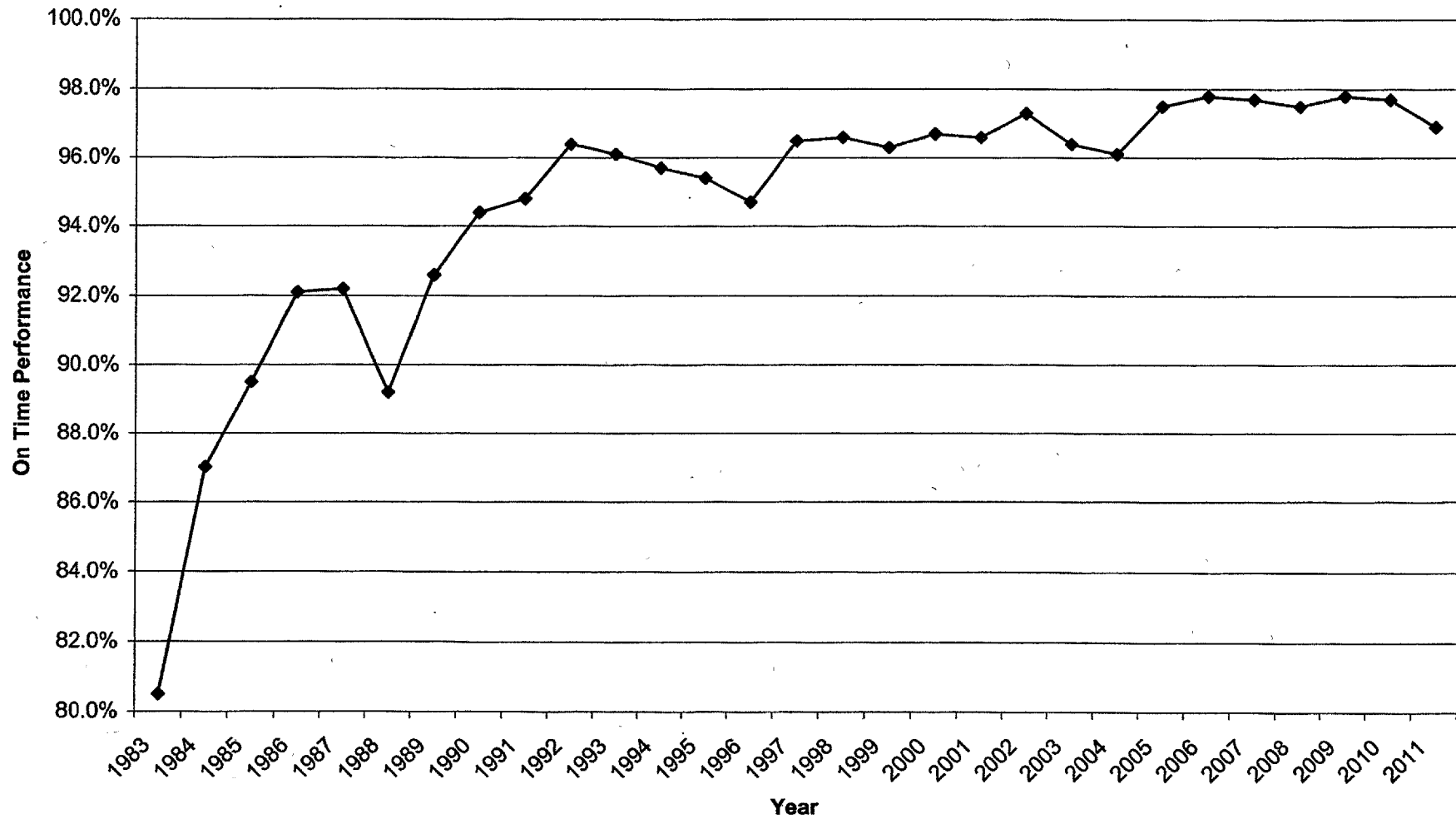
**West of Hudson  
Performance Summary**

West of Hudson Performance Summary			2011 Data		2010 Data
			Annual Goal	Year Ending Dec 31	Year Ending Dec 31
<b>On Time Performance</b> <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	<b>West of Hudson Total</b>	<b>Overall</b>	<b>96.4%</b>	<b>96.6%</b>	<b>96.5%</b>
		AM Peak	97.3%	96.5%	97.3%
		PM Peak	96.8%	96.5%	96.2%
		<b>Total Peak</b>		<b>96.5%</b>	<b>96.8%</b>
		Off Peak Weekday	95.9%	96.6%	96.1%
		Weekend	95.9%	96.8%	96.5%
	<b>Pascack Valley Line</b>	<b>Overall</b>	<b>97.0%</b>	<b>97.6%</b>	<b>97.8%</b>
		AM Peak	98.0%	98.2%	98.7%
		PM Peak	97.5%	97.7%	98.5%
		<b>Total Peak</b>		<b>98.0%</b>	<b>98.6%</b>
		Off Peak Weekday	96.5%	97.3%	97.4%
		Weekend	96.5%	97.5%	97.4%
	<b>Port Jervis Line</b>	<b>Overall</b>	<b>95.5%</b>	<b>95.0%</b>	<b>94.4%</b>
		AM Peak	96.0%	93.6%	95.2%
		PM Peak	96.0%	95.2%	94.0%
<b>Total Peak</b>			<b>94.5%</b>	<b>94.5%</b>	
Off Peak Weekday		95.0%	95.3%	94.1%	
Weekend		95.0%	95.4%	94.8%	
<b>Operating Statistics</b>					
<b>Trains Scheduled</b>				<b>18,411</b>	<b>19,849</b>
<b>Avg. Delay per Late Train (min)</b> <i>excluding trains canceled or terminated</i>				19.5	20.6
<b>Trains Over 15 min. Late</b> <i>excluding trains canceled or terminated</i>			80	255	272
<b>Trains Canceled</b>				28	54
<b>Trains Terminated</b>				50	49
<b>Percent of Scheduled Trips Completed</b>			99.8%	99.6%	99.5%

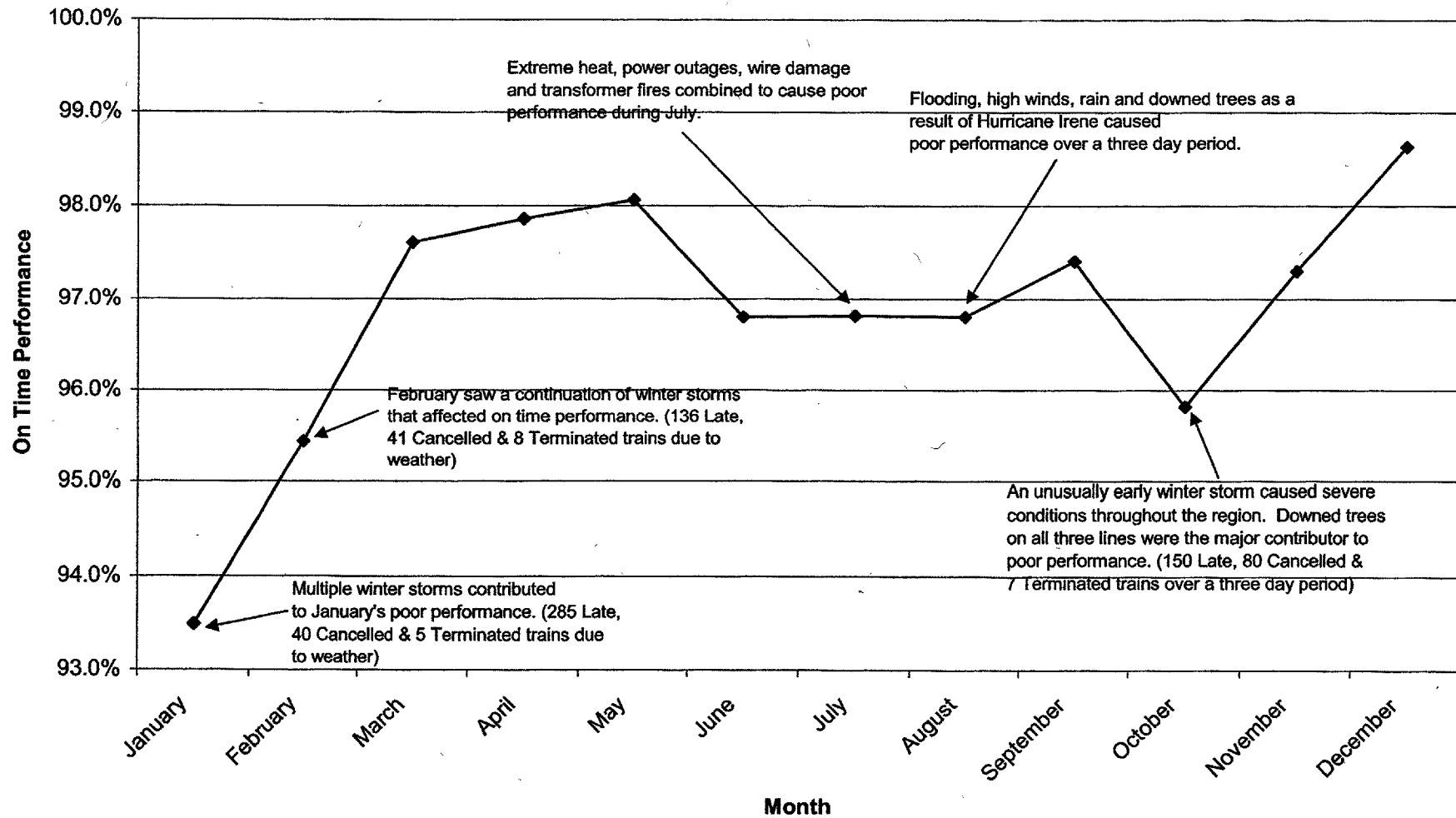
**2011  
On Time Performance  
By Month**



**On Time Performance  
By Year  
1983 through 2011**



## 2011 Major Events By Month





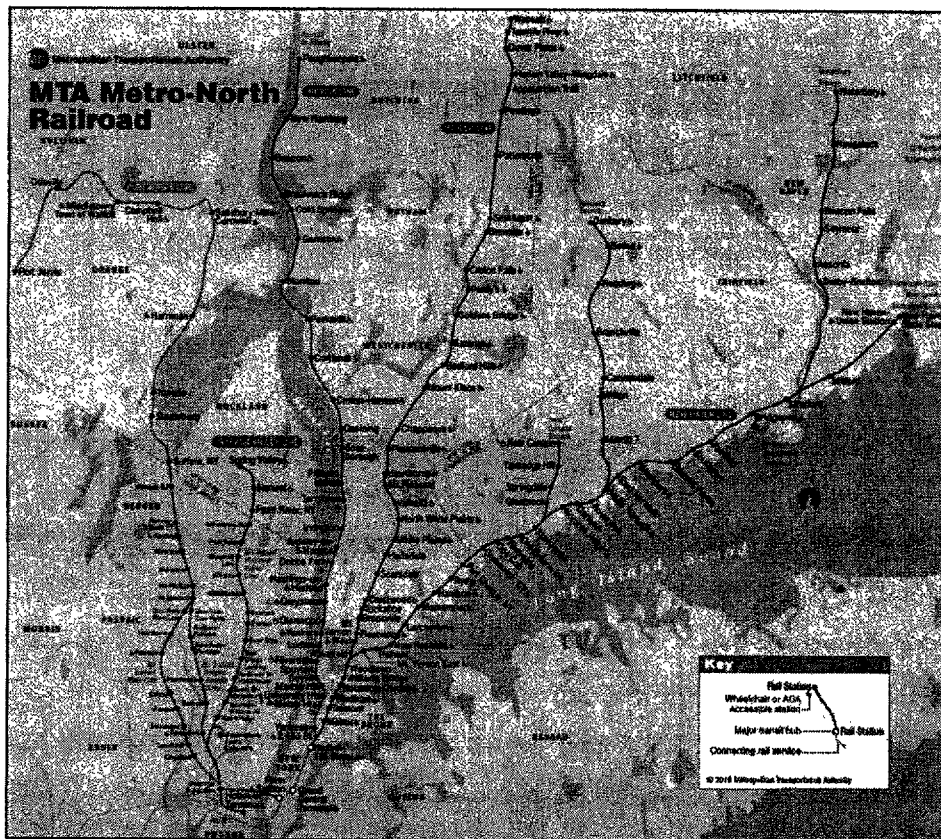
# Metro-North Railroad

## STRATEGIC INVESTMENTS AND PLANNING STUDIES

### STATUS UPDATE

February 2012

### METRO-NORTH /LONG ISLAND COMMITTEES



# **CONTENTS**

**SECTION I   Asset Category**

**SECTION II   Strategic and Critical Projects**

**SECTION III   Capital Program**

## **Overview**

This report provides an overview of active and recently completed investments in Metro-North's Capital Program and updates strategic investments and planning studies taking place at the railroad.

### **Significant Metro-North Developments in 2011**

Metro-North continues to pursue its strategic initiatives under the umbrella of its Vision 2013 goals. Key goals such as zero injuries, ridership of 100 million customers, OTP of 98% and high customer satisfaction will continue to be a focus as we strive to continue to be a "Brand Name for Excellence".

In 2011, Metro-North became the first American railroad to win the coveted international Brunel Jury Award for Overall Excellence in Railroad Design and Engineering. Forty-three railways from 15 countries on three continents entered this year's competition. Also, Metro-North was presented with the prestigious Outstanding Agency Achievement in Safety Award at the MTA's 14<sup>th</sup> Annual Chairman's Safety Awards for having the most improved Lost-time Injury and Restricted Duty Injury rate of any agency.

Ridership increased 1.1% despite the sluggish economy and ridership lost from numerous storms. Ridership has jumped 98% since our founding in 1983. The railroad now carries more paying customers than any other commuter railroad in the nation.

Metro-North had Consist Compliance of 99% YTD in 2011. On-Time Performance was 96.9%. These two metrics are key drivers of customer satisfaction.

After considerable corporate effort including significant effort by our Maintenance of Way forces, Metro-North resumed full train service on the Port Jervis Line on November 28<sup>th</sup> – a full month earlier and at a substantially lower cost than original expected after the significant damage from Tropical Storm Irene.

In 2012, Metro-North looks to build on past success as we move toward our 30<sup>th</sup> Anniversary in 2013. These efforts will be supported by our Operating Budget and the 2010-2014 Capital Program.

The railroad will continue to implement cost reduction/revenue enhancement strategies such as improving inventory management, reduce overtime, and continue GCT retail initiatives to increase non-passenger revenue. Metro-North will continue to improve customer service delivery, improve customer communications, maintain service quality and reliability of our rolling stock and infrastructure, improve employee programs and work practices and enhance the GCT Experience.

Section I of this report provides information on capital projects by asset category. This portion of the report focuses on projects that have recently been completed, projects which are currently ongoing as well as projects which are planned to commence in the near future.

Section II focuses on the long range planning initiatives which are currently being planned by Metro-North.

Section III of the report describes the status of Metro-North projects in the Capital Program within the MTA Gates Process.

## **SECTION I**

### **Asset Categories**

#### **1. ROLLING STOCK**

Metro-North commits a significant amount of funding towards the revitalization of its fleet, purchasing new equipment and remanufacturing select cars, coaches and locomotives. As a result of these initiatives the condition of the fleet has improved and the fleet size has expanded to meet ridership growth and increased service levels. As of mid-January, Metro-North has a fleet of 231 M-2s; 140 M-3s; 54 M-4s; 48 M-6s; 336 M-7s and 70 M-8s. Metro-North also has 213 coaches (104 end-door and 109 center-door). Metro-North uses 31 Genesis; 12 Brookvilles and 10 switcher locomotives.

##### ***Completed:***

##### **Purchase of 12 new BL-20 Shuttle/Switcher locomotives\* (\$8.5 M)**

- All 12 of the locomotives are in service. The 12-month MDBF through November 2011 is 10,300 miles. This is significantly better than the performance of the fleet of locomotives that were replaced.
- The contract will be closed out in the first quarter of 2012.

##### ***Ongoing:***

##### **138 M-3 Cars Performance Improvement Program (PIP) (\$27.8 M)**

In house program will be completed in 2012.

- Program includes work on mechanical systems (e.g. propulsion and brakes), the car interior (e.g. windows, seats, floors) and a modification to the door system for improved functionality in order to increase reliability and improve the customer environment.
  - All mechanical system upgrades (e.g., propulsion, HVAC, etc) were completed in 2009.
  - As of December 31, 2011, all PIP work including interior upgrades is complete in 118 cars (59 pairs). The remaining 20 cars to receive interior upgrades at an average rate of four cars per month until completion.
  - The current 12-month (December 2010 to November 2011) M-3 MDBF is 255,500 miles, a 335% improvement over the 2002-2006 average of 58,700 miles before the PIP began.

##### **Overhaul 31 Genesis Dual-Mode Locomotives\* (\$43.1 M)**

22 Genesis Locomotives have been overhauled and returned to service as of December 31, 2011. The scheduled completion is by the end of 2013.

- Year-to-date MDBF through November 2011 for the overhauled locomotives is 35,435, which is over its designed reliability goal of 25,000 miles

##### **M-9 Specification Development (\$2.8 M)**

In the 2015-2019 Capital Program, Metro-North will replace its 140 car M-3 fleet. This will be done with either M-9 cars in pairs and single cars as an option on the M-9 joint procurement, or alternatively as a separate procurement(s) for multi-level coaches with dual-mode locomotives. Metro-North will get option pricing on the M-9 contract. We will also seek market pricing through separate RFPs for the coaches and one for locomotives and make a determination as to which fleet type has the best value.

- Building on the success of M-7 cars, each section of the M-9 Scope of Work was reviewed by technical teams comprised of LIRR and MNR and their consultant Louis T. Klauder (LTK).
- The specification incorporates improvements found on MNR's M-8 cars and focused on modifications to improve: reliability and maintainability, sustainability, use of green technology, security and our customers riding experience.

\* Being undertaken with the State of Connecticut

**Purchase of 405 M-8 cars for New Haven Line Service\* (\$320.5 M)**

The purchase of M-8 cars will significantly improve performance. The procurement will enable retirement of the entire M-2, M-4 and M-6 fleets and provide capacity for projected growth including extension of direct inter Connecticut service to Shoreline East and future service into Penn Station.

- 380 cars to be delivered in pairs through 2014; 25 single unpowered cars in lieu of rebuilding M-4/M-6s for delivery in 2014
- As of early February, 80 cars have been delivered, and 78 are accepted and in service, providing 24% of weekday service on the main line, 39% of Saturday service and 29% of Sunday service.
  - MDBF for March through November 2011 is 145,680 miles, 108% better than the 70,151 mile MDBF recorded by the rest of the New Haven EMU fleet during that period.
  - The M-8 cars have received overwhelmingly positive customer feedback
- The first 38 cars were built in Japan; the remaining 342 paired cars are being built in Lincoln, Nebraska
  - The delivery rate will increase gradually to an average of at least 12 cars per month in 2012
  - The first single car will be built in Japan, and the remaining 24 in Lincoln

**West of Hudson Locomotives (\$13.6 M)**

- Overhaul of eight 3,000-horsepower F40 locomotives.
- Overhaul includes:
  - Rebuilt main engines, main and auxiliary generators
  - Replacement of the 1,800 gallon fuel tanks with 2,500 gallon tanks to allow the Metro-North fleet the ability to run two Port Jervis round trips between refuelings.
  - New power generator sets to provide on-board lights, heat and air conditioning.
- Modifications will make the locomotives "greener" by reducing exhaust emissions.
- Contract was awarded to Progress Rail, Inc. in August 2009
  - Five locomotives were overhauled and are in service
  - Completion of the remaining three locomotives is expected in the fourth quarter of 2012

\* Being undertaken with the State of Connecticut

## **2. STATIONS**

Metro-North provides rail service on the Hudson, Harlem, New Haven, Port Jervis and Pascack Valley Lines to 122 stations system-wide (with 86 of those stations in New York State). Maintaining the stations throughout the system is not only vital to preserving safe, convenient access to the system, but it is also important because stations are a gateway to Metro-North.

Investment focuses on component needs including platforms, canopies, staircases, elevators, communications, etc. Investments are prioritized to improve the customer experience as cost-effectively as feasible by addressing the most deficient components based upon asset inspection, condition assessments and structural engineering standards. Investment at these stations will have positive long-term impacts for Metro-North customers maintaining the station environment in a safe condition, reducing the potential for slip, trip and falls from water/ice on the platforms etc.

In addition, Strategic Intermodal Facilities and Parking Expansion projects focus strategic station and parking investments by constructing intermodal transportation hubs in Metro-North territory. In some cases, Transit Oriented Development (TOD) may be the focus of a project. TOD initiatives, joint use of parking facilities and access provided in partnership with developers enhance Metro-North's opportunities to expand rail access, grow ridership, reduce capital costs, increase revenues and establish a more sustainable, mixed-use station area. To progress these projects, Metro-North partners and coordinates with many third party groups such as counties, local towns, communities and private organizations as well as New York State agencies such as the New York State Department of Transportation.

### **Harlem Line**

#### ***Completed:***

##### **▪ Fordham Station Building: (\$4.3 M)**

- Station building improvements were completed in the 3<sup>rd</sup> Quarter of 2011. Work included repairs to the roof, windows, exterior façade, and restoration of the waiting room. In addition, Metro-North restored the main entrance to the building to its original historic finish.

#### ***Ongoing / Future:***

##### **▪ Fordham: (\$13.0 M)**

- Expansion of the outbound platform and new canopies and customer amenities is being undertaken. Design is underway but has been delayed due to questions raised by the FTA in regards to the nearby NYC DOT Fordham Plaza project and code issues. Metro-North and NYC DOT are working to address the FTA's concerns. Pending FTA approval, construction award is forecast in late 2012.

##### **▪ North White Plains: (\$41.0 M)**

- The Federal Transit Administration (FTA) has completed its review of the Environmental Assessment for Parking Garage Project. The FTA issued a Finding of No Significant Impact (FONSI) on June 30, 2011. Metro-North awarded the 30% preliminary design for the design-build of the parking garage to Gannett Fleming on November 1, 2011. The preliminary design is expected to be completed in the 3<sup>rd</sup> quarter of 2012 at which time a design-build team will be sought.

##### **▪ Botanical Gardens, Williams Bridge and Mt Vernon West: (\$27.0 M)**

- Design for station platform and related structural repairs is planned for award in the 4<sup>th</sup> Quarter of 2012
- Construction to begin thereafter

## **Hudson Line**

### ***Completed:***

- **Poughkeepsie Station Building: (\$18.6 M) (ARRA Funded)**
  - Replacement of the monumental windows and other windows within the station.
  - Roof/truss structural repairs
  - Repointing work
  - Door installation in main waiting room
  - The repair and refurbishment of wood and stone finishes in the main waiting area and construction of new expanded bathrooms (Mentoring Program) will be completed by the 1<sup>st</sup> Quarter 2012
  - Pavilion Walkway repairs construction began in mid-2011 and are scheduled for completion by mid-2012

### ***Ongoing / Future:***

- **Tarrytown Station: (\$36.0 M) (ARRA Funded)**
  - The project includes replacement or reconstruction of station elements including new platforms, overpass replacement, new stairways and elevators, canopy replacement and other station amenities such as shelters and benches
    - Track 2/4 platform and north overpass opened in late January 2012
    - Project is estimated to be complete by mid-2012
    - This is the last station of a highly-successful multi-phased station rehabilitation/replacement project on the Hudson Line
- **Croton-Harmon and Peekskill Stations: (\$15.0 M)**
  - Construction of overpass, platform and canopy repairs and expansion began in October 2010. Project is on time and anticipated to be complete by October 2012.
  - At Croton-Harmon: Platform C demolition completed. Work underway includes: Installation of formwork for new canopy footings at the northern end of Platform C and excavation and installation of formwork for new canopy footings at the southern end of platform.
  - At Peekskill, the following is complete: Platform reconstruction for the southern half of inbound platform edge repair (west edge and east edge) and placing concrete for inbound platform twenty foot extension. Work underway includes: Platform reconstruction for the inbound platform edge repair, northern half (east edge) and saw cutting and chopping of spall repair areas at underside of platforms and bent areas
- **Cortlandt: (\$34.0 M)**
  - Construction of the 720-space parking expansion and station improvements is set for February 2012 completion. Improvements to the Route 9A intersection and parking lot have been completed and work on the new station building is complete. Facilities in the station building include a customer waiting area, new concession, bathroom, new heated shelter on the platform and intermodal area
- **Beacon: (\$0.9 M)**
  - A new 96 space parking lot was constructed at Beacon. This lot was built as part of Metro-North's emergency response to the extensive damage caused by Tropical Storm Irene on the Port Jervis Line

### **New Haven Line (NYS Portion)**

#### ***Completed:***

- **Rye and Port Chester: (\$22.0 M)**
  - Priority platform, canopy and overpass repairs at Rye and Port Chester were completed the 4<sup>th</sup> Quarter of 2011

#### ***Ongoing/Future:***

- **Mt. Vernon East, Pelham, New Rochelle, Larchmont, Mamaroneck, Harrison: (\$35.0 M)**
  - Design of platform, canopy and overpass repairs for the remaining New York State stations on the New Haven Line has been completed. Final scope is under discussion with MTA.

### **West of Hudson**

#### ***Complete***

- **Port Jervis: (\$1.0 M)**
  - Replacement of the station shelter, public address system and handicap access ramp were finished in October of 2011.

### **Station Net Leasing Program**

#### ***Ongoing / Future:***

As part of the brokerage service program with Royal Properties (awarded in December, 2010) an RFP for leasing the building or space therein was issued July 10, 2011. Responses were received in early August 2011 and were reviewed by MTA Real Estate and Metro-North

- Initial applicants were chosen for **Port Chester** and **Peekskill**. Detailed negotiations at Peekskill and Port Chester have slowed and now Metro-North will re-advertise an RFP for these two sites as well as **Tarrytown** (no appropriate offer was received for Tarrytown.)
- The option to include **Poughkeepsie, Crestwood, Hartsdale, Bedford Hills** and **Rye** station buildings remains

### **3. CUSTOMER COMMUNICATIONS IMPROVEMENTS:**

Metro-North continues to focus on improving its ability to communicate timely information to our customers during normal operations and disruptions. There are a number of initiatives underway that will improve the reliability of the delivery of information to our customers, expand the information we can provide and expand the platforms upon which we can deliver information.

Metro-North established a "model station" program to provide "real-time" information to our customers. Our initial pilot was at White Plains and has been expanded to Harlem-125th Street, Yankees-153rd Street, Fordham and Larchmont. At each of these stations we utilize platform LED signage (originally installed for ADA) to inform our customers about the next three departures (with track assignment), status of the next train (On-time, Arrived). In addition, we provide information on strategically placed LCD screens that provide information on the next twelve trains. This model has been a great success and received positive feedback from our customers. We are undertaking a business case to determine if we should expand this model to all of our stations in New York and Connecticut. This business case will be completed this year at which time we can move into expansion to other stations as guided by the business case. Funding to expand our customer communications capabilities is included in the 2010-2014 Capital Program.

However, while this business case is ongoing we are pursuing a series of initiatives:

- A new Passenger Station Public Address (PA) Central Control located at GCT and a back-up Passenger Station PA Control Center located in White Plains will be installed in the 2<sup>nd</sup> quarter. This installation will replace an obsolete and unreliable system currently housed in GCT. The cost of this initiative is \$2.2M.
- By the end of the 1<sup>st</sup> Q 2012 Real time LCD monitors will be installed at Tarrytown, North White Plains and New Rochelle. These monitors will provide status on the next 9 trains to our customers.
- Enhancements are underway at Croton-Harmon, Poughkeepsie and Stamford. When complete these 3 stations will provide improved real time information on LCD's and platform LED monitors.
- On the newly installed Dioramas in GCT Metro-North's Customer Service Department has the ability to take over the 4 signs to display service information and customer messaging in the instance of major disruptions, safety or security situations.
- We are also working with NYC Transit to install 9 SAID (Station Advisory Information Displays) monitors in GCT, one at Harlem-125<sup>th</sup> St and one at Yankees - East 153<sup>rd</sup> St. These monitors will provide customers with real time service information for subways. The information that will be provided is similar to the service status on the MTA website. This work should begin installation 1<sup>st</sup> Q 2012.
- An interactive kiosk was installed in GCT in December 2011. This kiosk will provide customers real time information. Other functionality available on the kiosk is the GCT departure board, point to point schedule and fare information, dining and entertainment in and around GCT, MTA territory maps and key destinations. This is an all agency 6 month pilot program.

Metro-North also provides web and text alerts with real-time information from Train Time (a Metro-North-designed system) via computer or Smart Phones. Information includes train departure times, along with destination, track assignment and real-time status for the next 12 trains at a station. Information is also available through CooCoo. Metro-North utilizes twitter and facebook to provide real time service information about disruptions.

Metro-North opened the Customer Communication Center (CCC) in North White Plains in August 2011. The facility manages the preparation and distribution of all real-time customer communications including PA operations, electronic station signage, Train Time, email notifications, social media and service status notification. The CCC gives Metro-North the ability to provide accurate, timely and consistent information to all customers regardless of the final delivery source (email, social media, web, etc.).

#### **4. STRATEGIC INTERMODAL PASSENGER FACILITIES AND TRANSIT ORIENTED DEVELOPMENT (TOD)**

##### ***Ongoing/Future:***

These initiatives encompass strategic transportation hub development with the objective of significantly expanding parking and improving station access throughout the Metro-North territory. Program work includes major station improvements such as new and/or expanded station facilities, new intermodal facilities to provide for connections with taxis, bus, ferries, and major interchange access improvements from interstate highways/major roadways.

To achieve long-term goals, Metro-North is leading plans for integrated station plans with mixed uses -- such as housing, retail, and office -- in a sustainable, station-centered program called Transit Oriented Development (TOD).

Key projects below are contingent on multi-party funding requirements and availability, environmental approvals, community support and phased implementations which are necessary to advance selected projects.

##### **Harrison TOD:**

- Metro-North and the Town/Village of Harrison executed a Term Sheet and a Pre-Development agreement to advance a TOD at the station (June 2009). A title search, survey, geotechnical and environmental investigation were completed for the TOD site. The outcome of the investigations has been positive and there are no soil or groundwater contamination issues.
- The Town/Village of Harrison passed a resolution in May 2011 unanimously supporting the TOD and release of the RFP.
- Metro-North issued its first suburban station RFP in July 2011. Responses were received in October 2011 and are currently being evaluated.

##### **Poughkeepsie TOD:**

- Metro-North and the City of Poughkeepsie signed an agreement in May 2010 to co-lead a TOD process around the Station to develop easier access to the station and riverfront, and to create residential and business opportunities in the area. An economic analysis funded by the New York Department of State through a "Smart Growth" grant and was completed in summer 2011.
- A conceptual planning study funded through a Transportation, Community, and System Preservation (TCSP) Program grant from the Federal Highway Administration (FHWA) began in the Spring of 2011. Work on the study is expected to be completed in spring 2012.
- Work is underway to issue a new RFP for restaurant and retail use at the Station building.

##### **Mount Vernon TOD:**

- Metro-North's Mount Vernon East Station area is targeted for transit oriented development through a partnership between Metro-North and the City of Mount Vernon.
- A draft MOU prepared by Metro-North to formalize the joint predevelopment efforts will be discussed with the new administration in the first quarter 2012. The next step would be a joint RFP for a TOD concept plan study.

#### **Parking Operations**

##### ***Completed:***

- **Parking Operator:** Metro-North's parking operator, LAZ Parking, currently manages the 34 parking facilities with 13,811 parking spaces owned by Metro-North.
- LAZ has completed replacement of all meters (both electronic and manual) with new state-of-the-art electronic parking meters, which accept payments by debit and credit cards in addition to cash. New meters have been installed at all 34 stations.
- Customers can purchase, renew and modify parking permits via the LAZ Parking (RRparking.com) web site. Pay online is currently in effect for all LAZ operated stations.
- Payment capability via cell/telephone was completed at all 34 stations.

## **Advertising/New Products**

### **On-Going/Future:**

#### **Grand Central Terminal:**

##### **Big Board Sponsorship/Replacement Project**

- A draft scope is under review for an RFP that would be issued early 2012 for replacement & sponsorship of the GCT Big Boards and other information systems.

##### **Advertising Licensee:**

- Metro-North is working with its advertising licensee, CBS Outdoor to advance new revenue-generating initiatives, including Phase II of the GCT Trainshed Redevelopment project. This project also includes Trainshed aesthetic improvements and is currently underway. Completion is expected mid 2013. In addition, the Dioramas located on the Main Concourse of GCT have been converted from static ad displays to digital screens. This improvement will allow MNR to increase GCT Diorama revenue by more than two-fold. The screens will also have MNR emergency over-ride capabilities, providing another method of communications to customers during emergencies.

##### **GCT Market Place and JLL Graybar Passageway Redevelopment**

- An RFP for new restaurant space above the GCT Market Place is to be issued early 2012. The plan would be to have a restaurant in place in 2013. This will provide new revenue to MNR.
- In addition the redevelopment of the Graybar Passageway is being studied. This would include retail enhancements and a possible expanded space for a select retail store that could be marketed at higher rent.

##### **Centennial Legacy Project**

- Grand Central Terminal will be 100 years old in 2013. Planning is underway for a coordinated program of Centennial events to mark the 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.
- 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.

#### **Broadband WiFi/Digital:**

- An RFP was issued to provide Broadband Wi-Fi and digital screens on MNR and LIRR trains and stations. Proposals were reviewed by and negotiations are underway with lead proposers. A draft term sheet is under review.

##### **Passenger Station Based Soda/Snack Branded Vending Machine Program:**

- Metro-North launched a system-wide program that provides a customer amenity and new revenues for the Railroad. The deal calls for Answer Vending to pay the Railroad at approximately \$3 million over 10 years
- As of January 2012, 46 passenger stations, 5 locations in GCT North and 10 employee facilities have beverage and/or snack vending machines, and the roll-out will continue throughout 2012 and beyond
- Coca-Cola "kiosks" at four GCT NEA locations were added in September 2011, creating additional new revenue

##### **Corporate Sponsorship for Commissary Sales Carts & Beverage Pouring Rights**

- Following a Metro-North/Long Island Rail Road joint RFP for the sponsorship of the commissary carts, the MTA Board awarded licenses to Anheuser-Busch and Coca-Cola. MNR Sponsorship fees have a value of \$400K over five years. The license agreement has been executed and the refurbishment of the bar carts is underway.

##### **MNR/LIRR ATM RFP**

- An RFP was issued in November 2011 for both Railroads. Proposals are due in mid-January 2012. The RFP will include approximately 32 additional ATM's at MNR stations.

## **Parking Project Status – Connecticut**

(CDOT Funded and Managed)

### ***Ongoing / Future:***

- **Fairfield Metro:** Construction of high level platforms and a pedestrian overpass at this station is complete as well as a highway bridge over the main line. The 1,400 space parking facility (Town project) is complete and the station opened on December 5, 2011.
- **Bridgeport:** Expansion of the Harbor Yard Garage in Bridgeport resulting in 500 net new spaces, with a post project station inventory of 1,400. Outstanding punch list items and administrative issues to be addressed before opening. CDOT and the City are finalizing administrative matters.
- **Stratford:** Town is currently designing an additional 125 space parking lot on eastbound, track 4 side of station – design completion anticipated spring 2012.
- **West Haven:** Station being constructed with approximately 660 surface spaces. Construction began in October 2010 and the anticipated construction completion date is the 4<sup>th</sup> Quarter of 2012.
- **New Haven:** Design scoping process complete for a new garage at Union Station. The environmental documents and preliminary design work (15% design) will be completed in 2<sup>nd</sup> Quarter of 2012. Revised project plan is to build a 670 - 800 space structure on the west end of the station. Continuing to look at combination parking expansion and development opportunities on the east side of the station.
  - Surface parking with approximately 600 spaces at the site of the former New Haven Coliseum is still available to the public. CDOT continues to operate shuttle service to Union Station serving this lot and the Temple Street garage.

## **5. SHOPS AND YARDS INVESTMENTS**

### **Harlem and Hudson Lines**

#### **Harmon Shop and Yard Rehabilitation**

Metro-North, as part of the significant reconstruction and modernization of the Croton-Harmon Shop completed the construction of Coach and Locomotive Shops in 2009 complementing previous improvements to yards and servicing facilities. These initial shops and yard investments have enabled Metro-North to better maintain and improve performance of our rolling stock fleet. Availability has increased and operating budget savings have been recognized.

#### ▪ **Consist Maintenance Facility (\$290.0 M)**

In the 4<sup>th</sup> Quarter 2009 as part of the Best Value review of Capital Program, Metro-North undertook an analysis/refinement. Priority will be given to construction of initial phase of EMU Shop replacement (consist tracks) and priority repairs to existing facilities.

- Consist Maintenance Facility would be completed in 2010-2014 Capital Program (5 years earlier)
- Priority repairs of the Harmon Main Shop commenced in the 4<sup>th</sup> quarter of 2011.
- Refinement of the initial review & design requirements of the Consist Maintenance Facility is ongoing.

#### ▪ **New Haven Line** (funded and managed by CDOT)

- The design for the expansion of the East Bridgeport Yard to store revenue trains is complete. Construction has begun; completion is anticipated for the 4<sup>th</sup> Quarter of 2012. (**\$48.8 M**)
- Renovations to the existing Electrical Multiple Unit (EMU) and the Critical System Replacement (CSR) Shops are complete. These renovations were needed to meet the current State building code, improve the working environment in the shops and offices, enhance safety, and extend the life of the buildings (**\$7 M**).
- The Component Change Out Shop (CCO) project is under construction and completion is anticipated in the 4<sup>th</sup> Quarter 2013. The new facility will provide the main shop and office complex for the New Haven Rail Yard, This work is ongoing with the design for the Central Distribution Warehouse, which will be built adjacent to and concurrently with the CCO (**\$220 M**)

#### ▪ **Brewster Roof Replacement (\$2.8 M)**

- This project includes repair and replacement of the roof of the Brewster Main Shop (Building #7). Various skylights will be installed as well to incorporate natural light into the shop environment reducing illumination requirements. This project has been awarded for construction in December 2011 and is scheduled for completion by December 2012.

#### ▪ **Port Jervis Yard Expansion (\$8.0 M)**

- Design of this project is complete.
- Construction will begin in the 1<sup>st</sup> quarter of 2014, pending funding availability.

## **6. MAJOR INFRASTRUCTURE INVESTMENTS**

### **Ongoing:**

#### ***Signal, Communications, Power and Track and Structures Improvements***

##### **Signal System Replacement**

###### ***New Haven Line:\** (\$36.0 M)**

- Replacement of outmoded outlying signal system on the New Haven Line is underway.
  - The pre-wired signal house contract was awarded and commenced in August 2009. Contract to install signal cable from Woodlawn to Riverside, Connecticut has been awarded and should be completed by January 2013.
  - CDOT has identified additional funding for design of system on the New Haven Line in Connecticut.

###### ***Upper Hudson:***

- Design of new high-capacity signal system, signal and communication cable and required track work from Croton-Harmon to Poughkeepsie based on the Hudson Line Joint User's Study was completed in the 2<sup>nd</sup> Quarter 2009.
  - Funding is required to implement.

##### **Positive Train Control (PTC) \* (\$197.0 M)**

PTC is a system designed to prevent train-to-train collisions, overspeed derailments, incursions into established work zones, and the movement of a train through a switch left in the wrong position. This unfunded federal mandate is required to be complete by December 31, 2015.

- Metro-North and LIRR have an extensive installation of signal systems that provide a high level of safety and reliability unrecognized by the legislation requiring PTC.
- Funding of \$187.1 million has been set aside in the 2010-2014 Capital Program (\$159.4 million is in the 2012-2014 portion of the plan).
  - Metro-North has acquired a portion of the radio spectrum needed for Manhattan, Bronx, Westchester, Putnam and Rockland Counties; radio spectrum still needed for Dutchess, Orange, Fairfield and New Haven Counties.
  - An RFP for the System Integrator joint with LIRR procurement will be advertised the 1<sup>st</sup> Quarter 2012 for Phase 1 (prequalification).
  - Work to proceed jointly with the LIRR on Phase 1 of a Test Track segment to investigate products for interoperability.
- The deadline of 2015 is extremely challenging particularly with this complex project.
- Metro-North, LIRR and other railroads continue to discuss these issues in Washington, seeking funding and recognition that the deadline should be reset until a successful pilot proving the technology is completed.

##### **West of Hudson Signal Improvements (\$55.0 M)**

This project includes installation of a new Cab Signal system replacing the existing older signal system for the Port Jervis Line between Suffern, NY (MP 31.3) and Sparrowbush, NY (MP 89.9). This initiative will enhance the level of safety on the line, provide for more reliable service and provide additional capacity. The project will begin in the 1<sup>st</sup> Quarter 2012.

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\* - Projects jointly funded with the Connecticut Department of Transportation (CDOT)

**Harlem and Hudson Power Improvements (\$58.0 M)**

This project includes various improvements to the DC traction power supply system on the Hudson and Harlem lines required to operate 10 car M-7 trains on the Upper Harlem Line, to improve reliability and add capacity to the traction power systems to accommodate increasing loads, to improve acceleration to maintain train schedules, and to add redundancy/reliability in the Park Avenue Tunnel.

- Design of the 86<sup>th</sup> and 110<sup>th</sup> Street substation improvements is underway. Property surveys and real estate acquisition is underway at Claremont Parkway in the Bronx.
- Design work and necessary real estate acquisition has been completed at seven of the ten locations proposed for the Harlem Line outside of New York City. Real estate acquisition is underway at the other three sites (some additional studies/design at these sites is required).
- Upon completion of the design at 86<sup>th</sup> and 110<sup>th</sup> Streets an implementation plan will be refined for construction of these priority sites as well as a new substation at Brewster. Funding is required in 2012.
- In addition, a program to upgrade existing DC Substations with larger circuit breakers and new protection & control systems begun under previous capital program at 15 sites. To date 13 sites have been completed. This will continue at an additional 18 sites. Contract documents for the second phase were awarded in December 2011 and construction is anticipated to start in mid-2012.

**New Haven Line Traction Power Improvements (New York State) (\$32.8 M)**

The Traction Power supply station at Mt Vernon NY (Bridge 23) will be replaced with a new facility for improved reliability and additional capacity. New York Power Authority is implementing this project as a turnkey design-build. The balance of the major equipment will be purchased in 2012 with construction starting in mid-2012.

**Structures Improvements****Harlem Line Capacity Improvements (\$29.9 M)**

Metro-North completed a capacity study of the Bronx segment of the railroad. Based on that study, Metro-North plans to construct a new interlocking located between Fordham and Botanical Garden Stations (CP 109) to improve capacity and reliability in this key segment of the railroad. Construction will begin this year and be completed in early 2014.

**Undergrade Bridge Program: (\$36.0 M)**

- The superstructure replacement of Bridge HU 32.81-Track 4 is anticipated to commence in 2012. The work will involve the installation of new superstructure steel, bearings and pedestals to accommodate the new superstructure.
- Painting of select undergrade bridges located on the Hudson, Harlem and the New Haven Lines will commence in 2012

**New Haven Line Improvements (Connecticut)****Danbury Line Signalization CTC Project (funded and managed by CDOT) (\$67.2 M)**

- CDOT and Metro-North are proceeding to signalize the entire branch with Traffic Control System (TCS) and cab signals. Key elements of this project include installing new signal enclosures and equipment at several locations, constructing two signal power substations and plowing in cable. Construction began in May 2010 and will be completed as follows:
  - Phase 1 (Norwalk to Wilton) is expected to be completed by the end of May 2012.
  - Phase 2 (Wilton to Branchville) is expected to be completed mid October 2012.
  - Phase 3 (Branchville to Bethel) is expected to be completed mid March 2013.
  - Phase 4 (Bethel to Danbury) is expected to be completed by the end of June 2013.

## New Haven Line Traction Power Investments (Connecticut)

(Funded and managed by CDOT, except where noted)

### Catenary Replacement (\$390.3 M; 2010-2014)

This project is critical to the future of the New Haven Line to ensure reliability and avoid problems experienced during the heat of this summer (sagging wire, stranded trains). Underway since 1991, the Catenary Replacement project will result in the full replacement of the original catenary first erected in 1907. The information below shows the status of catenary replacement in New York (100%) and Connecticut as of December 31, 2011:

Main Line Catenary Miles on the NHL (Note 1)	New York	44 miles
	Connecticut	<u>172</u>
	Total	216 miles
Main Line Catenary Miles Replaced	New York	44 miles (100%)
	Connecticut	<u>108 (63%)</u>
	Total	152 miles (70%)
Catenary Miles Out of Service (Whole Line)	New York	0 miles
	Connecticut	<u>7 (3%)</u>
	Total	7 mi. (3%)
Catenary Miles to be Done	New York	0 miles
	Connecticut	<u>50 (23%)</u>
	Total	50 mi. (23%)

Note 1: Excludes yards, sidings and New Canaan main track.

Metro-North and CDOT are working to expedite the remaining catenary work. The following work remains:

■ Ongoing:

- Phase A – Catenary C1B (CP248-CP255). Working to accelerate estimated completion in mid 2014. This includes three consecutive long term two track outages.
- Catenary Section C1A (CP41-CP248) and Catenary Section C2 (CP256-CP261) This work will be combined as one contract utilizing single track outages. Key undergrade bridge repairs will be performed. Estimated completion date of October 2015.

Supply Substation 1086:

- Project two be completed in two phases; first is for the utility, United Illuminating Company (UI) to construct interconnect facilities at the site including high voltage cables, disconnects, circuit breakers and a control house. This work was completed in November 2011. The UI portion of the substation is ready to deliver power to the railroad.
- Second half involves CDOT contractor to furnish and install step down transformers, Circuit breakers, control house, harmonic filter system and associated structures and cables, conduits for interconnection with the UI substation and the existing MNR 1086 Auto Transformer substation.
- CDOT awarded contract to McPhee who is working with vendors to fabricate components. Submittal / approval process is ongoing. Site construction begins in February 2012; Deliveries of major components begin in April 2012. Current projected in service date is 3<sup>rd</sup> / 4<sup>th</sup> Quarter 2012.

#### Other Power Improvements:

- Five Anchor Bridge type substations are to be replaced with new metal clad wayside switchgear. Construction contracts were awarded in December 2010 and completion is estimated for late 2013
- The west portion of the Supply substation at Cos Cob will be upgraded with larger transformers & feeders. Metro-North is managing this project with CDOT funding. Metro-North is finalizing the design for 3<sup>rd</sup> Party construction and is expected to award in the 1<sup>st</sup> Quarter of 2012. CT Light & Power are procuring the project transformers for installation in the 3<sup>rd</sup> Quarter of 2012.

#### **West of Hudson Track and Structures Improvements**

##### **Port Jervis Line (\$50.0 M)**

- Additional repairs to the Moodna Viaduct was awarded on February 25, 2011 and work commenced shortly thereafter and was approximately 70 percent complete by the end of 2011. The balance of the work is due to be completed by August 2012.
- Repairs to the Woodbury Viaduct will also be undertaken during the 2010-2014 Capital Program. Plans and specifications are complete and ready to be advertised in the second quarter of 2012 and will be awarded when funding is finalized.
- Since 2003, 48 miles of rail on the line have been replaced bringing the rail line to a State of Good Repair (SGR). The following work is ongoing:
  - SGR for ties will be achieved at the end of 2014 and cyclical maintenance will start in 2015.
  - 2012 Tie replacement will be between CP Harriman and CP Valley on the controlled siding, CP Hudson Jct and CP Hall on the controlled siding and Main Line between Salisbury Mills and CP Hudson Jct, CP OV and CP Sparrow. 28,000 ties in total.
  - 2012 switch replacement will be at CP Valley
  - Turnout replacement for upgrading passing sidings will continue in the 2010-2014 Capital Program.

#### **Metro-North Mentoring Program**

The MTA and its operating agencies, as part of a statewide initiative, are currently participating in a Mentoring Program that seeks to assist small businesses to develop tools, experience and credit-worthiness to succeed in bidding for and being awarded and completing larger public works projects in the future.

In the first year of the Mentoring Program (July 15, 2010 – July 14, 2011), Metro-North had a goal of \$1.0M of projects to be awarded to Small Businesses. At the end of the period two projects were awarded for a total of \$1.30M. The following projects were included in the first year of the Metro-North's Mentoring Program:

- Port Jervis Station Improvements- Phase I (\$0.7 M)
- Poughkeepsie Station Rehabilitation - Commuter Facility Improvements (\$0.6 M)

In the second year of the program, three additional projects at a combined total of approximately \$2.1 million have been added with project awards anticipated with the finalization of the 2012-2014 Capital Program. The projects are:

- Park Avenue Tunnel Renewal: Emergency exit repairs at 59<sup>th</sup> and 86<sup>th</sup> Streets (\$0.2 M)
- New Haven Line Stations project: Mamaroneck and Harrison - Remove existing platform guard rails and replace with new (\$0.9 M)
- New Haven Line Stations project: Mt Vernon East, Pelham, and New Rochelle - Remove existing platform guard rails and replace with new (\$1.0 M)

## **8. ACCESS IMPROVEMENTS AND CONNECTING SERVICES**

Highlights of the program are detailed below.

### **New York State**

#### **Bronx County**

**Current:** The Hudson Rail Link (HRL) for calendar year 2011 averaged 1,433 daily rides, a decrease of 3% compared to 2010, likely due to the loss of jobs during the recent recession.

Metro-North added a new reverse peak stop at the Hebrew Home For The Aged in June 2011 and received two new buses in September.

**Future:** For 2012, Metro-North plans to purchase two new buses as part of a cyclical replacement program to replace buses at the end of the vehicle's useful life of seven years. Tentative plans call for the purchase of two new buses each year through 2016.

Metro-North will continue to monitor HRL service and make any necessary adjustments to accommodate ridership demand.

#### **Westchester County**

**Current:** WCDOT bus/Metro-North rail coordination continues to provide station access and egress for both regular feeder services and on distributor services, serving employment sites. At 35 stations, feeder services provide approximately 4500 daily rides and 750 daily rides are provided on six distributor (WCDOT Shuttles) services serving three stations. Metro-North continues to coordinate with WCDOT on service related issues and emergency situations that may arise requiring rail/bus coordination.

#### **Putnam County**

**Current:** Ridership on the Mahopac - Croton Falls Shuttle through December, 2011 was 35 daily rides, an increase of 12% versus 2010.

**Future:** Metro-North will work with NYSDOT on ways to increase usage of the new Park & Ride facility on Rt. 6 in Mahopac.

#### **Dutchess County**

**Current:** Dutchess County LOOP service provides access to Beacon, New Hamburg and Poughkeepsie stations through December, 2011, ridership for the three stations averaged 89 daily rides, a 3% increase, from 2010.

The Ulster – Poughkeepsie LINK shuttle offering access to Poughkeepsie station from Ulster County, operates seven days a week, except major holidays, meeting 28 trains each weekday and up to 10 trains each weekend day at Poughkeepsie Station. Three strategically-located Park & Ride lots are in Rosendale, New Paltz and 9W/Highland. This service enhances access from Ulster County to Poughkeepsie station. In 2011 ridership continued to increase; average weekday ridership is 181 rides -- up 9% from 2010 -- and average weekend ridership is 67 rides -- down 2%) from 2010.

**Future:** Metro-North will work with Dutchess County, Ulster County and NYSDOT to monitor and promote these services to increase ridership.

### **Rockland County**

Current: The Tappan Zee Express (TZX) service averaged 942 weekday rides through October, 2011, a 3% decrease compared to 2010. Saturday TZX ridership averaged 266, a 1% increase over 2010.

The Haverstraw-Ossining Ferry averaged 452 daily rides in calendar year 2011, a 3% increase from 2010. A new dock was constructed at Ossining in June.

Funding: The ferry service is fully funded through state and federal grants. Metro-North and NYSDOT have finalized a two-year funding plan to keep the ferry service operating through December 2012.

### **Orange County**

Current: In 2011, the Newburgh-Beacon Ferry averaged 306 daily rides, the same ridership as in 2010. Ridership for 2011 was strongly affected by the weather; during the first quarter, large amounts of ice resulted in substitute busing, and damaged the Newburgh dock inhibiting our ability to resume ferry service until late March. In the fall, the Port Jervis Line disruption caused by Hurricane Irene resulted in a surge in ferry ridership from September through November.

The Newburgh-Beacon Shuttle provides station access between Orange County and Beacon station serving Stewart Airport and Route 17K Park & Ride, Newburgh. For calendar year 2011, weekday shuttle ridership averaged 187, a 6% increase compared to 2010.

Effective August 1, 2011, Newburgh-Beacon Shuttle mid-day and weekend service was eliminated by NYSDOT due to low ridership. Also, service to Stewart International Airport is subject to cancellation if ridership on this section of the route does not improve.

Funding: The ferry and the shuttle combined provide almost 500 daily rides and offer Orange County residents a choice of access mode. The ferry service is fully funded through state and federal grants. A funding agreement with NYSDOT expires late 2012.

### **Connecticut**

Current: HARTransit experienced increases on all three of its shuttles: Ridgefield-Katonah Shuttle daily rides averaged 204 in 2011 (+4%), and Southeast – New Fairfield Shuttle averaged 57 daily rides (+43%). Danbury-Brewster Shuttle ridership averaged 347 daily rides in 2011, an 18% increase vs. 2010.

Future: Metro-North continues to work with NYSDOT and HARTransit to promote the connecting bus service from New Fairfield to the Southeast Station. Further, Metro-North will continue to work with HARTransit, NYSDOT and CDOT to expand the parking availability on the Ridgefield-Katonah service in Ridgefield, CT and South Salem, NY, where the lots are currently at capacity.

## **SECTION B**

### **Strategic and Critical Projects\***

This section of the document updates the status of the September 2011 report on projects which the Metro-North determined to be the most significant and strategic initiatives for the future. These projects will contribute to the expansion of mass transportation service for residents and open opportunities for jobs and services within the region.

#### **Penn Station Access**

**Background:** Metro-North is preparing an Environmental Assessment for the provision of service from the Hudson and New Haven Lines directly to Penn Station New York using existing infrastructure. The routing of this service from the Hudson Line would be via Amtrak's Empire Line and from the New Haven Line via Amtrak's Hell Gate Line. The project would include some infrastructure improvements on these lines within the existing rights of way and the purchase of rolling stock.

This proposal also includes the construction of new intermediate stations within the existing rail rights of way in areas of New York City that are not currently served by regional rail service. These stations would be located along Amtrak's Empire Line in the vicinity of West 125th Street and the Upper West Side of Manhattan, and along Amtrak's Hell Gate Line in the vicinity of Co-Op City, Morris Park, Parkchester and Hunts Point in the eastern Bronx. The Morris Park station was recently added to the study in response to recent economic development in the area and strong community support.

Metro-North is also participating in the MTA-managed coordinated service plan/simulation of Penn Station NY operations for future services. LIRR, Amtrak and New Jersey Transit are also involved in the study. Service plan outputs from this coordinated simulation effort will be used as inputs into Metro-North's environmental review.

**Progress to Date:** Coordination with the Penn Station operators continues regarding future service plans through the MTA managed Penn Station service plan/simulation study.

#### **Next Steps:**

- Obtain results from MTA Penn Station Operations Study (2012)
- Publish the Environmental Assessment (2013)

#### **West of Hudson Regional Transit Access Study**

**Background:** The West of Hudson Regional Transit Access Study (WHRTAS) Alternatives Analysis (AA) is evaluating alternatives for improved commuter transit services between Eastern Orange County and Manhattan; and improved transit access to Stewart International Airport (SWF) from the mid-Hudson Valley and New York City.

Metro-North has divided the AA into two phases. Phase 1 involved the screening of a long list of alternatives including commuter rail, express bus, bus rapid transit, light rail, and ferry services that will potentially serve the needs of both the commuter and airport markets in the study corridor. The result was a short list of alternatives on which more detailed evaluations will be performed during Phase 2 to determine a Locally Preferred Alternative (LPA). A comprehensive outreach program will be undertaken that includes the formation of a Technical Advisor Committee (TAC), and opportunities for input by stakeholders and the general public.

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\* Excludes Tappan Zee Hudson River Crossing Project now being managed by the New York State Thruway Authority and the New York State Department of Transportation

Progress to Date:

Phase 1 of the Study is now complete. Phase 2 of the Study is now underway.

The following alternatives will be further evaluated by the Consultant team during Phase 2:

- Direct Regional Bus Alternatives serving Mid-Hudson Valley and NYC;
- Direct Commuter Rail Alternative to SWF from Port Jervis Line (PJL);
- Combination Commuter Rail (on PJL) and bus/BRT (between Salisbury Mills Station and Stewart Airport);
- Combination Commuter Rail (on the Hudson Line) and bus/BRT (between Beacon Station and Stewart Airport);
- Transportation Demand Management/Transportation Systems Management measures.

The preliminary results of the Consultant's evaluation were presented to the Technical Advisory (TAC) Committee on July 13, 2010 and to the public at a July 20, 2010 "Open House."

The Phase 1 'Definition of Alternatives and Analysis Report' was submitted to the Federal Transit Administration during the 4<sup>th</sup> Quarter 2011. While the Phase 1 Report is still being finalized, Metro-North has exercised its option to proceed with work on Phase 2 of WHRTAS. Work is now underway on various elements of the Phase 2 scope including, data collection, aerial mapping, and transportation demand forecasting.

Although the project may not be built for many years, completion of the environmental process is necessary in order to preserve a right-of-way (ROW) from the Salisbury Mills Station on Metro-North's Port Jervis Line to the Airport for future rail use. Both Orange County and the affected municipality, the Town of New Windsor, are not only supportive of the rail extension, but have advised Metro-North and the Port Authority on ways they can help to protect the ROW in light of the development beginning to reoccur in the area.

Next Steps:

- Finalize the Phase I Report (1<sup>st</sup> Quarter 2012)
- Continue work on Phase 2 alternatives analysis (Expected completion 2<sup>nd</sup> Quarter 2013)
- Continue efforts to protect ROW

**West of Hudson Improvements Project**

**Background** - As a parallel effort to Phase 2, Metro-North will be studying the West of Hudson Improvements to address the infrastructure needs of the Port Jervis Line. Until the recent economic downturn, ridership on the Port Jervis Line had experienced substantial growth. It is anticipated that this growth will continue in the future. In order to address the expected ridership increases, the following improvements must be addressed: the purchase of additional rolling stock; the construction of a second track between Sloatsburg and Salisbury Mills, additional passing sidings to Port Jervis and related signal, station and parking improvements; and the creation of a new mid-point yard.

The potential benefits would be: the ability to provide additional service on the PJL, including, zonal, express, and reverse peak; reducing operating costs; and providing more efficient maintenance and operations for both Metro-North and New Jersey Transit.

Progress to Date:

- Metro-North has initiated steps to identify several potential yard locations and to assess required Port Jervis Line infrastructure improvements (e.g. double track).
- An inter-departmental Metro-North team has been formed for a coordinated determination of a location for a mid-point yard and its size.
- The Consultant has mapped the Port Jervis Line and adjacent land generally from Harriman to Middletown.

Next Steps:

- The Consultant will continue its analysis of the Corridor and related transportation infrastructure.
- The Consultant will determine Mid-Point Yard design requirements based on its consultation with Metro-North and selected outside advisers.
- Select one or two optimal yard locations to be evaluated in a succeeding Environmental Review.
- Complete assessment of the required Port Jervis Line infrastructure improvements (Expected completion – September 2012)

## PLANNING STUDIES – CDOT

### **Danbury Branch Commuter Rail Corridor – Draft/Final Environmental Impact Statement**

**Background:** CDOT is developing an FTA Alternatives Analysis, Draft Environmental Impacts Statement (DEIS) and Final Environmental Impact Statement [FEIS] of potential improvements to address two regional concerns: automobile congestion in the Route 7 and I-95 corridors in southwestern Connecticut, and how to improve the effectiveness of the Danbury Branch as a transportation alternative to other adjacent north/south corridors such as the Harlem Line. Metro-North is providing technical assistance and participating on the Technical Advisory Committee. Information is posted on the study web site at: [www.danburybranchstudy.com](http://www.danburybranchstudy.com).

### **Next Steps:**

- Publish Draft EIS for Agency/Administrative Review: Winter, 2011
- Publish Draft EIS for Public Review: Winter, 2011
- DEIS Public Meetings: Winter, 2011 (approximately one month after publication)
- DEIS Public Review/Comment Period: Winter 2011/Spring 2012
- Publish FEIS: Spring 2012

### SECTION III Capital Program

Launched in the summer of 2010, the MTA's Gates review process is utilized for review and examination of each capital project before that project is approved to be initiated. The review process requires that key analytic criteria be met at various stages or "Gates" in a project's lifecycle, including project initiation, project design, project award, and completion. Various analytic tools are brought to bear, such as review of the project's impact on an agency's operating budget, review of alternatives and their impact on schedule and budget, and for certain large, complex projects, detailed risk assessments.

#### Gates Status

2010-2011 Metro-North Gate Status						
Project Description			Funding 2010 / 2011 \$M	TYPE (Study / Procurement / Design / Const)	Date Submitted to MTA	MTA Approved Date
Gates Approved Projects						
2005-2009 Capital Program	M502-01-08	GCT Water Conveyance Utilities Improvements - Water Tank	1.13	Construction	November 2010	December 2010
	M502-02-02	Croton Harmon/Peekskill Station Improvements	15.50	Construction	September 2010	September 2010
	M502-02-06	Station Building Rehabilitation - Code Compliance	0.35	Design	August 2010	September 2010
	M502-02-09	Bronx Stations/Capacity Improvements-CP109	1.10	Design	August 2010	February 2011
	M503-01-02	Turnouts Mainline/High Speed - CP 153 PH2	1.25	Construction	September 2010	October 2010
	M503-01-05	MoW Equipment - Purchase excavator	0.05	Procurement	July 2010	September 2010
	M503-02-18	Systemwide Flood Control	0.40	Design	July 2010	August 2010
	M505-01-11	Renewal Harlem & Hudson Substations	11.10	Procurement	September 2010	September 2010
	M505-01-01	Substation Bridge 23	6.50	Procurement	June 2010	August 2010
	M506-01-07	Shops/Yards Misc Envir Impr-Mott Haven Fuel Pad	1.20	Construction	August 2010	September 2010
	M508-01-09	Customer and Employee Communications Projects - Study	0.55	Study	April 2011	May 2011
2010-2014 Capital Program	M602-01-01	GCT Trainshed/Tunnel Structure	8.50	Design	September 2010	September 2010
	M602-01-02	Park Avenue Tunnel	7.50	Construction	September 2011	October 2011
	M602-02-06	New Haven Line Station Phase II	34.50	Construction	March 2011	July 2011
	M603-01-02	Turnouts - Mainline/Highspeed	14.70	Construction	February 2011	March 2011
	M603-01-03	GCT Turnouts/Switch Renewal	1.24	Construction	March 2011	March 2011
	M603-01-04	Turnouts - Yards/Sidings	0.80	Construction	March 2011	April 2011
	M603-01-04	Turnouts - Yards/Sidings	2.20	Construction	September 2010	October 2010
	M603-01-05	M o f W Equipment/RS	4.00	Procurement	December 2010	February 2011
	M603-01-07	Rock Slope Remediation	2.00	Design	August 2010	August 2010
	M603-01-09	Rebuild Retaining Walls	1.50	Design	August 2010	September 2010
	M603-01-11	2011 Cyclical Track Program	13.00	Construction	March 2011	April 2011
	M603-02-01	Replace Timbers Undergrade Bridges	1.40	Construction	August 2010	September 2010
	M603-02-02	Rehab Culverts/Railtop Culvert	1.80	Construction	August 2010	September 2010
	M603-02-03	Right of Way Fencing	0.30	Construction	August 2010	August 2010
	M603-02-04	Replace DC Substation/Signal House Roofs	0.70	Construction	October 2010	November 2010

M603-02-05	Bridge Walkways Installation	0.50	Construction	September 2010	September 2010
M603-02-06	Remove Obsolete Facilities	1.00	Construction	September 2010	September 2010
M603-02-07	Specialized Structure Equipment	0.90	Procurement	October 2010	October 2010
M603-02-09	Employee Welfare Facilities	3.00	Construction	April 2011	May 2011
M603-02-10	Replace/Repair Undergrade Bridges Program	7.50	Construction	April 2011	May 2011
M603-02-11	Harlem River Lift Bridge Cable Design	0.70	Design	January 2011	February 2011
M603-02-12	Overhead Bridge Program - E of H (2010)	0.90	Construction	August 2010	August 2010
M603-02-12	Overhead Bridge Program - E of H (2011)	2.00	Construction	June 2011	August 2011
M603-02-13	Catenary Painting	0.50	Design	June 2011	June 2011
M603-03-01	West of Hudson Track Program (2010)	4.15	Construction	July 2010	July 2010
M603-03-01	West of Hudson Track Program (2011)	4.23	Construction	July 2011	July 2011
M603-03-03	Moodna/Woodbury Viaduct	6.50	Construction	August 2010	September 2010
M603-03-05	West of Hudson Replace/Renew Undergrade Bridges	2.40	Construction	October 2010	December 2010
M604-01-02	West of Hudson Signal Improvements	55.4	Procurement / Construction	September 2011	November 2011
M604-01-03	Replace Fiber/Communication & Signals Cables (2010)	1.00	Procurement / Construction	September 2010	October 2010
M604-01-04	Replace Field Code System - Mott Haven (2010)	0.35	Design / Procurement	September 2010	October 2010
M604-01-04	Replace Field Code System - Mott Haven (2011)	0.53	Design / Procurement	June 2011	July 2011
M604-01-05	Crossing Upgrades - Phase 2	1.00	Procurement / Construction	September 2010	November 2010
M604-01-06	Centralized Train Control/ SCADA Intrusion Testing	0.37	Study	August 2010	August 2010
M604-01-07	Refurbish/Replace Electrical Switch Machine	0.20	Construction	September 2010	October 2010
M604-01-08	Design/Replace Harlem and Hudson Track Relays (2010)	0.25	Study	December 2010	December 2010
M604-01-08	Design/Replace Harlem and Hudson Track Relays (2011)	0.35	Study	November 2011	November 2011
M604-01-09	Replace High Cycle Relays (2010)	0.12	Procurement / Construction	September 2010	October 2010
M604-01-09	Replace High Cycle Relays (2011)	0.13	Procurement / Construction	May 2011	June 2011
M604-01-11	PBX Equipment Upgrade	1.47	Procurement / Construction	August 2010	October 2010
M604-01-13	Rolling Stock Radio & PA Equipment(2010-11) includes \$200K transfer from M604-01-10	0.25	Procurement / Construction	July 2011	July 2011
M604-01-14	Radio Base Station Replacement	0.25	Procurement / Construction	August 2010	September 2010
M604-01-14	Radio Base Station Replacement	0.50	Procurement / Construction	May 2011	May 2011
M604-01-16	Radio Frequency Rebanding(2010)	0.51	Procurement / Construction	August 2010	August 2010
M604-01-16	Radio Frequency Rebanding(2011)	1.58	Procurement / Construction	May 2011	May 2011
M605-01-01	Substation Bridge 23 (with 505-01-01)	32.80	Procurement / Design / Construction	June 2010/ Nov 2011	August 2010 /Nov 2011

	M605-01-02	Renewal Harlem & Hudson Substations - Procurement/Construction	8.00	Procurement / Construction	September 2010	September 2010
	M605-01-05	Replace Substation Batteries	0.40	Construction	September 2010	October 2010
	M605-01-08	Replace 3rd Rail Sectionalizing Switches	1.30	Construction	September 2010	October 2010
	M605-01-09	Replace 3rd Rail Brackets - Park Avenue Tunnel	6.00	Construction	March 2011	March 2011
	M606-01-01	Harmon Shop Improvements	17.71	Construction	February 2011	March 2011
	M608-01-01	Systemwide Lead/Asbestos Abatement	1.00	Construction	July 2011	July 2011
	M608-01-02	Environmental Remediation	0.40	---	July 2011	July 2011
	M608-01-06	Program Administration	8.00	---	September 2010	September 2010
	M608-01-06	Program Administration	8.50	---	March 2011	March 2011
	M608-01-07	Program Scope Development (2010)	2.32	---	August 2010	August 2010
	M608-01-07	Program Scope Development (2011)	2.32	---	April 2011	August 2011


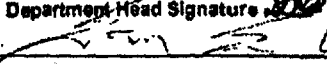




**LONG ISLAND/METRO-NORTH  
COMMITTEES**

**PROCUREMENTS**

**FOR**

**BOARD ACTION**

**February 29, 2012**

<b>Subject</b> Request for Authorization to Award Various Procurements						<b>Date</b> February 28, 2012			
<b>Department</b> Procurement and Logistics - LIRR						<b>Department</b> Law and Procurement - MTACC			
<b>Department Head Name</b> Dennis L. Mahon, Chief Procurement and Logistics Officer						<b>Department Head Name</b> Evan M. Eisland, Senior Vice President and General Counsel			
<b>Department Head Signature</b> 						<b>Department Head Signature</b> 			
<b>Department</b> Procurement and Material Management - MNR									
<b>Department Head Name</b> Anthony J. Bombace, Jr., Sr. Director, Procurement & Material Management									
<b>Department Head Signature</b> 									
<b>Board Action</b>						<b>Internal Approvals</b>			
Order	To	Date	Approval	Info	Other	Order	Approval	Order	Approval
1	LIRR/MNR Committee	2.27.12				X	President, LIRR	3/9/12	
2	MTA Board	2.28.12				X	President, MNR		
						X	President, MTACC	2/28/12	

**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:**

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

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

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

LIRR proposes to award Competitive procurements in the following categories:

**Schedules Requiring Majority Vote**

Schedule G: Miscellaneous Service Contracts

	# of Actions	\$ Amount
	1	\$3,842,350
<b>SUBTOTAL:</b>	<b>1</b>	<b>\$3,842,350</b>

MNR proposes to award Competitive procurements in the following categories:

**Schedules Requiring Majority Vote**

Schedule G: Miscellaneous Service Contracts

	# of Actions	\$ Amount
	2	\$652,420
<b>SUBTOTAL:</b>	<b>2</b>	<b>\$652,420</b>

**MTACC proposes to award Competitive procurements in the following categories:**

Schedules Requiring Two-Thirds Vote

Schedule B: Competitive Request for Proposal

	<u># of Actions</u>	<u>\$ Amount</u>
	1	\$TBD
<b>SUBTOTAL:</b>	1	\$TBD

Schedules Requiring Majority Vote

Schedule I: Modifications to Purchase and Public Work Contracts

	<u># of Actions</u>	<u>\$ Amount</u>
	2	\$1,372,342
<b>SUBTOTAL:</b>	2	\$1,372,342

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

**MNR proposes to award Ratifications in the following categories:**

Schedules Requiring Majority Vote

Schedule K: Ratification of Completed Procurement Actions

	<u># of Actions</u>	<u>\$ Amount</u>
	1	\$27,589
<b>SUBTOTAL:</b>	1	\$27,589

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

<b><u>TOTAL:</u></b>	<b>7</b>	<b>\$5,894,701</b>
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The contractors noted above and on the following Staff Summary Sheets have been found in all respects responsive and responsible, and are in compliance with State laws and regulations concerning procurements.

**BUDGET IMPACT:**

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

**RECOMMENDATION:**

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

## METROPOLITAN TRANSPORTATION AUTHORITY

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

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

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

NOW, the Board resolves as follows:

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

**FEBRUARY 2012**

**MTA LONG ISLAND RAIL ROAD**

**LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

*Procurements Requiring Majority Vote*

**Schedule G: Miscellaneous Service Contracts**

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

<b>1. HAKS, Engineering</b>	<b>\$2,520,064 (NYCT \$2,388,950; MNR \$131,114)</b>
<b>Tectonic Engineering</b>	<b>\$1,292,616 (NYCT \$997,820; LIRR \$294,796)</b>
<b>Haider Engineering</b>	<b>\$ 17,075 (LIRR)</b>
<b>Advance Testing Co.</b>	<b><u>\$ 12,595 (MNR)</u></b>
	<b>\$3,842,350 Est.</b>

In accordance with MTA All-Agency Procurement Initiatives, and pursuant to competitive bidding, the MTA Long Island Rail Road (LIRR) on behalf of itself, New York City Transit Authority (NYCTA) and MTA Metro-North Railroad (MNR) requests MTA Board approval to award six (6) separate Miscellaneous Service Contracts, as detailed below, for concrete testing and inspection services in the combined, estimated amount of \$3,842,350. These renewal contracts will each be issued for a term of five (5) years, beginning March 1, 2012, through February 28, 2017. Services will be performed for two stages of concrete to be used in MTA construction projects; Cylinder Testing and Field Testing ("Cylinder Testing") are conducted on concrete upon arrival at the construction site, while Batch Plant Inspection and Witnessing Concrete Mix Design ("Batch Plant") is conducted on concrete prior to delivery and at the time concrete is mixed and loaded at the concrete Batch Plant. Due to differences in testing requirements and large geographic regions, the agencies used their own Price Schedules, each divided into two sections to address the two stages of concrete testing. While contractors were allowed to bid on any or all Price Schedules, in order to avoid any potential conflict of interest, the terms of this solicitation stipulated that no contractor could be awarded both Cylinder and Batch Plant testing services for any individual agency. The solicitation was advertised in the NYS Contract Reporter on June 10, 2011 and in the New York Post on June 16, 2011. Seven bids were received from Twin Peaks, Inc., Universal Testing & Inspection, Certified Testing Lab, HAKS, Tectonic Engineering, Advance Testing Co., and Haider Engineering. No less than three (3) bids were received for each agency. Twin Peaks submitted a bid of \$1,396,850 for NYCT's Batch Plant inspection work. However, the bid was determined to be non-responsive as it was received unsigned, and did not include the required management employee information, testing and lab accreditations, field inspector and lab technician certifications, resumes and experience. As a result, a unilateral price adjustment was requested and received from the next eligible low bidder, HAKS, Engineering. HAKS reduced their bid by \$700,042 from \$3,088,992 to \$2,388,950, which is lower than the bids of \$3,112,675 from Advance Testing and \$3,293,475 from Haider Engineering. Rates are fixed for each of the five years of the contract, and are based on estimated quantities of inspections and tests. The costs of these contracts are 16% less than the joint agency aggregate estimates, which were based on previous rates; and are deemed to be fair and reasonable. The other agency contracts are being awarded to the lowest bidders. These Contracts will be funded by each agency's Operating Budget.

**FEBRUARY 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. **Walco Electric Company** **\$177,420 (estimated)**  
**Repair and Return of Gear Box Shells**

Approval is requested for a competitively solicited 2-year miscellaneous service contract (7 bids received) for the pick-up, repair, and delivery of an estimated sixty (60) gear box shells used on MNR's M-2/M-3/M-4/M-6 Commuter Railcar Fleet. The solicitation was based on the projected amount of gear box shells requiring repair and the unit prices to accomplish these repairs. The services are required to maintain the efficient and safe operation of MNR M-3 fleet and MNR's M-2/M-4/M-6 fleets, until their anticipated retirement in the coming years.

Walco Electric Company was deemed the lowest responsive and responsible bidder. A comparison of prices from the previous agreement ('09-'11) with the new 2-year agreement reflects a decrease in unit cost of 8.9%. Pricing is fixed for the new 2-year contract period and is deemed to be fair and reasonable. The total not-to-exceed amount of this contract will be \$177,420. This procurement is to be funded by the MNR Operating Budget.

2. **CR Quality Services, Inc. (CRQS)** **Metro-North Railroad \$350,000 (estimated)**  
**Inspection Services – Ties and Timber** **Long Island Rail Road \$125,000 (estimated)**

Approval is requested for a competitively solicited (MNR-led joint procurement with LIRR) (3 bids received), 5-year miscellaneous service contract for at-plant inspection services of railroad ties and timber for MNR and LIRR projects. The solicitation was based on an all-inclusive daily billing rate applied to the estimated number of visits or inspections to be performed for ties and timber at various production sites.

CR Quality Services, Inc. (CRQS), the low bidder, and the incumbent vendor for these services, will provide quality control testing, evaluation and reports of unfinished timber and finished ties, including switch and bridge timber and cross and bracket ties at the designated manufacturer's production facilities to ensure that items are produced in accordance with A.R.E.M.A. (American Railway Engineering and Maintenance of Way) specifications and in accordance with American Wood Preserver's Association (AWPA) Standards. CRQS will review the ties and timber at various critical stages of their manufacture in order to evaluate material and dimensional quality, and upon final inspection, provide a report detailing performance evaluation information.

The cost of these services has increased 2% per year comparing the midpoint of the two contracts. The total award for both Railroads is estimated at \$475,000 for the 5-year period (MNR = \$350,000 and LIRR = \$125,000). These procurements are funded by each Railroad's Operating Budget.

February 2012

**LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

**Procurements Requiring Majority Vote**

**B. Competitive Request for Proposal**

(Staff Summaries required for items requiring Board Approval)

1. **To Be Determined** **\$ To Be Determined** **Staff Summary Attached**  
**Contract No. VS086**  
 MTACC requests that the Board adopt a resolution declaring that competitive bidding is impractical or inappropriate and that, pursuant to Subdivision 4(f) of Section 1265-a of the Public Authorities Law and Article III(A)(6) of the All Agency Procurement Guidelines, it is in the public interest to issue a competitive Request for Proposal ("RFP"), for System Package 3 – Tunnel Signal Procurement Package, for the East Side Access Project.
  
1. **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)
  
2. **Tutor Perini Corporation** **\$ 713,342** **Staff Summary Attached**  
**Contract No. CQ032**  
**Modification No. 6**  
 Pursuant to Article IX of the All-Agency Procurement Guidelines, Board approval is requested to modify the Contract to provide for temporary support of the conveyor system in use on Contract CM019 and other related work, so that construction of the B10 Substation can proceed simultaneously with the work on adjacent contract CM019. Funding is available in the Contract's contingency and there will be no increase to the overall Project's budget.
  
3. **Schiavone/Kiewit, JV** **\$ 659,000** **Staff Summary Attached**  
**Contract No. CQ039**  
**Modification 15**  
 Pursuant to Article IX of the MTA All-Agency Procurement Guidelines, MTACC seeks Board approval to modify the contract for the relocation of utilities. Funding is available in the Contract's contingency and there will be no increase to the overall Project's budget.

# Schedule B: Competitive Requests for Proposals



## Staff Summary

<b>Item Number:</b> 1						<b>SUMMARY INFORMATION</b>	
<b>Dept &amp; Dept Head Name:</b> Law & Procurement; E. Eisland						<b>Vendor Name</b> RFP Authorizing Resolution	
<b>Division &amp; Division Head Name:</b> Procurement, D. Cannon <i>Daniel X Cannon</i>						<b>Contract Number</b> VS086	
<b>Board Reviews</b>						<b>Description</b> System Package 3 – Tunnel Signal Procurement Package	
Order	To	Date	Approval	Info	Other	<b>Total Amount</b> N/A	
1	Metro North & LIRR Committee	2/27/12	X			<b>Contract Term (Including Options, if any)</b> TBD Months	
2	Board	2/29/12	X			<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>Internal Approvals</b>						<b>Renewal?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Order	Approval	Order	Approval	<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive			
2	Executive Vice President	3	President	<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:			
1	Sr. VP & Program Executive, ESA			<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:			

### I. PURPOSE/RECOMMENDATION

To request and recommend that the Board adopt a resolution declaring that competitive bidding is impractical or inappropriate and that, pursuant to Subdivision 4(f) of Section 1265-a of the Public Authorities Law and Article III(A)(6) of the All Agency Procurement Guidelines, it is in the public interest to issue a competitive Request for Proposal ("RFP"), for System Package 3 – Tunnel Signal Procurement Package, VS086, for the East Side Access Project ("ESA").

### II. DISCUSSION

The VS086 Contract will require the contractor to furnish signal equipment and wayside signal enclosures for the GCT Tunnel Central Instrument Rooms (CIRs) and wayside locations of the East Side Access Project. The equipment will be installed under future contracts CS284 - Tunnel Systems, and CS179 - Tunnel Facilities Systems, however, the VS086 contract will require that the contractor provide installation and integration related support.

The equipment specifications will be performance based, which will allow potential suppliers to propose products/systems of their choosing. However, the equipment must be compatible with the existing LIRR signal equipment and the LIRR Positive Train Control design and must conform to FRA guidelines (Code of Federal Regulations, Title 49, Part 236). Thus, it is in the best interest of MTACC and the public to be able to consider factors, such as compatibility, technical application, staff qualifications, past performance and schedule adherence in addition to compliance and cost. It is for this reason that the RFP process is recommended for this contract.

Proposals will be reviewed against the MTACC established evaluation criteria, with the technical submittals being reviewed first, followed by review of the cost proposals for those proposers that satisfy the technical proposal requirements. Award will be made to the proposer whose proposal as a whole best meets the stated selection criteria.

### III. D/M/WBE

The DBE goals for this contract have not been determined at this time.

### IV. IMPACT ON FUNDING

Funding for this Contract will be from the Capital Program.

### V. ALTERNATIVES

The use of a sealed bid process would not provide sufficient opportunity to evaluate compatibility with the existing LIRR systems and FRA Guidelines, technical application, staff qualifications, past performance and schedule and, therefore, is not recommended.

**Schedule I: Modifications to Purchase and Public Work Contracts**

Item Number: 2

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

Contract Number	AWO/Modification #
CQ032	6
<b>Original Amount:</b>	
\$ 147,377,000	
<b>Prior Modifications:</b>	
\$ (150,000)	
<b>Prior Budgetary Increases:</b>	
\$ 0	
<b>Current Amount:</b>	
\$ 147,227,000	
<b>This Request</b>	
\$ 713,342	
<b>% of This Request to Current Amount:</b>	
0.48%	
<b>% of Modifications (Including This Request) to Original Amount:</b>	
0.38%	

**Discussion:**

Pursuant to Article IX of the All-Agency Procurement Guidelines, Board approval is requested to modify the Contract to provide for temporary support of the conveyor system in use on Contract CM019 and other related work, so that construction of the B10 Substation can proceed simultaneously with the work on CM019.

This contract, for the East Side Access ("ESA") Project, is for the structural and architectural rehabilitation of existing facilities along the 63<sup>rd</sup> Street Tunnel, which includes, among other things, construction of the B10 Substation. The solicitation for this Contract was publically advertised and was awarded to the lowest responsive and responsible bidder, Tutor Perini Corporation ("Perini") on August 5, 2011. In accordance with Article IX of the All-Agency Procurement Guidelines, Board approval is requested to modify the Contract to provide for temporary support of the conveyor system in use on Contract CM019 and other related work, so that construction of the B10 Substation can proceed simultaneously with the work on CM019.

During a program risk assessment, delay in the completion of the B10 substation was identified as a schedule risk to multiple follow-on contracts. Accordingly, MTACC is coordinating the contracts and schedules within the area in order to accelerate construction of the B10 Substation. The conveyor in use on CM019 runs through the footprint of the B10 Substation building and its existing support system interferes with construction of the B10 substation. This Modification will address this conflict by removing the conveyor concrete spread footing and installing a mini-pile foundation system to support the conveyor that does not interfere with the construction of the B10 Substation. Approval is sought in a separate Staff Summary to relocate utilities, which is also necessary for the B10 Substation construction work to proceed.

The Contractor submitted a cost proposal in the amount of \$950,467. MTACC's estimate was \$672,493. Negotiations were held and the parties agreed to cost proposal in the amount of \$713,342 for the work. The negotiated cost is considered to be fair and reasonable and it falls within ten percent (10%) of MTACC's estimate. Funding is available in the Contract's contingency and there will be no increase to the overall Project's budget.

Once the work in this Modification and the utility relocation work have been completed, Tutor Perini will proceed with the B10 Substation work as originally intended by this Contract.

## Schedule I: Modifications to Purchase and Public Work Contracts



Item Number: 3

<b>Vendor Name (&amp; Location)</b>	
Schlavone/Kiewit, JV	
<b>Description</b>	
Northern Blvd. Crossing	
<b>Contract Term (including Options, if any)</b>	
910 Days	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> n/a	
<b>Procurement Type</b>	<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
<b>Solicitation Type</b>	<input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
<b>Funding Source</b>	
<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b>	
East Side Access, A. Paskoff, P.E.	

Contract Number	AWO/Modification #
CQ039	15
<b>Original Amount:</b>	
	\$ 84,950,000
<b>Prior Modifications:</b>	
	\$ 11,499,540
<b>Prior Budgetary Increases:</b>	
	\$ 0
<b>Current Amount:</b>	
	\$ 96,149,540
<b>This Request</b>	
	\$ 659,000
<b>% of This Request to Current Amount:</b>	
	0.6%
<b>% of Modifications (including This Request) to Original Amount:</b>	
	14.3 %

**Discussion:**

Pursuant to Article IX of the All-Agency Procurement Guidelines, Board approval is requested to modify the Contract to relocate the utilities for this contract, which are interfering with construction of the B10 Substation.

This competitively solicited and negotiated contract was awarded on February 3, 2010. The scope of work under this Contract includes, but is not limited to, excavation beneath Northern Boulevard, provision and maintenance of temporary construction services and facilities, design and installation of ground treatment, ground freezing, and underpinning systems, and design for support of excavation, sequence, initial support and lining systems.

The completion of the B10 substation which is to be constructed under Contract CQ032 has been identified through risk assessment as a schedule risk to multiple follow-on contracts. Accordingly, MTACC is coordinating contracts and schedules so that the CQ032 contractor can accelerate construction of the B10 Substation. Currently, the electrical panel conex box, electrical lines, and other utilities which provide temporary construction service for Contract CQ039 are located within the footprint of where the adjacent contract CQ032 B10 Substation foundation is to be constructed. This modification is for the relocation of the CQ039 electrical conduits and other utilities to an area outside of the CQ032 B10 Substation footprint which will allow construction of the B10 substation to begin.

The Contractor submitted a cost proposal for this work in the amount of \$1,489,551. The contractor's estimate assumed the need to supply temporary power by way of electric generators over an eight week period. MTACC believes that the use of generators will only be required for approximately five days and MTACC's estimate of \$438,405 included only five days of temporary power support. MTACC's cost estimate without any days of temporary power support is \$348,885.

Negotiations were held and the parties agreed to a cost of \$380,000 for the work outlined above without temporary power support, which is considered fair and reasonable as it falls within ten percent (10%) of MTACC's estimate. The parties further negotiated a daily rate for running the job site on temporary power of \$17,800/day plus Con Edison's fees. The amount of this request includes the negotiated price of \$380,000 plus an allowance for 14 days of temporary power support and Con Edison's fees for that period. The negotiated cost is considered fair and reasonable. Funding is available in the Contract's contingency and there will be no increase to the overall Project's budget.

**FEBRUARY 2012**

**METRO-NORTH RAILROAD**

**LIST OF RATIFICATIONS FOR BOARD APPROVAL**

**K. Ratification of Completed Procurement Actions**

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

1. **Brookville Equipment Corporation** **\$27,589 (not-to-exceed)**  
**Purchase of a Module Induction Generator**

Emergency purchase of 1 Module Induction Generator for MNR's BL-14 Locomotive (Unit No. 402) which is currently out-of-service. The module induction generator provides control for the engine/generator set and acts as an inverter in order to start the BL14 Locomotive.

MNR has two BL-14s which are currently assigned to the MTA East Side Access Project. The BL-14s are used to transport construction material and debris daily to and from the East Side Access Project site. The absence of one BL14 negatively impacts the East Side Access project's activities and schedule and is deemed crucial to the program's continuance.

MNR's Diesel Locomotive Shop did not have the required induction generator nor was this item deemed repairable. Brookville Equipment is the only known vendor to supply the induction generator immediately in order to return the locomotive back to service. The feasibility of finding additional sources for this material is being researched to allow for future competitive solicitation of this material. The price to be paid for this procurement is 1% less than the internal estimate and is deemed to be fair and reasonable. This procurement is to be funded by the MNR Operating Budget.



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# LONG ISLAND RAIL ROAD

A graphic featuring the words "MONTHLY OPERATING REPORT" in large, bold, black, sans-serif capital letters. The text is centered within a rectangular frame that has a dotted grid pattern. A diagonal dotted line runs from the bottom-left corner to the top-right corner of the frame.

## MONTHLY OPERATING REPORT

## January 2012

Helena E. Williams  
President

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02/27/12 \*\*\*\*\*

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<b>Performance Summary</b>			<b>2012 Data</b>			<b>2011 Data</b>	
			Annual	YTD thru		YTD thru	
			Goal	January	January	January	January
<b>On Time Performance</b> <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	<b>System</b>	<b>Overall</b>	<b>95.1%</b>	<b>96.1%</b>	<b>96.1%</b>	<b>89.3%</b>	<b>89.3%</b>
		AM Peak		94.0%	94.0%	79.4%	79.4%
		PM Peak		94.7%	94.7%	86.0%	86.0%
		<b>Total Peak</b>		<b>94.3%</b>	<b>94.3%</b>	<b>82.5%</b>	<b>82.5%</b>
		Off Peak Weekday		96.5%	96.5%	88.8%	88.8%
		Weekend		97.5%	97.5%	97.1%	97.1%
	<b>Babylon Branch</b>	<b>Overall</b>	<b>95.1%</b>	<b>95.1%</b>	<b>95.1%</b>	<b>88.2%</b>	<b>88.2%</b>
		AM Peak		96.1%	96.1%	78.1%	78.1%
		PM Peak		92.3%	92.3%	84.3%	84.3%
		<b>Total Peak</b>		<b>94.4%</b>	<b>94.4%</b>	<b>80.9%</b>	<b>80.9%</b>
		Off Peak Weekday		94.6%	94.6%	87.8%	87.8%
		Weekend		97.2%	97.2%	98.2%	98.2%
	<b>Far Rockaway Branch</b>	<b>Overall</b>	<b>95.1%</b>	<b>98.5%</b>	<b>98.5%</b>	<b>94.6%</b>	<b>94.6%</b>
		AM Peak		94.4%	94.4%	84.1%	84.1%
		PM Peak		97.9%	97.9%	92.2%	92.2%
		<b>Total Peak</b>		<b>96.0%</b>	<b>96.0%</b>	<b>87.8%</b>	<b>87.8%</b>
		Off Peak Weekday		99.4%	99.4%	95.5%	95.5%
		Weekend		98.9%	98.9%	98.6%	98.6%
	<b>Huntington Branch</b>	<b>Overall</b>	<b>95.1%</b>	<b>96.2%</b>	<b>96.2%</b>	<b>87.2%</b>	<b>87.2%</b>
		AM Peak		92.7%	92.7%	76.6%	76.6%
		PM Peak		94.2%	94.2%	80.2%	80.2%
		<b>Total Peak</b>		<b>93.4%</b>	<b>93.4%</b>	<b>78.3%</b>	<b>78.3%</b>
		Off Peak Weekday		96.9%	96.9%	83.1%	83.1%
		Weekend		97.6%	97.6%	97.2%	97.2%
	<b>Hempstead Branch</b>	<b>Overall</b>	<b>95.1%</b>	<b>97.2%</b>	<b>97.2%</b>	<b>93.4%</b>	<b>93.4%</b>
		AM Peak		93.3%	93.3%	86.7%	86.7%
		PM Peak		96.8%	96.8%	89.4%	89.4%
		<b>Total Peak</b>		<b>95.0%</b>	<b>95.0%</b>	<b>88.0%</b>	<b>88.0%</b>
		Off Peak Weekday		97.3%	97.3%	93.3%	93.3%
		Weekend		98.9%	98.9%	97.7%	97.7%
	<b>Long Beach Branch</b>	<b>Overall</b>	<b>95.1%</b>	<b>97.1%</b>	<b>97.1%</b>	<b>93.2%</b>	<b>93.2%</b>
		AM Peak		95.7%	95.7%	82.4%	82.4%
		PM Peak		97.1%	97.1%	90.5%	90.5%
		<b>Total Peak</b>		<b>96.4%</b>	<b>96.4%</b>	<b>86.3%</b>	<b>86.3%</b>
		Off Peak Weekday		97.3%	97.3%	93.5%	93.5%
		Weekend		97.6%	97.6%	98.9%	98.9%
	<b>Montauk Branch</b>	<b>Overall</b>	<b>95.1%</b>	<b>95.7%</b>	<b>95.7%</b>	<b>84.3%</b>	<b>84.3%</b>
		AM Peak		94.6%	94.6%	75.5%	75.5%
		PM Peak		89.7%	89.7%	84.2%	84.2%
		<b>Total Peak</b>		<b>92.5%</b>	<b>92.5%</b>	<b>79.2%</b>	<b>79.2%</b>
		Off Peak Weekday		96.3%	96.3%	83.1%	83.1%
		Weekend		97.6%	97.6%	90.2%	90.2%
	<b>Oyster Bay Branch</b>	<b>Overall</b>	<b>95.1%</b>	<b>95.5%</b>	<b>95.5%</b>	<b>86.5%</b>	<b>86.5%</b>
		AM Peak		96.6%	96.6%	75.4%	75.4%
		PM Peak		92.1%	92.1%	75.4%	75.4%
		<b>Total Peak</b>		<b>94.5%</b>	<b>94.5%</b>	<b>75.4%</b>	<b>75.4%</b>
		Off Peak Weekday		95.7%	95.7%	87.1%	87.1%
		Weekend		96.5%	96.5%	98.2%	98.2%

Performance Summary		2012 Data			2011 Data	
		Annual	YTD thru		YTD thru	
		Goal	January	January	January	January
<b>Port Jefferson Branch</b>	<b>Overall</b>	<b>95.1%</b>	<b>93.1%</b>	<b>93.1%</b>	<b>81.7%</b>	<b>81.7%</b>
	AM Peak		91.7%	91.7%	75.0%	75.0%
	PM Peak		89.8%	89.8%	71.2%	71.2%
	<b>Total Peak</b>	<b>90.8%</b>	<b>90.8%</b>	<b>90.8%</b>	<b>73.2%</b>	<b>73.2%</b>
	Off Peak, Weekday		93.9%	93.9%	79.6%	79.6%
	Weekend		94.4%	94.4%	93.3%	93.3%
<b>Port Washington Branch</b>	<b>Overall</b>	<b>95.1%</b>	<b>96.5%</b>	<b>96.5%</b>	<b>92.9%</b>	<b>92.9%</b>
	AM Peak		92.1%	92.1%	84.2%	84.2%
	PM Peak		96.2%	96.2%	91.7%	91.7%
	<b>Total Peak</b>	<b>94.2%</b>	<b>94.2%</b>	<b>94.2%</b>	<b>88.1%</b>	<b>88.1%</b>
	Off Peak Weekday		97.0%	97.0%	93.1%	93.1%
	Weekend		99.3%	99.3%	99.4%	99.4%
<b>Ronkonkoma Branch</b>	<b>Overall</b>	<b>95.1%</b>	<b>95.3%</b>	<b>95.3%</b>	<b>86.0%</b>	<b>86.0%</b>
	AM Peak		91.5%	91.5%	75.5%	75.5%
	PM Peak		97.6%	97.6%	85.9%	85.9%
	<b>Total Peak</b>	<b>94.2%</b>	<b>94.2%</b>	<b>94.2%</b>	<b>80.0%</b>	<b>80.0%</b>
	Off Peak Weekday		96.0%	96.0%	84.5%	84.5%
	Weekend		95.4%	95.4%	96.4%	96.4%
<b>West Hempstead Branch</b>	<b>Overall</b>	<b>95.1%</b>	<b>97.5%</b>	<b>97.5%</b>	<b>92.5%</b>	<b>92.5%</b>
	AM Peak		95.2%	95.2%	81.6%	81.6%
	PM Peak		96.0%	96.0%	95.8%	95.8%
	<b>Total Peak</b>	<b>95.7%</b>	<b>95.7%</b>	<b>95.7%</b>	<b>89.5%</b>	<b>89.5%</b>
	Off Peak Weekday		98.5%	98.5%	94.4%	94.4%
	Weekend		100.0%	100.0%	80.0%	80.0%
<b>Operating Statistics</b>						
<b>Trains Scheduled</b>			<b>19,647</b>	<b>19,647</b>	<b>19,270</b>	<b>19,270</b>
<b>Avg. Delay per Late Train (min)</b> excluding trains canceled or terminated			-12.3	-12.3	-14.2	-14.2
<b>Trains Over 15 min. Late</b> excluding trains canceled or terminated			141	141	434	434
<b>Trains Canceled</b>			27	27	319	319
<b>Trains Terminated</b>			17	17	89	89
<b>Percent of Scheduled Trips Completed</b>			99.8%	99.8%	97.9%	97.9%
<b>Consist Compliance</b> (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			98.7%			
PM Peak			98.3%			
<b>Total Peak</b>			98.5%			



**OPERATING REPORT  
FOR MONTH OF JANUARY 2012**

<b>Categories Of Delay</b>		<b>2012 Data</b>			<b>2011 Data</b>		<b>YTD 2011 Vs 2010</b>
		<b>December</b>	<b>January</b>	<b>YTD Thru January</b>	<b>January</b>	<b>YTD Thru January</b>	
<b>Late Train Incidents</b>	<b>National Rail Passenger Corp</b>	3	55	55	109	109	(54)
	<b>Capital Programs</b>	1	3	3	1	1	2
	<b>Engineering</b>	141	167	167	190	190	(23)
	<b>Penn Station Central Control</b>	2	7	7	6	6	1
	<b>Maintenance of Equipment</b>	153	195	195	359	359	(164)
	<b>** Other / Miscellaneous</b>	104	62	62	1,049	1,049	(987)
	<b>Public</b>	322	223	223	269	269	(46)
	<b>Transportation</b>	43	36	36	58	58	(22)
	<b>Vandalism</b>	20	15	15	20	20	(5)
	<b>Maintenance of Way (Sched.)</b>	13	4	4	3	3	1



**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			PM Peak			Off Peak			Late	Cxld	Term
			L	C	T	L	C	T	L	C	T			
1/4	Wed	Broken rail on Mainline 3 at Hall Interlocking	21						5			26		
1/4	Wed	Broken rail between Hunt 1 and Hunt 2 Interlockings	16	1					15	1		31	2	
1/9	Mon	Extension of Line 3 weekend project work	17	2	3				1			18	2	3
1/12	Thurs	Signal trouble in Line 3, Penn Station				13	5		2	1		15	6	
1/16	Mon	Possible rules violation in Jay Interlocking							10		2	10		2
1/18	Wed	Train 154 with equipment trouble in Bellmore				8			4			12		
1/19	Thurs	Broken rail east of Bay Interlocking	9	1					4			13	1	
1/21	Sat	Inclement weather							19			19		
1/23	Mon	Train 12 with equipment trouble in Woodside	17						4		1	21		1
1/23	Mon	Signal trouble in Jay Interlocking	7						3			10		
1/30	Mon	Broken rail east of Port Interlocking							8	2		8	2	
<b>TOTAL FOR MONTH</b>			87	4	3	21	5	0	75	4	3	183	13	6
												<b>202</b>		

## Long Island Rail Road

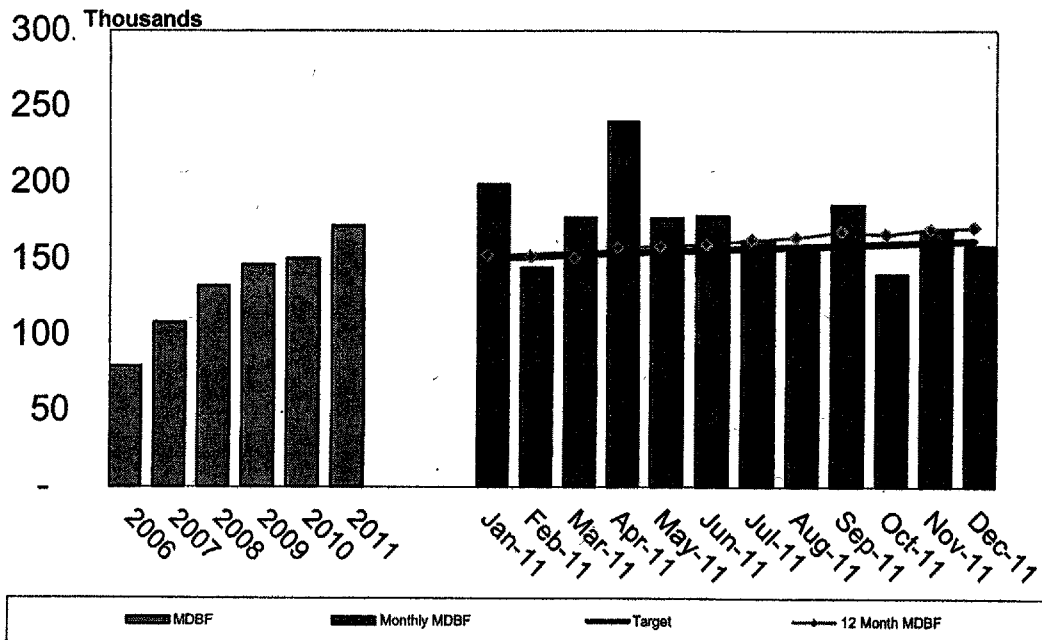
### MEAN DISTANCE BETWEEN FAILURES

	Equip- ment Type	Total Fleet Size	2011 Data					2010 Data		
			MDBF Goal (miles)	December MDBF (miles)	No. of Primary Failures	YTD MDBF thru December (miles)	12 month MDBF Rolling Avg (miles)	December MDBF (miles)	December No. of Primary Failures	YTD MDBF thru December (miles)
<b>Mean Distance Between Failures</b>	M-3	150	55,000	77,074	7	68,731	68,731	57,683	9	56,754
	M-7	836	350,000	354,700	14	431,125	431,125	311,266	16	340,196
	DM	22	18,000	11,533	6	18,781	18,781	19,300	4	17,085
	DE	23	18,000	29,972	3	22,578	22,578	15,809	5	15,884
	C-3	134	70,000	63,446	10	65,302	65,302	77,825	8	76,916
	Diesel	179	44,000	41,767	19	45,770	45,770	45,814	17	44,289
	<b>Fleet</b>	<b>1,165</b>	<b>150,000</b>	<b>157,472</b>	<b>40</b>	<b>169,724</b>	<b>169,724</b>	<b>149,482</b>	<b>42</b>	<b>149,651</b>

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

## Standee Report

## OPERATING REPORT FOR MONTH OF JANUARY 2012

### East Of Jamaica

			2012 Data	
			Jan	
			AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	2	20
		<b>Total Standees</b>	<b>2</b>	<b>20</b>
	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	Huntington Branch	Program Standees	80	0
		Add'l Standees	72	3
		<b>Total Standees</b>	<b>152</b>	<b>3</b>
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	Long Beach Branch	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	Montauk Branch	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	5	0
		<b>Total Standees</b>	<b>5</b>	<b>0</b>
	Port Jefferson Branch	Program Standees	0	0
		Add'l Standees	7	6
		<b>Total Standees</b>	<b>7</b>	<b>6</b>
	Port Washington Branch	Program Standees	0	0
		Add'l Standees	33	65
		<b>Total Standees</b>	<b>33</b>	<b>65</b>
	Ronkonkoma Branch	Program Standees	0	0
		Add'l Standees	3	7
		<b>Total Standees</b>	<b>3</b>	<b>7</b>
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
<b>System Wide PEAK</b>			<b>202</b>	<b>101</b>

### 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 JANUARY 2012

### Standee Report

#### West Of Jamaica

			2011 Data	
			Jan	
			AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	7	33
		<b>Total Standees</b>	<b>7</b>	<b>33</b>
	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	13	0
		<b>Total Standees</b>	<b>13</b>	<b>0</b>
	Huntington Branch	Program Standees	0	0
		Add'l Standees	67	13
		<b>Total Standees</b>	<b>67</b>	<b>13</b>
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	57
		<b>Total Standees</b>	<b>0</b>	<b>57</b>
	Long Beach Branch	Program Standees	78	0
		Add'l Standees	20	0
		<b>Total Standees</b>	<b>98</b>	<b>0</b>
	Montauk Branch	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	Port Jefferson Branch	Program Standees	0	0
		Add'l Standees	6	0
		<b>Total Standees</b>	<b>6</b>	<b>0</b>
	Port Washington Branch	Program Standees	0	0
		Add'l Standees	33	65
		<b>Total Standees</b>	<b>33</b>	<b>65</b>
	Ronkonkoma Branch	Program Standees	0	0
		Add'l Standees	0	2
		<b>Total Standees</b>	<b>0</b>	<b>2</b>
	West Hempstead Branch	Program Standees	2	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>2</b>	<b>0</b>
<b>System Wide PEAK</b>			<b>226</b>	<b>170</b>

#### Definitions

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

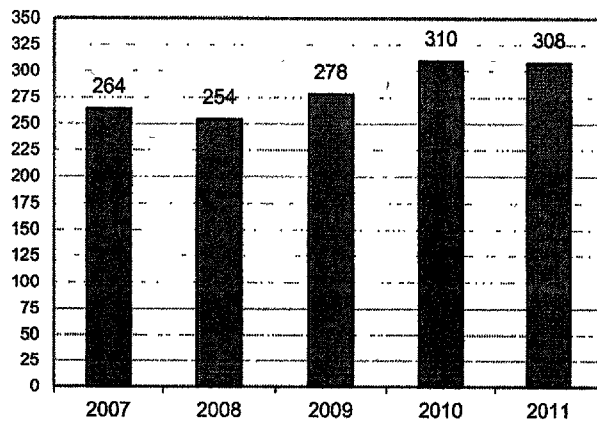
"Program Standees" is the average number of customers in excess of programmed seating capacity.

"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.

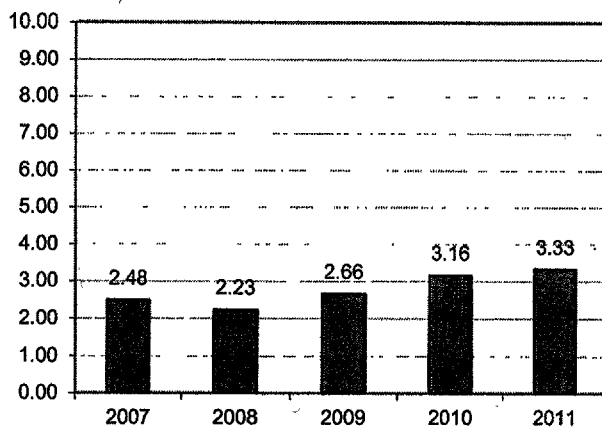
## MTA Long Island Rail Road Summary of Employee Injuries thru December



**Total Employee Injuries**

Year	Total
2007	264
2008	254
2009	278
2010	310
2011	308

% change from last year: -0.6%



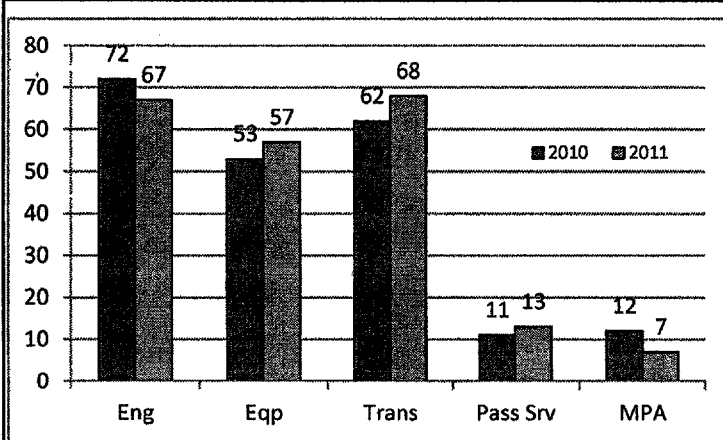
**Employee FRA Reportable Injuries**

Year	Total	FRA FI*
2007	168	2.48
2008	160	2.23
2009	189	2.66
2010	210	3.16
2011	212	3.33

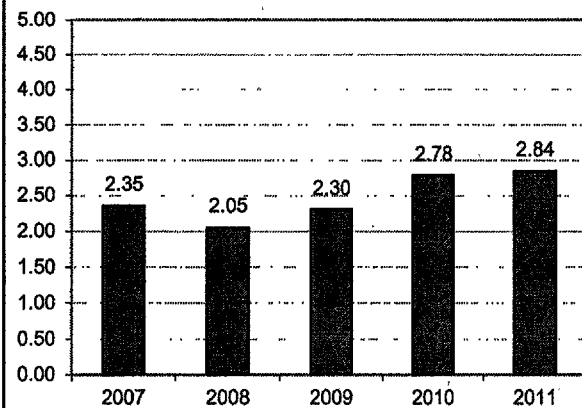
% change from last year: 1.0%

**OPERATING REPORT  
FOR MONTH OF JANUARY 2012**

## MTA Long Island Rail Road Summary of Employee Injuries thru December



Employee Reportable Accidents Comparison by Department			
Department	2010	2011	% Change
Engineering	72	67	-7%
Equipment	53	57	8%
Transportation	62	68	10%
Pass Serv	11	13	18%
MPA	12	7	-42%



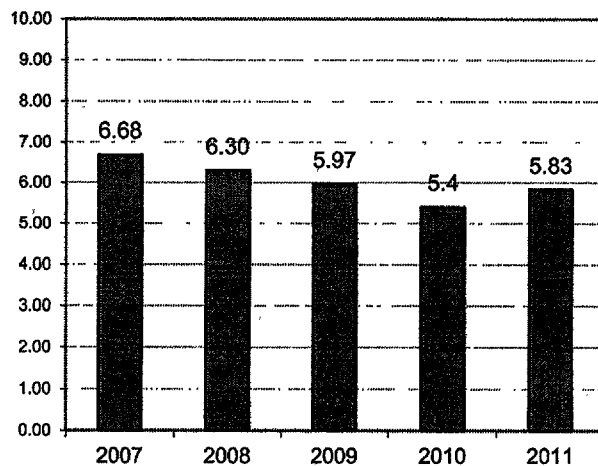
Employee Lost Time and Restricted Duty Injuries					
Year	LT	RD	LT FI*	RD FI*	LT&RD FI*
2007	155	4	2.29	0.06	2.35
2008	143	4	2.00	0.05	2.05
2009	162	1	2.29	0.01	2.30
2010	179	5	2.70	0.08	2.78
2011	179	2	2.81	0.03	2.84

% change from last year: 2.2%

\* - Injuries per 200,000 hours worked

**OPERATING REPORT  
FOR MONTH OF JANUARY 2012**

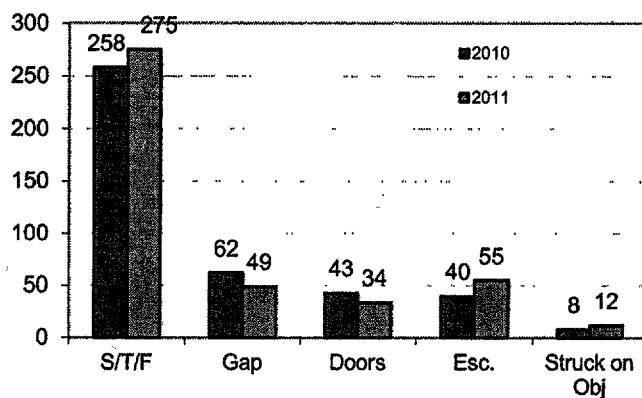
## MTA Long Island Rail Road Summary of Customer Injuries thru December



**Total Customer Injuries**

Year	Total	FI*
2007	575	6.68
2008	550	6.30
2009	495	5.97
2010	440	5.4
2011	472	5.83

% change from last year: 7.3%



**Top 5 Customer Injuries by Type**

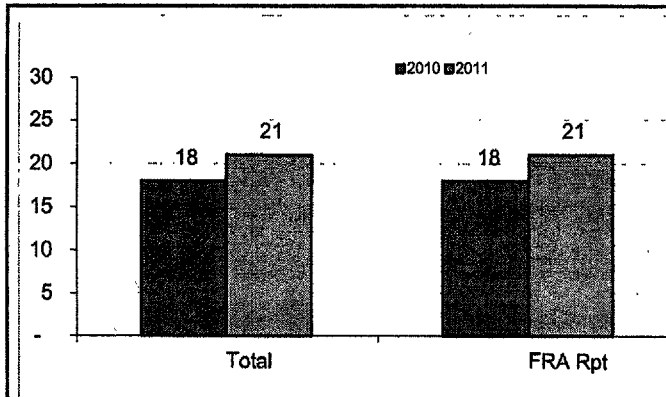
Year	Slip Trip Fall	Gap	Train Doors	Escalators	Struck on Obj
2010	258	62	43	40	8
2011	275	49	34	55	12
% Chg	6.6%	-21.0%	-20.9%	37.5%	50.0%

\*- Injuries per 1,000,000 rides

**OPERATING REPORT  
FOR MONTH OF JANUARY 2012**

**MTA Long Island Rail Road**

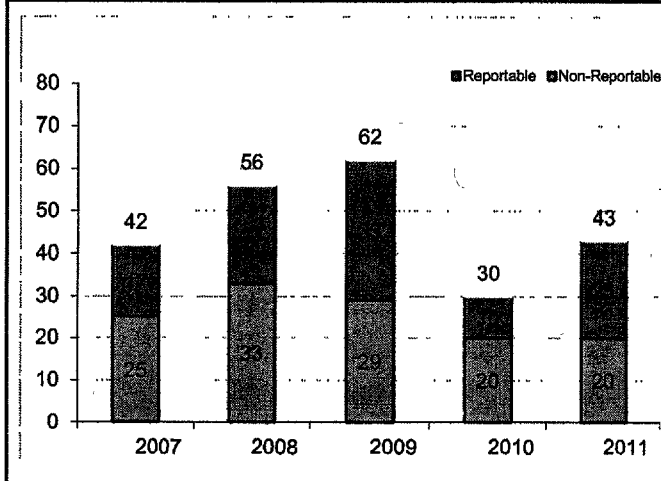
**Summary of Contractor Injuries, Train Accidents & T.R.A.C.K.S.  
thru December**



**Contractor Injuries**

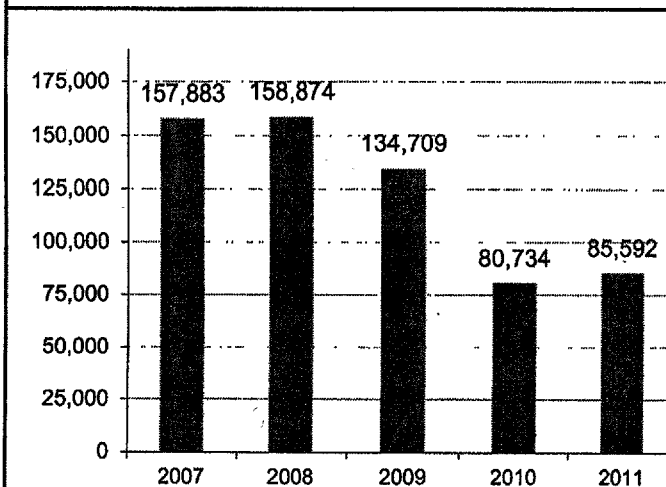
Year	Total	FRA Rpt.
2010	18	18
2011	21	21

% change from last year: 16.7%



**Train Accidents**

Year	Non-Reportable	Reportable
2007	25	17
2008	33	23
2009	29	33
2010	20	10
2011	20	23



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

Together Railroads and Communities Keeping Safe

**Total Participants**

Year	Total
2007	157,883
2008	158,874
2009	134,709
2010	80,734
2011	85,592



# **Long Island Rail Road**

## **Monthly Financial Report**

### **2011 FINAL ESTIMATE VS. PRELIMINARY ACTUAL**

# **MTA LONG ISLAND RAIL ROAD**

## **December Ridership and Financial Report**

### **Executive Summary**

*February 27, 2012*

#### **Ridership**

- During the month of December, total ridership was 7.2 million, which was 4.9% higher than December 2010 (adjusted for same number of work days). This represents the 4th consecutive month of growth and the largest year-to-year growth since 2008.
  - 2011 total ridership through December was 81.0 million. This was 0.5% less than 2010 (work day adjusted) but 0.8% higher than the Final Forecast, reflecting increased ridership at the end of the year.
  - Through December 2011, commutation ridership was 0.8% less than 2010 (work day adjusted). Most of the loss can be attributed to the sluggish regional economy and employment picture. During December, commutation ridership increased by 1.1%, likely reflecting recent employment growth in the professional and financial sectors.
  - Through December 2011, non-commutation ridership was 0.1 percent lower than 2010. Much of this loss was attributed to weather related events. However, during December non-commutation ridership increased by 10.0%. Warmer temperatures and a particularly busy holiday week were contributing factors. Non-commutation ridership exceeded the final forecast by 1.2%.
- 

#### **Revenues**

- Farebox revenue through December totaling \$571.4 million was \$4.0 million above the Final Forecast, reflecting strong ridership growth at the end of the year.
- Capital & Other Revenue of \$230.9 million was \$7.9 million less than forecast due to the timing of East Side Access project activity, Positive Train Control implementation and general capital project activity. Most of the revenue loss has no impact on the LIRR's overall financial condition because the associated expenses are less than budgeted.
- In summary, total LIRR revenue of \$802.4 million was \$3.9 million less than forecast.

#### **Expenses**

- Through December 2011, total expenses of \$1.693 billion were \$90.9 million less than forecast.
- This variance is allocated as follows: Non-cash items Depreciation and OPEB \$24M, rate related favorable variances (Pension, Traction Power, Health & Welfare) \$22M, capital materials not purchased/used \$7M, claims adjustment \$6M, and Material reclaims above plan \$4M. Remaining favorable balance of \$27M is 2% of total Final Forecast Before Depreciation.
- Straight-time payroll spending was \$5.8 million favorable to forecast due to various year end vacation pay and sick pay accrual adjustments. 168 of 6,480 positions were vacant. Most of these vacancies were management/supervisor positions. Only half are non-reimbursable.
- Overtime hours worked totaled 1.9 million, which was 4.6 percent greater than forecast. The vast majority was due to vacancy and availability coverage. The LIRR has established a corporate initiative to address availability levels and to fill all vacant positions that contribute to overtime. Overtime hours increased by 1% in 2011 compared to 2010. Excluding weather-related overtime, hours dropped by 3.8%.

#### **Financial Performance Measures**

- Through December, the Adjusted Farebox Operating Ratio was 61.7%
- Through December, the Adjusted Cost per Passenger was \$12.11, which is less than expected due to lower expenses.
- Through December, the Revenue per Passenger was \$7.08, virtually right on forecast.

**FINANCIAL REPORT**  
**(\$ In Millions)**  
**For the Month Ending December 31, 2011**

**REVENUE**

Year-end **Total Revenues** (including Capital and Other Reimbursements) of \$802.4 were \$(3.9) or (0.5)% unfavorable to the final estimate.

- Year-end **Farebox Revenues** were \$4.0 favorable to the final estimate due to higher ridership, partially offset by lower yield per passenger.
- Year-end **Other Operating Revenues** were on the final estimate.
- Year-end **Capital and Other Reimbursements** were \$(8.0) unfavorable to the final estimate due to timing of project activity and East Side Access material.

**OPERATING EXPENSES**

Year-end **Total Expenses** (including depreciation and other) of \$1,692.8 were favorable to the final estimate by \$90.9 or 5.1%.

**Labor Expenses**, \$17.2 favorable to the final estimate.

- Payroll, \$5.8 favorable (primarily vacation pay and sick leave buyback accrual adjustments, partially offset by differential and rates).
- Overtime, \$(5.0) unfavorable (primarily vacancy/absentee coverage for open jobs in Maintenance of Equipment due to higher than expected attrition, higher relief-day overtime in Train Operations, greater coverage needs in Station Operations and additional overtime in the capital program due to scheduling adjustments in the annual track program).
- OPEB Current Payment, \$1.1 favorable (lower rates and retirees).
- Pension, \$14.1 favorable (latest actuarial estimate).
- Other Fringe, \$1.3 favorable (Primarily Railroad Unemployment Insurance and Rail Road Retirement Tax accrual adjustments).

**Non-Labor Expenses**, \$50.0 favorable to the final estimate.

- **Traction and Propulsion Power**, \$5.0 favorable (primarily lower rates and consumption).
- **Fuel for Buses and Trains**, \$0.8 favorable (primarily lower rates and consumption).
- **Insurance**, \$0.6 favorable (primarily Force Account Insurance).
- **Claims**, \$6.1 favorable (lower payments and reserve adjustments).
- **Maintenance and Other Operating Contracts**, \$8.6 favorable (primarily lower costs for IESS security initiative, utilities and various other maintenance and other operating contracts).
- **Professional Services**, \$0.5 favorable (primarily lower usage and timing of various professional service contracts).
- **Materials and Supplies**, \$28.1 favorable (primarily timing of rolling stock equipment modifications, entries for inventory adjustments yet to be made, pool material reclaims greater than charge-outs and lower project material).
- **Other Business Expenses**, \$0.4 favorable (primarily metro mobility tax and other miscellaneous employee expenses).

**Depreciation and Other**, \$23.7 favorable (Awaiting revised valuation for Other Post-Employment Benefits and entries yet to be made for Depreciation).

**FAREBOX OPERATING RATIO**

The year-end Farebox Operating Ratio was 50.8%, 0.9 percentage points higher than year-to-date November and was 2.9 percentage points above the final estimate resulting from lower expenses and higher revenue. The adjusted year-end Farebox Operating Ratio was 61.7%. The adjusted Farebox Operating Ratio reflects the removal of the UAAL associated with the LIRR's closed pension plan and OPEB retiree expenses and the inclusion of Other Operating Revenue to reflect operational actions at the Rail Road.

**MTA LONG ISLAND RAIL ROAD**  
**2011 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
(\$ in millions)

<b>NON-REIMBURSABLE</b>							
	<b>2011</b>			<b>Favorable/(Unfavorable) Variance</b>			
	<b>Adopted Budget</b>	<b>Final Estimate</b>	<b>Preliminary Actual</b>	<b>2011 Adopted Budget</b>		<b>Final Estimate</b>	
				<b>\$</b>	<b>%</b>	<b>\$</b>	<b>%</b>
<b>Revenue</b>							
Farebox Revenue	\$574.736	\$567.454	\$571.423	(\$3.313)	(0.6)	\$3.969	0.7
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	37.580	34.030	34.073	(3.507)	(9.3)	0.043	0.1
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Revenue</b>	<b>\$612.316</b>	<b>\$601.484</b>	<b>\$605.497</b>	<b>(\$6.820)</b>	<b>(1.1)</b>	<b>\$4.013</b>	<b>0.7</b>
<b>Expenses</b>							
<b>Labor:</b>							
Payroll	\$404.308	\$412.411	\$409.150	(\$4.842)	(1.2)	\$3.261	0.8
Overtime	69.837	81.830	84.707	(14.870)	(21.3)	(2.877)	(3.5)
Health and Welfare	84.557	83.409	83.231	1.326	1.6	0.178	0.2
OPEB Current Payment	58.797	55.394	54.292	4.505	7.7	1.102	2.0
Pensions	153.695	157.887	142.164	11.531	7.5	15.723	10.0
Other Fringe Benefits	88.840	89.247	87.828	1.012	1.1	1.419	1.6
Reimbursable Overhead	(31.964)	(25.930)	(23.304)	(8.660)	(27.1)	(2.626)	(10.1)
<b>Total Labor Expenses</b>	<b>\$628.070</b>	<b>\$654.248</b>	<b>\$638.069</b>	<b>(\$9.999)</b>	<b>(1.2)</b>	<b>\$16.179</b>	<b>1.9</b>
<b>Non-Labor:</b>							
Traction and Propulsion Power	\$88.729	\$83.815	\$78.787	\$9.942	11.2	\$5.028	6.0
Fuel for Buses and Trains	17.726	23.741	22.963	(5.237)	(29.5)	0.778	3.3
Insurance	16.320	15.034	14.933	1.387	8.5	0.101	0.7
Claims	15.813	15.810	9.682	6.131	38.8	6.128	38.8
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	78.964	72.473	63.650	15.314	19.4	8.823	12.2
Professional Service Contracts	20.376	17.923	16.499	3.877	19.0	1.424	7.9
Materials & Supplies	100.241	94.310	73.899	26.342	26.3	20.411	21.6
Other Business Expenses	11.628	9.566	9.201	2.427	20.9	0.365	3.8
<b>Total Non-Labor Expenses</b>	<b>\$349.797</b>	<b>\$332.672</b>	<b>\$289.615</b>	<b>\$60.182</b>	<b>17.2</b>	<b>\$43.057</b>	<b>12.9</b>
<b>Other Expense Adjustments:</b>							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses Before Depreciation</b>	<b>\$1,177.867</b>	<b>\$1,186.920</b>	<b>\$1,127.684</b>	<b>\$50.183</b>	<b>4.3</b>	<b>\$59.236</b>	<b>5.0</b>
Depreciation	\$317.991	\$314.997	\$307.434	\$10.557	3.3	\$7.563	2.4
Other Post Employee Benefits	75.000	74.940	58.808	16.192	21.6	16.132	21.5
Environmental Remediation	2.000	2.000	2.000	(0.000)	0.0	(0.000)	0.0
<b>Total Expenses</b>	<b>\$1,572.858</b>	<b>\$1,578.857</b>	<b>\$1,495.926</b>	<b>\$76.932</b>	<b>4.9</b>	<b>\$82.931</b>	<b>5.3</b>
<b>Net Surplus/(Deficit)</b>							
<i>(Excluding Subsidies and Debt Service)</i>	<b>(\$960.542)</b>	<b>(\$977.373)</b>	<b>(\$890.429)</b>	<b>\$70.113</b>	<b>7.3</b>	<b>\$86.944</b>	<b>8.9</b>
<b>Cash Depreciation Adjustments</b>							
Depreciation	317.991	314.997	307.434	(\$10.557)	(3.3)	(\$7.563)	(2.4)
Operating/Capital	(9.592)	(3.428)	(2.591)	7.001	73.0	0.837	24.4
Other Cash Adjustments	95.884	98.901	68.447	(27.436)	(28.6)	(30.454)	(30.8)
<b>Total Cash Conversion Adjustments</b>	<b>\$404.283</b>	<b>\$410.470</b>	<b>\$373.290</b>	<b>(\$30.993)</b>	<b>(7.7)</b>	<b>(\$37.180)</b>	<b>(9.1)</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$556.259)</b>	<b>(\$566.903)</b>	<b>(\$517.139)</b>	<b>\$39.120</b>	<b>7.0</b>	<b>\$49.764</b>	<b>8.8</b>

Totals may not add due to rounding

**MTA LONG ISLAND RAIL ROAD**  
**2011 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
(\$ in millions)

<b>REIMBURSABLE</b>								
	<b>2011</b>			<b>Favorable/(Unfavorable) Variance</b>				
	<b>Adopted Budget</b>	<b>Final Estimate</b>	<b>Preliminary Actual</b>	<b>2011 Adopted Budget</b>		<b>Final Estimate</b>		
				<b>\$</b>	<b>%</b>	<b>\$</b>	<b>%</b>	
<b>Revenue</b>								
Farebox Revenue								
Vehicle Toll Revenue								
Other Operating Revenue								
Capital and Other Reimbursements	235.975	204.810	196.860	(39.115)	(16.6)	(7.950)	(3.9)	
<b>Total Revenue</b>	<b>\$235.975</b>	<b>\$204.810</b>	<b>\$196.860</b>	<b>(\$39.115)</b>	<b>(16.6)</b>	<b>(\$7.950)</b>	<b>(3.9)</b>	
<b>Expenses</b>								
<b>Labor:</b>								
Payroll	\$76.271	\$67.588	\$65.059	\$11.212	14.7	\$2.529	3.7	
Overtime	10.720	10.426	12.596	(1.876)	(17.5)	(2.170)	(20.8)	
Health and Welfare	12.504	11.720	11.925	0.579	4.6	(0.205)	(1.7)	
OPEB Current Payment	0.000	0.000	0.000	0.000	-	0.000	-	
Pensions	20.273	20.750	22.408	(2.135)	(10.5)	(1.658)	(8.0)	
Other Fringe Benefits	15.059	13.920	14.033	1.026	6.8	(0.113)	(0.8)	
Reimbursable Overhead	31.964	25.930	23.304	8.660	27.1	2.626	10.1	
<b>Total Labor Expenses</b>	<b>\$166.791</b>	<b>\$150.334</b>	<b>\$149.324</b>	<b>\$17.467</b>	<b>10.5</b>	<b>\$1.010</b>	<b>0.7</b>	
<b>Non-Labor:</b>								
Traction and Propulsion Power	\$0.000	\$0.159	\$0.206	(\$0.206)	-	(\$0.047)	(29.7)	
Fuel for Buses and Trains	0.000	0.000	0.000	0.000	-	0.000	-	
Insurance	6.339	5.122	4.660	1.679	26.5	0.462	9.0	
Claims	0.000	0.000	0.000	0.000	-	0.000	-	
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-	
Maintenance and Other Operating Contracts	12.381	10.789	10.990	1.391	11.2	(0.201)	(1.9)	
Professional Service Contracts	2.812	1.864	2.801	0.011	0.4	(0.937)	(50.3)	
Materials & Supplies	47.572	36.182	28.495	19.077	40.1	7.687	21.2	
Other Business Expenses	0.080	0.106	0.108	(0.028)	(34.5)	(0.002)	(1.5)	
<b>Total Non-Labor Expenses</b>	<b>\$69.184</b>	<b>\$54.222</b>	<b>\$47.259</b>	<b>\$21.925</b>	<b>31.7</b>	<b>\$6.963</b>	<b>12.8</b>	
<b>Other Expense Adjustments:</b>								
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-	
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>	
<b>Total Expenses Before Depreciation</b>	<b>\$235.975</b>	<b>\$204.556</b>	<b>\$196.583</b>	<b>\$39.392</b>	<b>16.7</b>	<b>\$7.973</b>	<b>3.9</b>	
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-	
Other Post Employee Benefits	0.000	0.000	0.000	0.000	-	0.000	-	
Environmental Remediation	0.000	0.254	0.277	(0.277)	-	(0.023)	(9.0)	
<b>Total Expenses</b>	<b>\$235.975</b>	<b>\$204.810</b>	<b>\$196.860</b>	<b>\$39.115</b>	<b>16.6</b>	<b>\$7.950</b>	<b>3.9</b>	
<b>Net Surplus/(Deficit)</b>								
<i>(Excluding Subsidies and Debt Service)</i>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>	
<b>Cash Depreciation Adjustments</b>								
Depreciation	0.000	0.000	0.000	\$0.000	-	\$0.000	-	
Operating/Capital	0.000	0.000	0.000	0.000	-	0.000	-	
Other Cash Adjustments	0.000	0.000	0.000	0.000	-	0.000	-	
<b>Total Cash Conversion Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>	
<b>Net Cash Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>	
Totals may not add due to rounding								

**MTA LONG ISLAND RAIL ROAD**  
**2011 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
(\$ in millions)

<b>NON-REIMBURSABLE/ REIMBURSABLE</b>
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	2011			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	2011 Adopted Budget		Final Estimate	
				\$	%	\$	%
<b>Revenue</b>							
Farebox Revenue	\$574.736	\$567.454	\$571.423	(\$3.313)	(0.6)	\$3.969	0.7
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	37.580	34.030	34.073	(3.507)	(9.3)	0.043	0.1
Capital and Other Reimbursements	235.975	204.810	196.860	(39.115)	(16.6)	(7.950)	(3.9)
<b>Total Revenue</b>	<b>\$848.291</b>	<b>\$806.294</b>	<b>\$802.357</b>	<b>(\$45.935)</b>	<b>(5.4)</b>	<b>(\$3.937)</b>	<b>(0.5)</b>
<b>Expenses</b>							
<b>Labor:</b>							
Payroll	\$480.579	\$479.999	\$474.209	\$6.370	1.3	\$5.790	1.2
Overtime	80.557	92.256	97.303	(16.746)	(20.8)	(5.047)	(5.5)
Health and Welfare	97.061	95.129	95.155	1.906	2.0	(0.026)	0.0
OPEB Current Payment	58.797	55.394	54.292	4.505	7.7	1.102	2.0
Pensions	173.968	178.637	164.573	9.395	5.4	14.064	7.9
Other Fringe Benefits	103.899	103.167	101.861	2.038	2.0	1.306	1.3
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Labor Expenses</b>	<b>\$994.861</b>	<b>\$1,004.562</b>	<b>\$987.393</b>	<b>\$7.468</b>	<b>0.8</b>	<b>\$17.189</b>	<b>1.7</b>
<b>Non-Labor:</b>							
Traction and Propulsion Power	\$88.729	\$83.974	\$78.993	\$9.736	11.0	\$4.981	5.9
Fuel for Buses and Trains	17.726	23.741	22.963	(5.237)	(29.5)	0.778	3.3
Insurance	22.659	20.156	19.593	3.066	13.5	0.563	2.8
Claims	15.813	15.810	9.682	6.131	38.8	6.128	38.8
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	91.345	83.262	74.639	16.706	18.3	8.623	10.4
Professional Service Contracts	23.188	19.787	19.300	3.888	16.8	0.487	2.5
Materials & Supplies	147.813	130.492	102.394	45.419	30.7	28.098	21.5
Other Business Expenses	11.708	9.672	9.309	2.399	20.5	0.363	3.8
<b>Total Non-Labor Expenses</b>	<b>\$418.981</b>	<b>\$386.894</b>	<b>\$336.874</b>	<b>\$82.107</b>	<b>19.6</b>	<b>\$50.020</b>	<b>12.9</b>
<b>Other Expense Adjustments:</b>							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses Before Depreciation</b>	<b>\$1,413.842</b>	<b>\$1,391.476</b>	<b>\$1,324.267</b>	<b>\$89.575</b>	<b>6.3</b>	<b>\$67.209</b>	<b>4.8</b>
Depreciation	\$317.991	\$314.997	\$307.434	\$10.557	3.3	\$7.563	2.4
Other Post Employee Benefits	75.000	74.940	58.808	16.192	21.6	16.132	21.5
Environmental Remediation	2.000	2.254	2.277	(0.277)	(13.8)	(0.023)	(1.0)
<b>Total Expenses</b>	<b>\$1,808.833</b>	<b>\$1,783.667</b>	<b>\$1,692.786</b>	<b>\$116.047</b>	<b>6.4</b>	<b>\$90.881</b>	<b>5.1</b>
<b>Net Surplus/(Deficit)</b>							
<i>(Excluding Subsidies and Debt Service)</i>	<b>(\$960.542)</b>	<b>(\$977.373)</b>	<b>(\$890.429)</b>	<b>\$70.113</b>	<b>7.3</b>	<b>\$86.944</b>	<b>8.9</b>
<b>Cash Depreciation Adjustments</b>							
Depreciation	317.991	314.997	307.434	(\$10.557)	(3.3)	(\$7.563)	(2.4)
Operating/Capital	(9.592)	(3.428)	(2.591)	7.001	73.0	0.837	24.4
Other Cash Adjustments	95.884	98.901	68.447	(27.436)	(28.6)	(30.454)	(30.8)
<b>Total Cash Conversion Adjustments</b>	<b>\$404.283</b>	<b>\$410.470</b>	<b>\$373.290</b>	<b>(\$30.993)</b>	<b>(7.7)</b>	<b>(\$37.180)</b>	<b>(9.1)</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$556.259)</b>	<b>(\$566.903)</b>	<b>(\$517.139)</b>	<b>\$39.120</b>	<b>7.0</b>	<b>\$49.764</b>	<b>8.8</b>

Totals may not add due to rounding

**MTA LONG ISLAND RAIL ROAD**  
**Explanation of Variances Between 2011 Final Estimate and Preliminary Actual: Accrual**  
**December 2011 Year To Date**

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%	
Revenue				
Farebox Revenue	Non Reimb.	\$3.969	0.7%	Higher ridership \$4.472, partially offset by lower yield per passenger \$(0.503).
Other Operating Revenue	Non Reimb.	\$0.043	0.1%	
Capital and Other Reimbursements	Reimb.	(\$7.950)	-3.9%	Primarily due to the timing of project activity and East Side Access material.
Expenses				
Payroll	Non Reimb.	\$3.261	0.8%	Primarily favorable vacation pay and sick leave buyout year-end accrual adjustments, partially offset by Engineering workforce performed greater maintenance activities and less project activity than originally projected, higher rates, constructive allowances and differential payments.
	Reimb.	\$2.529	3.7%	Primarily due to Engineering workforce performed greater maintenance activities and less project activity than originally projected.
Overtime	Non Reimb.	(\$2.877)	-3.5%	Primarily due to higher vacancy/absentee coverage and rates, partially offset by lower maintenance and weather-related overtime.
	Reimb.	(\$2.170)	-20.8%	Primarily due to the timing of project activity.
Health & Welfare	Non Reimb.	\$0.178	0.2%	Lower heads and rates.
	Reimb.	(\$0.205)	-1.7%	Primarily due to the timing of project activity.
OPEB Current Payment	Non Reimb.	\$1.102	2.0%	Lower rates and fewer retirees/beneficiaries.
Pension	Non Reimb.	\$15.723	10.0%	Latest actuarial estimate and the estimated percentage of pension allocated to reimbursable was under-estimated.
	Reimb.	(\$1.658)	-8.0%	The estimated percentage of pension allocated to reimbursable was under-estimated.
Other Fringe Benefits	Non Reimb.	\$1.419	1.6%	Primarily Railroad Unemployment Insurance.
	Reimb.	(\$0.113)	-0.8%	Primarily due to the timing of project activity.
Traction and Propulsion Power	Non Reimb.	\$5.028	6.0%	Primarily due to lower rates and consumption.
	Reimb.	(\$0.047)	-29.7%	VD Yard.
Fuel for Buses and Trains	Non Reimb.	\$0.778	3.3%	Primarily due to lower rates and consumption.
Insurance	Non Reimb.	\$0.101	0.7%	Lower premium payments.
	Reimb.	\$0.462	9.0%	Force Account Insurance associated with project activity.
Claims	Non Reimb.	\$6.128	38.8%	Timing of reserve adjustments.

**MTA LONG ISLAND RAIL ROAD**  
**Explanation of Variances Between 2011 Final Estimate and Preliminary Actual: Accrual**  
**December 2011 Year To Date**

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%	
Maintenance and Other Operating Contracts	Non Reimb.	\$8.823	12.2%	Primarily due to lower payments and timing of accruals for utilities, environmental services, vehicle maintenance, plant equipment maintenance, toilet servicing, telecommunication services, TVM maintenance, elevator/escalator and HVAC maintenance and timing of payments for parking facilities, partially offset by higher equipment and vehicles rental expenses, software and hardware leases and maintenance for joint facilities.
	Reimb.	(\$0.201)	-1.9%	Primarily due to the timing of project activity.
Professional Service Contracts	Non Reimb.	\$1.424	7.9%	Primarily due to the timing of MTA Chargebacks and consulting services and savings in third party security and outside legal counsel services.
	Reimb.	(\$0.937)	-50.3%	Primarily due to the timing of project activity.
Materials & Supplies	Non Reimb.	\$20.411	21.6%	Timing of corporate inventory adjustments, pool material reclaims greater than charge-outs, lower unit costs for running repair material in the Support Shops, delayed diesel fleet modifications, lower usage of MU running repair material and the timing of charges for various Engineering materials, partially offset by higher charge-outs of sundry items and vendor repair/return items.
	Reimb.	\$7.687	21.2%	Primarily the timing of ESA material and more ESA material than originally anticipated was processed as direct payments through the Five-Year Capital Program.
Other Business Expenses	Non Reimb.	\$0.365	3.8%	Primarily lower metro mobility tax, employee expenses, credit /debit card fees and higher restitution of property damage reimbursement, partially offset by lower prior period adjustments.
	Reimb.	(\$0.002)	-1.5%	Primarily due to the timing of project activity.
Depreciation	Non Reimb.	\$7.563	2.4%	Primarily timing. To be adjusted in the final year-end report.
Other Post Employment Benefits	Non Reimb.	16.132	21.5%	Lower GASB adjustment to reflect the value associated with unfunded accrued liability for post employment benefits.
Environmental Remediation	Non Reimb.	(0.000)	0.0%	
	Reimb.	(0.023)	-9.0%	Timing of project activity

**MTA LONG ISLAND RAIL ROAD**  
**2011 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL**  
**CASH RECEIPTS AND EXPENDITURES**  
(\$ in millions)

	2011			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Prelim Actual	2011 Adopted Budget		Final Estimate	
				\$	%	\$	%
<b>Receipts</b>							
Farebox Revenue	\$606.736	\$598.173	\$596.699	(\$10.037)	(1.7)	(\$1.474)	(0.2)
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	50.592	77.357	33.945	(16.647)	(32.9)	(43.412)	(56.1)
Capital and Other Reimbursements	220.873	160.399	185.821	(35.052)	(15.9)	25.422	15.8
<b>Total Receipts</b>	<b>\$878.201</b>	<b>\$835.929</b>	<b>\$816.465</b>	<b>(\$61.736)</b>	<b>(7.0)</b>	<b>(\$19.464)</b>	<b>(2.3)</b>
<b>Expenditures</b>							
<b>Labor:</b>							
Payroll	\$478.341	\$475.117	\$475.914	\$2.427	0.5	(\$0.797)	(0.2)
Overtime	80.557	94.064	99.126	(18.569)	(23.1)	(5.062)	(5.4)
Health and Welfare	97.061	95.129	96.648	0.413	0.4	(1.519)	(1.6)
OPEB Current Payment	58.797	55.394	52.858	5.939	10.1	2.536	4.6
Pensions	173.968	178.637	165.977	7.991	4.6	12.660	7.1
Other Fringe Benefits	103.899	103.305	102.630	1.269	1.2	0.675	0.7
GASB Account	7.948	7.233	7.233	0.715	9.0	0.000	0.0
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Labor Expenditures</b>	<b>\$1,000.571</b>	<b>\$1,008.879</b>	<b>\$1,000.385</b>	<b>\$0.186</b>	<b>0.0</b>	<b>\$8.494</b>	<b>0.8</b>
<b>Non-Labor:</b>							
Traction and Propulsion Power	\$91.465	\$107.051	\$72.461	\$19.004	20.8	\$34.590	32.3
Fuel for Buses and Trains	17.726	21.741	22.247	(4.521)	(25.5)	(0.506)	(2.3)
Insurance	20.966	21.372	15.649	5.317	25.4	5.723	26.8
Claims	13.978	13.233	9.742	4.236	30.3	3.491	26.4
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	91.645	75.394	67.743	23.902	26.1	7.651	10.1
Professional Service Contracts	20.688	17.944	17.042	3.646	17.6	0.902	5.0
Materials & Supplies	134.113	98.460	93.655	40.458	30.2	4.805	4.9
Other Business Expenses	11.308	9.097	7.561	3.747	33.1	1.536	16.9
<b>Total Non-Labor Expenditures</b>	<b>\$401.889</b>	<b>\$364.292</b>	<b>\$306.100</b>	<b>\$95.789</b>	<b>23.8</b>	<b>\$58.192</b>	<b>16.0</b>
<b>Other Expense Adjustments:</b>							
B&T Capital Transfer				\$0.000	-	\$0.000	-
General Reserve				0.000	-	0.000	-
Interagency Subsidy				0.000	-	0.000	-
Other	32.000	29.000	28.982	3.018	9.4	0.018	0.0
<b>Total Other Expenditure Adjustments</b>	<b>\$32.000</b>	<b>\$29.000</b>	<b>\$28.982</b>	<b>\$3.018</b>	<b>9.4</b>	<b>\$0.018</b>	<b>0.0</b>
<b>Total Expenditures</b>	<b>\$1,434.460</b>	<b>\$1,402.171</b>	<b>\$1,335.467</b>	<b>\$98.993</b>	<b>6.9</b>	<b>\$66.704</b>	<b>4.8</b>
Cash Timing and Availability Adjustment	0.000	(0.661)	1.863	1.863	-	2.524	*
<b>Operating Cash Deficit</b>	<b>(\$556.259)</b>	<b>(\$566.903)</b>	<b>(\$517.139)</b>	<b>\$39.120</b>	<b>7.0</b>	<b>\$49.764</b>	<b>8.8</b>

Totals may not add due to rounding

**MTA LONG ISLAND RAIL ROAD**  
**Explanation of Variances Between 2011 Final Estimate and Preliminary Actual Cash Basis**  
**December 2011 Year-to-Date**

Generic Revenue or Expense Category	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%	
<b>Receipts</b>			
Farebox Revenue	(\$1.474)	-0.2%	Lower advance sales impact \$(5.097), lower yields \$(0.503), and lower Metrocard/AirTrain sales \$(0.346), partially offset by higher ridership \$4.472.
Other Operating Revenue	(\$43.412)	-56.1%	Primarily the non-collection of 2004-2011 Right of Way leased line fees settlement, the timing of rental revenue and the timing of intercompany receivables.
Capital and Other Reimbursements	\$25.422	15.8%	Timing of activity and reimbursement for capital and other reimbursements.
<b>Expenditures</b>			
Payroll	(\$0.797)	-0.2%	Higher payments.
Overtime	(\$5.062)	-5.4%	Higher vacancy/absentee coverage and project overtime, partially offset by lower maintenance and weather-related overtime.
Health and Welfare	(\$1.519)	-1.6%	Timing of payments.
OPEB Current Payment	\$2.536	4.6%	Lower retiree payments and timing of payments.
Pensions	\$12.660	7.1%	Latest actuarial estimate.
Other Fringe Benefits	\$0.675	0.7%	Primarily lower Railroad Unemployment and Railroad Retirement Tax payments.
<b>Non-Labor:</b>			
Traction and Propulsion Power	\$34.590	32.3%	Primarily the delayed traction power vendor settlement, timing of accruals for unread meters, lower consumption and lower rates.
Fuel for Buses and Trains	(\$0.506)	-2.3%	Primarily timing of payments, partially offset by lower consumption and rates.
Insurance	\$5.723	26.8%	Due to the timing of insurance payments.
Claims	\$3.491	26.4%	Lower claim payments.
Maintenance and Other Operating Contracts	\$7.651	10.1%	Primarily the timing of joint facility, utilities and other operating and maintenance payments and lower activity for environmental, vehicle, plant equipment, TVM, elevator/escalator and HVAC maintenance and toilet servicing.
Professional Service Contracts	\$0.902	5.0%	Primarily the timing of and lower MTA Chargeback payments.
Material and Supplies	\$4.805	4.9%	Timing of material payments.
Other Business Expenses	\$1.536	16.9%	Primarily lower employee expense, metro mobility tax and credit/debit card fee payments.
Other Expenditure Adjustments	\$0.018	0.0%	Lower Metrocard/AirTrain pass through payments.

**MTA LONG ISLAND RAIL ROAD**  
**2011 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL**  
**CASH CONVERSION (CASH FLOW ADJUSTMENTS)**  
**(\$ in millions)**

	2011			Favorable/(Unfavorable) Variance			
	Adopted	Final	Actual	2011 Adopted Budget		Final Estimate	
	Budget	Estimate		\$	%	\$	%
<b>Receipts</b>							
Farebox Revenue	\$32.000	\$30.719	\$25.276	(\$6.724)	(21.0)	(\$5.443)	(17.7)
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	13.012	43.327	(0.128)	(13.140)	*	(43.455)	*
Capital and Other Reimbursements	(15.102)	(44.411)	(11.039)	4.063	26.9	33.372	75.1
<b>Total Receipts</b>	<b>\$29.910</b>	<b>\$29.635</b>	<b>\$14.109</b>	<b>(\$15.801)</b>	<b>(52.8)</b>	<b>(\$15.526)</b>	<b>(52.4)</b>
<b>Expenditures</b>							
<b>Labor:</b>							
Payroll	\$2.238	\$4.882	(\$1.706)	(\$3.944)	*	(\$6.588)	*
Overtime	0.000	(1.808)	(1.823)	(1.823)	-	(0.015)	(0.8)
Health and Welfare	0.000	0.000	(1.492)	(1.492)	-	(1.492)	-
OPEB Current Payment	0.000	0.000	1.435	1.435	-	1.435	-
Pensions	0.000	0.000	(1.404)	(1.404)	-	(1.404)	-
Other Fringe Benefits	0.000	(0.138)	(0.768)	(0.768)	-	(0.630)	*
GASB Account	(7.948)	(7.233)	(7.233)	0.715	9.0	0.000	0.0
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Labor Expenditures</b>	<b>(\$5.710)</b>	<b>(\$4.297)</b>	<b>(\$12.992)</b>	<b>(\$7.282)</b>	<b>*</b>	<b>(\$8.695)</b>	<b>*</b>
<b>Non-Labor:</b>							
Traction and Propulsion Power	(\$2.736)	(\$23.077)	\$6.532	\$9.268	*	\$29.609	*
Fuel for Buses and Trains	0.000	2.000	0.716	0.716	-	(1.284)	(64.2)
Insurance	1.693	(1.216)	3.944	2.251	*	5.160	*
Claims	1.835	2.577	(0.060)	(1.895)	*	(2.637)	*
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	(0.300)	7.868	6.896	7.196	*	(0.972)	(12.4)
Professional Service Contracts	2.500	1.843	2.258	(0.242)	(9.7)	0.415	22.5
Materials & Supplies	13.700	32.032	8.740	(4.960)	(36.2)	(23.292)	(72.7)
Other Business Expenses	0.400	0.575	1.748	1.348	*	1.173	*
<b>Total Non-Labor Expenditures</b>	<b>\$17.092</b>	<b>\$22.602</b>	<b>\$30.774</b>	<b>\$13.682</b>	<b>80.0</b>	<b>\$8.172</b>	<b>36.2</b>
<b>Other Expense Adjustments:</b>							
B&T Capital Transfer	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
General Reserve	0.000	0.000	0.000	0.000	-	0.000	-
Interagency Subsidy	0.000	0.000	0.000	0.000	-	0.000	-
Other	(32.000)	(29.000)	(28.982)	3.018	9.4	0.018	0.0
<b>Total Other Expenditure Adjustments</b>	<b>(\$32.000)</b>	<b>(\$29.000)</b>	<b>(\$28.982)</b>	<b>\$3.018</b>	<b>9.4</b>	<b>\$0.018</b>	<b>0.0</b>
<b>Total Expenditures Before Depreciation</b>	<b>(\$20.618)</b>	<b>(\$10.695)</b>	<b>(\$11.200)</b>	<b>\$9.418</b>	<b>45.7</b>	<b>(\$0.505)</b>	<b>(4.7)</b>
Depreciation	\$317.991	\$314.997	\$307.434	(\$10.557)	(3.3)	(\$7.563)	(2.4)
Other Post Employee Benefits	75.000	74.940	58.808	(16.192)	(21.6)	(16.132)	(21.5)
Environmental Remediation	2.000	2.254	2.277	0.277	13.8	0.023	1.0
<b>Total Expenditures</b>	<b>\$374.373</b>	<b>\$381.496</b>	<b>\$357.319</b>	<b>(\$17.054)</b>	<b>(4.6)</b>	<b>(\$24.177)</b>	<b>(6.3)</b>
Cash Timing and Availability Adjustment	0.000	(0.661)	1.863	1.863	-	2.524	*
<b>Baseline Total Cash Conversion Adjustments</b>	<b>\$404.283</b>	<b>\$410.470</b>	<b>\$373.290</b>	<b>(\$30.993)</b>	<b>(7.7)</b>	<b>(\$37.180)</b>	<b>(9.1)</b>

Totals may not add due to rounding

**MTA LONG ISLAND RAIL ROAD**  
**Preliminary 2011 Overtime Results**  
**Non-Reimbursable/Reimbursable Overtime**  
(\$ in millions)

					2011		2011	
					Adopted vs. Actuals		Final Estimate vs. Actuals	
	2011 Adopted Budget		2011 Final Estimate		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$
<b>NON-REIMBURSABLE OVERTIME</b>								
<b><u>SCHEDULED:</u></b>								
<u>Direct Service</u> <sup>1</sup>	483,655	\$24.474	485,944	\$24.707	493,852	\$25.079	(10,197) -2.1%	(\$0.605) -2.5%
<u>Programmed Maintenance</u>	28,347	\$1.115	25,117	\$1.183	28,581	\$1.439	(234) -0.8%	(\$0.324) -29.0%
<b>Total Scheduled</b>	<b>512,002</b>	<b>\$25.590</b>	<b>511,061</b>	<b>\$25.890</b>	<b>522,433</b>	<b>\$26.518</b>	<b>(10,431)</b> <b>-2.0%</b>	<b>(\$0.953)</b> <b>-3.7%</b>
<b><u>UNSCHEDULED:</u></b>								
<u>Vacancy/Absentee Coverage</u>	452,703	\$21.716	597,178	\$28.666	666,899	\$31.944	(214,195) -47.3%	(\$10.228) -47.1%
<u>Weather Emergencies</u>	46,307	\$1.997	169,217	\$8.501	147,028	\$7.640	(100,720) *	(\$5.643) *
<u>Maintenance</u>	419,487	\$19.562	361,141	\$16.915	335,597	\$16.016	83,890 20.0%	\$3.546 18.1%
<u>Emergencies</u>	6,501	\$0.228	7,064	\$0.336	8,309	\$0.413	(1,808) -27.8%	(\$0.185) -80.8%
<u>Safety/Security/Law Enforcement</u> <sup>2</sup>	-	-	-	-	-	-	-	-
<u>All Other</u> <sup>3</sup>	17,523	\$0.744	16,460	\$1.522	16,320	\$2.176	1,204 6.9%	(\$1.432) *
<b>Total Unscheduled</b>	<b>942,522</b>	<b>\$44.248</b>	<b>1,151,059</b>	<b>\$55.940</b>	<b>1,174,152</b>	<b>\$58.189</b>	<b>(231,630)</b> <b>-24.6%</b>	<b>(\$13.941)</b> <b>-31.5%</b>
<b>TOTAL NON-REIMBURSABLE OVERTIME:</b>	<b>1,454,524</b>	<b>\$69.837</b>	<b>1,662,121</b>	<b>\$81.830</b>	<b>1,696,585</b>	<b>\$84.707</b>	<b>(242,061)</b> <b>-16.6%</b>	<b>(\$14.870)</b> <b>-21.3%</b>
<b>REIMBURSABLE OVERTIME</b>	<b>215,356</b>	<b>\$10.720</b>	<b>200,812</b>	<b>\$10.426</b>	<b>252,672</b>	<b>\$12.596</b>	<b>(37,316)</b> <b>-17.3%</b>	<b>(\$1.875)</b> <b>-17.5%</b>
<b>TOTAL OVERTIME</b>	<b>1,669,881</b>	<b>\$80.558</b>	<b>1,862,933</b>	<b>\$92.256</b>	<b>1,949,257</b>	<b>\$97.303</b>	<b>(279,376)</b> <b>-16.7%</b>	<b>(\$16.745)</b> <b>-20.8%</b>

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**  
**Preliminary 2011 Overtime Results**  
**Non-Reimbursable/Raimbursable Overtime**  
(\$ in millions)

December 2011 Year-to-Date

**SCHEDULED:**

Direct Service <sup>1</sup>

Programmed Maintenance

Total Scheduled

**UNSCHEDULED:**

Vacancy/Absentee Coverage

Weather Emergencies

Maintenance

Emergencies

Safety/Security/Law Enforcement <sup>2</sup>

All Other <sup>3</sup>

Total Unscheduled

**TOTAL NON-REIMBURSABLE OVERTIME:**

**TOTAL OVERTIME**

Var. - Fav./(Unfav)		Explanations
Hours	\$	
(7,908)	(0.372)	
-1.6%	-1.5%	
(3,464)	(\$0.256)	
-13.8%	-21.6%	
(11,372)	(\$0.628)	
-2.2%	-2.4%	
(69,721)	(\$3.278)	Greater coverage needs in Engineering and Station Operations, higher relief-day overtime in Train Operations and higher open position coverage and vacancies in the Maintenance of Equipment department.
-11.7%	-11.4%	
22,189	\$0.861	Lack of inclement winter weather in Nov. and Dec. 2011.
13.1%	10.1%	
25,544	0.899	Lower maintenance overtime in the Maintenance of Equipment department due to effective management oversight.
7.1%	5.3%	
(1,245)	(\$0.076)	
-17.6%	-22.7%	
-	-	
141	(\$0.654)	Variance between actual and forecasted wage rates.
0.9%	-43.0%	
(23,092)	(\$2.249)	
-2.0%	-4.0%	
(34,464)	(\$2.878)	
-2.1%	-3.5%	
(51,860)	(\$2.169)	Over-run due to PNTB - Annual Track Program resulting from latest project schedule requirements.
-25.8%	-20.8%	
(86,324)	(\$5.047)	
-4.6%	-5.5%	

<sup>1</sup> Includes Service Delay, Tour Length and Holiday overtime.

<sup>2</sup> Not Applicable

<sup>3</sup> Reflects overtime for customer service, material management, other administrative functions and technical adjustments.

\* Exceeds 100%

**MTA LONG ISLAND RAIL ROAD**  
**2011 Final Estimate vs. Preliminary Actual**  
**Total Full-Time Positions & FTEs by Function and Department**  
**December 2011**

	Final Estimate	Actual	Favorable (Unfavorable) Variance	Reason For Variance
<b>Administration</b>				
Executive VP	2	2	0	
Labor Relations	10	10	0	
Procurement & Logistics (excl. Stores)	84	83	1	
Human Resources	76	78	(2)	
Sr VP Administration	2	2	0	
Strategic Investments	39	30	9	
President	4	4	0	
VP & CFO/Pension	9	9	0	
Information Technology	160	157	3	
Controller	41	39	2	
Management & Budget	18	18	0	
Process Re-Engineering	6	6	0	
VP - East Side Access & Special Projects	26	19	7	
Market Dev. & Public Affairs	61	59	2	
Gen. Counsel & Secretary	30	30	0	
Diversity Management	2	2	0	
System Safety	20	20	0	
Security	5	6	(1)	
Sr VP Operations/Oper. Support & Analysis	39	37	2	
<b>Total Administration</b>	<b>634</b>	<b>611</b>	<b>23</b>	
<b>Operations</b>				
Transportation Services - Train Operations	1,792	1,784	8	
Transportation Services - Station Operations	294	274	20	
<b>Total Operations</b>	<b>2,086</b>	<b>2,058</b>	<b>28</b>	
<b>Maintenance</b>				
Engineering	1,591	1,532	59	
Equipment	1,958	1,912	46	
Procurement (Stores)	94	93	1	
<b>Total Maintenance</b>	<b>3,643</b>	<b>3,537</b>	<b>106</b>	
<b>Engineering/Capital</b>				
Department of Project Management	117	106	11	
<b>Total Engineering/Capital</b>	<b>117</b>	<b>106</b>	<b>11</b>	
<b>Baseline Total Positions</b>	<b>6,480</b>	<b>6,312</b>	<b>168</b>	
<b>Non-Reimbursable</b>	<b>5,849</b>	<b>5,765</b>	<b>84</b>	<b>NON-REIMBURSABLE POSITIONS</b> - Favorable 84 positions primarily due to vacant mgmt/supv positions, Station Appearance Maintainers and Car Appearance Maintainers.
<b>Reimbursable</b>	<b>631</b>	<b>547</b>	<b>84</b>	<b>REIMBURSABLE POSITIONS</b> - Favorable 84 positions primarily due to timing of project activity.
<b>Total Full-Time</b>	<b>6,480</b>	<b>6,312</b>	<b>168</b>	
<b>Total Full-Time-Equivalents</b>	<b>0</b>	<b>0</b>	<b>0</b>	

**MTA LONG ISLAND RAIL ROAD**  
**2011 Final Estimate vs. Preliminary Actual**  
**Total Positions by Function and Occupational Group**  
**December 2011**

	Final Estimate	Actual	Favorable (unfavorable) Variance	Reason For Variance
<b>Administration</b>				
Managers/Supervisors	326	287	39	
Professional, Technical, Clerical	308	324	(16)	
Operational Hourlies	0	0	0	
<b>Total Administration</b>	<b>634</b>	<b>611</b>	<b>23</b>	
<b>Operations</b>				
Managers/Supervisors	299	287	12	
Professional, Technical, Clerical	159	155	4	
Operational Hourlies	1,628	1,616	12	
<b>Total Operations</b>	<b>2,086</b>	<b>2,058</b>	<b>28</b>	
<b>Maintenance</b>				
Managers/Supervisors	682	643	39	
Professional, Technical, Clerical	256	238	18	
Operational Hourlies	2,705	2,656	49	
<b>Total Maintenance</b>	<b>3,643</b>	<b>3,537</b>	<b>106</b>	
<b>Engineering/Capital</b>				
Managers/Supervisors	97	90	7	
Professional, Technical, Clerical	20	16	4	
Operational Hourlies	0	0	0	
<b>Total Engineering/Capital</b>	<b>117</b>	<b>106</b>	<b>11</b>	
<b>Baseline Total Positions</b>				
Managers/Supervisors	1,404	1,307	97	
Professional, Technical, Clerical	743	733	10	
Operational Hourlies	4,333	4,272	61	
<b>Total Baseline</b>	<b>6,480</b>	<b>6,312</b>	<b>168</b>	

**MTA LONG ISLAND RAIL ROAD**  
**2011 FEBRUARY ADOPTED BUDGET AND FINAL ESTIMATE vs. ACTUAL (December Preliminary)**  
**UTILIZATION**  
**(in millions)**

	Year-to-Date as of December 2011			Variance Favorable/(Unfavorable)			
	Budget	Final Estimate	Actual (Prelim)	vs. Budget		vs. Final Estimate	
				\$	%	\$	%
<b>Farebox Revenue</b>							
Monthly	\$288.265	\$284.092	\$284.954	(\$3.312)	(1.1)	\$0.862	0.3
Weekly	15.365	13.437	13.967	(1.398)	(9.1)	0.530	3.9
<b>Total Commutation</b>	<b>\$303.630</b>	<b>\$297.529</b>	<b>\$298.921</b>	<b>(\$4.710)</b>	<b>(1.6)</b>	<b>\$1.392</b>	<b>0.5</b>
One Way Full	\$69.874	\$70.625	\$72.036	\$2.162	3.1	\$1.411	2.0
One Way Off Peak	141.676	140.860	141.391	(0.285)	(0.2)	0.531	0.4
All Other	59.556	58.440	59.075	(0.480)	(0.8)	0.635	1.1
<b>Total Non Commutation</b>	<b>\$271.106</b>	<b>\$269.926</b>	<b>\$272.503</b>	<b>\$1.396</b>	<b>0.5</b>	<b>\$2.577</b>	<b>1.0</b>
<b>Total Farebox Revenue</b>	<b>\$574.736</b>	<b>\$567.454</b>	<b>\$571.423</b>	<b>(3.313)</b>	<b>(0.6)</b>	<b>\$1.392</b>	<b>0.2</b>
<b>Ridership</b>							
Monthly	46.088	45.092	45.248	(0.840)	(1.8)	0.156	0.3
Weekly	1.851	1.605	1.668	(0.183)	(9.9)	0.062	3.9
<b>Total Commutation</b>	<b>47.939</b>	<b>46.698</b>	<b>46.916</b>	<b>(1.023)</b>	<b>(2.1)</b>	<b>0.218</b>	<b>0.5</b>
One Way Full	7.306	7.493	7.697	0.391	5.4	0.204	2.7
One Way Off Peak	17.275	17.109	17.132	(0.144)	(0.8)	0.023	0.1
All Other	9.406	9.050	9.239	(0.167)	(1.8)	0.189	2.1
<b>Total Non Commutation</b>	<b>33.987</b>	<b>33.652</b>	<b>34.067</b>	<b>0.080</b>	<b>0.2</b>	<b>0.415</b>	<b>1.2</b>
<b>Total Ridership</b>	<b>81.926</b>	<b>80.350</b>	<b>80.983 <sup>(1)</sup></b>	<b>(0.943)</b>	<b>(1.2)</b>	<b>0.633</b>	<b>0.8</b>

(1) Includes estimated loss of 380,000 rides due to Tropical Storm Irene and Amtrak Derailment (May)

**MTA LONG ISLAND RAIL ROAD**  
**2011 FINAL ESTIMATE vs PRELIMINARY ACTUALS**  
**MONTHLY PERFORMANCE INDICATORS**  
**December 2011**

	<u>YEAR-TO-DATE</u>			<u>VARIANCE</u>	
	<u>2011</u>	<u>Final Forecast</u>	<u>2010</u>	<u>vs. Forecast</u>	<u>vs. 2010</u>
Farebox Operating Ratio					
Standard <sup>(1)</sup>	50.8%	47.9%	46.1%	2.9%	4.7%
Adjusted <sup>(2)</sup>	61.7%	58.4%	n/a	3.3%	n/a
Cost Per Passenger					
Standard <sup>(1)</sup>	\$13.96	\$14.81	\$13.97	\$0.85	\$0.01
Adjusted <sup>(2)</sup>	\$12.11	\$12.81	n/a	\$0.70	n/a
Passenger Revenue/Passenger <sup>(3)</sup>	\$7.08	\$7.09	\$6.44	(\$0.01)	\$0.64

(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

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# **MTA LONG ISLAND RAIL ROAD**

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## **MONTHLY RIDERSHIP REPORT**

**DECEMBER 2011**

## **DECEMBER 2011 RIDERSHIP REPORT MTA LONG ISLAND RAIL ROAD**

### **December**

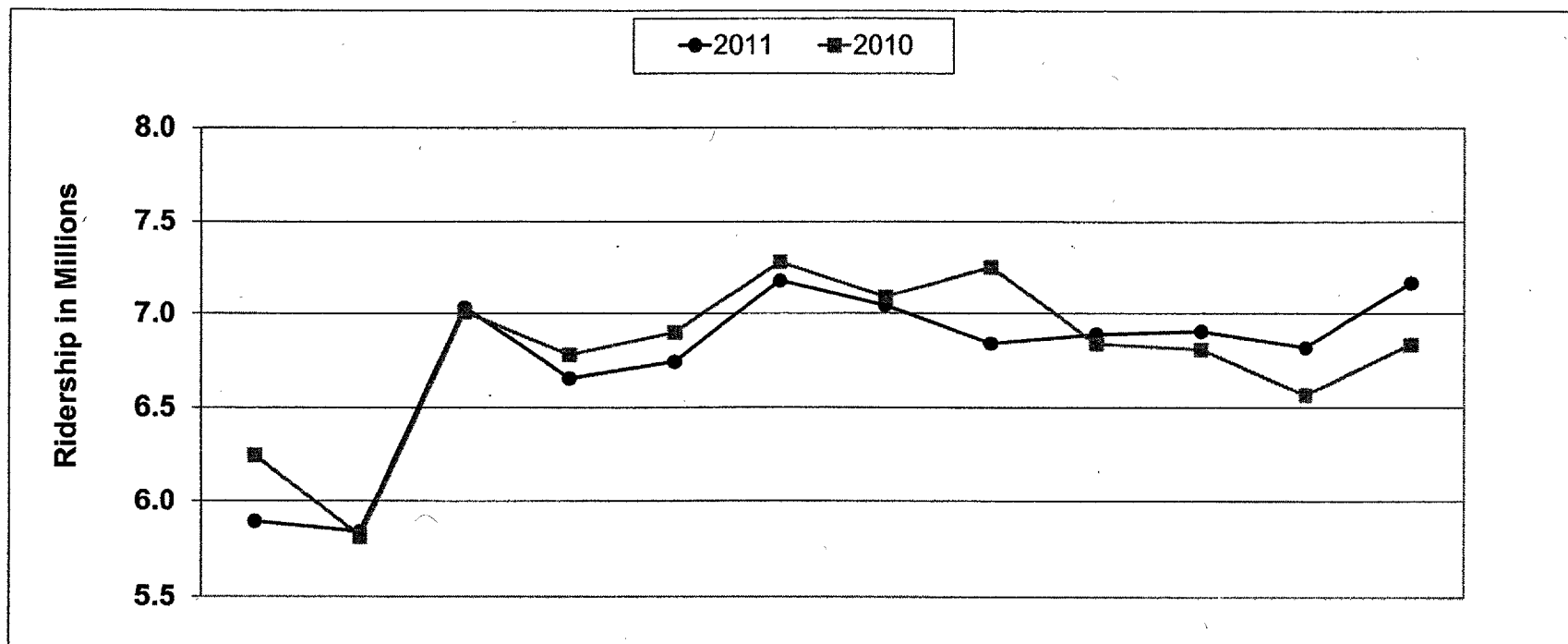
- December 2011 total ridership was 7.2 million vs. 6.8 million in December 2010, an increase of 335,060 passengers, or a 4.9% increase compared to December 2010.
- December 2011 commutation ridership was 3.9 million vs. 3.9 million in December 2010, an increase of 42,386 passengers, or an increase of 1.1%.
- December 2011 non-commutation ridership was 3.2 million vs. 2.9 million in December 2010, an increase of 292,674 passengers, or an increase of 10.0%.
- December 2011 revenue was \$50.5 million vs. \$44.0 million, an increase of \$6,511,040 or an increase of 14.8% compared to December 2010.

### **Year To Date**

- 2011 YTD total ridership was 81.0 million vs. 81.4 million in 2010, a decrease of 413,693 or a 0.5% decrease compared to 2010, and 0.4% above forecast.
- 2011 YTD commutation ridership was 46.9 million vs. 47.3 million in 2010, a decrease of 380,706 or a 0.8% decrease compared to 2010, and 0.6% above forecast.
- 2011 YTD non-commutation ridership was 34.1 million vs. 34.1 million in 2010, a decrease of 32,987 or a decrease of 0.1% compared to 2010, and 0.2% above forecast.
- 2011 YTD revenue was \$571.4 million vs. \$523.2 million in 2010, an increase of \$48,219,259 or an increase of 9.2% compared to 2010 and 0.4% above forecast.

# DECEMBER RIDERSHIP

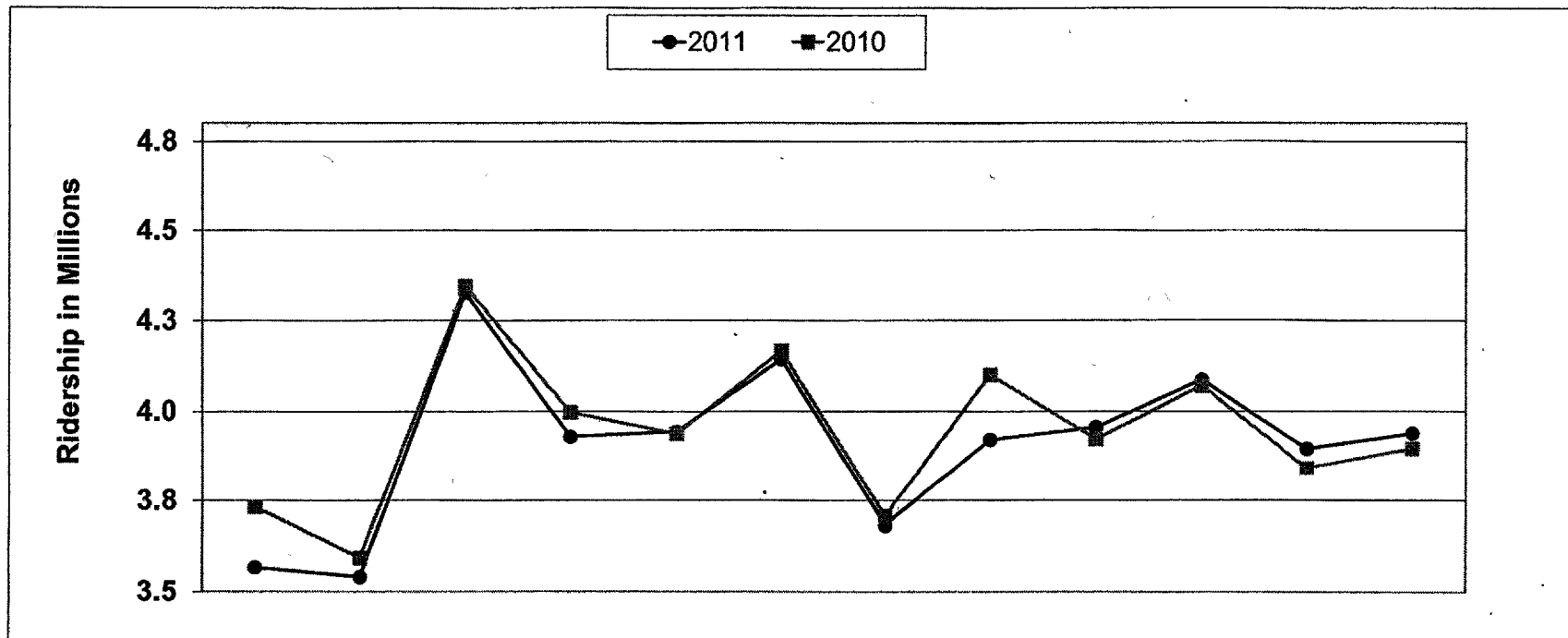
•December's Total Ridership was 4.9% above '10 and 4.5% above forecast.



	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	7.2	81.0
2010	6.2	5.8	7.0	6.8	6.9	7.3	7.1	7.3	6.8	6.8	6.6	6.8	81.4
PCT CHG.	-5.7%	0.4%	0.3%	-1.8%	-2.3%	-1.4%	-0.7%	-5.7%	0.8%	1.5%	3.8%	4.9%	-0.5%

# DECEMBER COMMUTATION RIDERSHIP

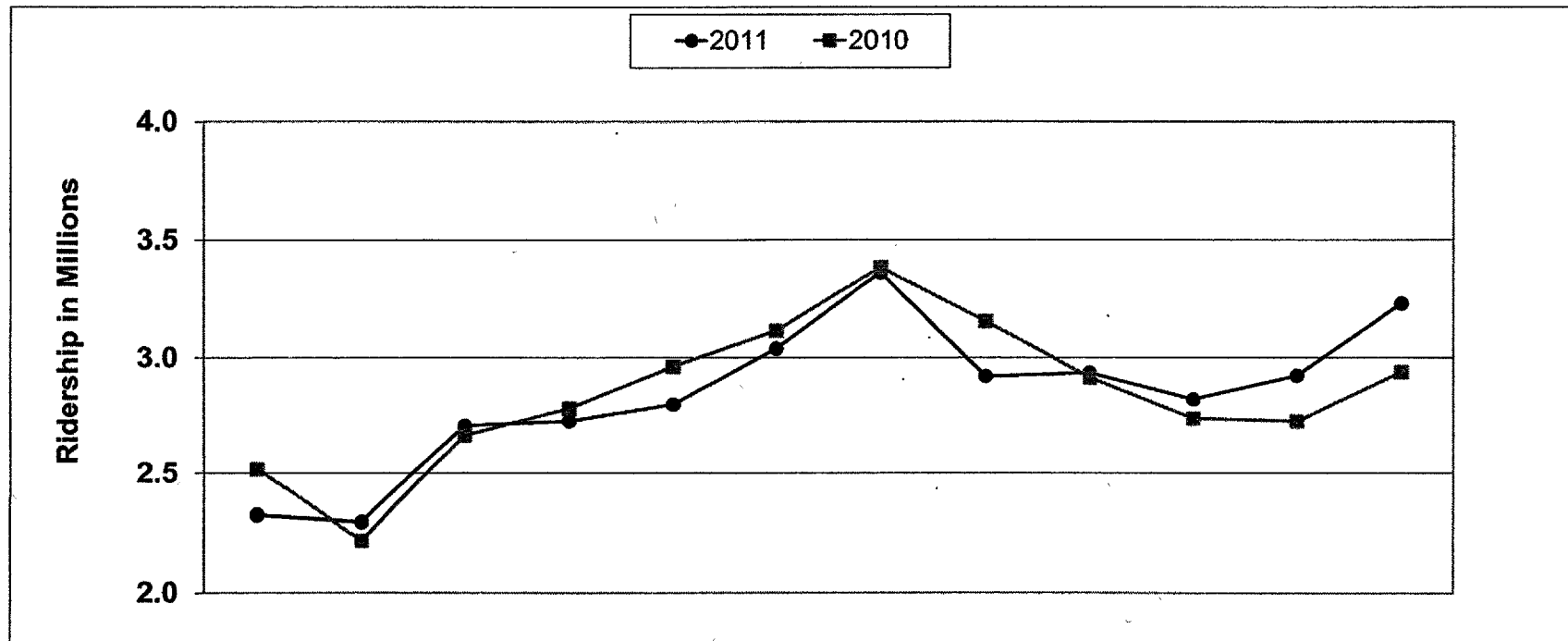
•December's Commutation Ridership was 1.1% above '10 and 2.4% above forecast.



	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	3.9	46.9
2010	3.7	3.6	4.3	4.0	3.9	4.2	3.7	4.1	3.9	4.1	3.8	3.9	47.3
PCT CHG.	-4.4%	-1.5%	-0.4%	-1.7%	0.2%	-0.6%	-0.7%	-4.4%	0.8%	0.4%	1.4%	1.1%	-0.8%

# DECEMBER NON-COMMUTATION RIDERSHIP

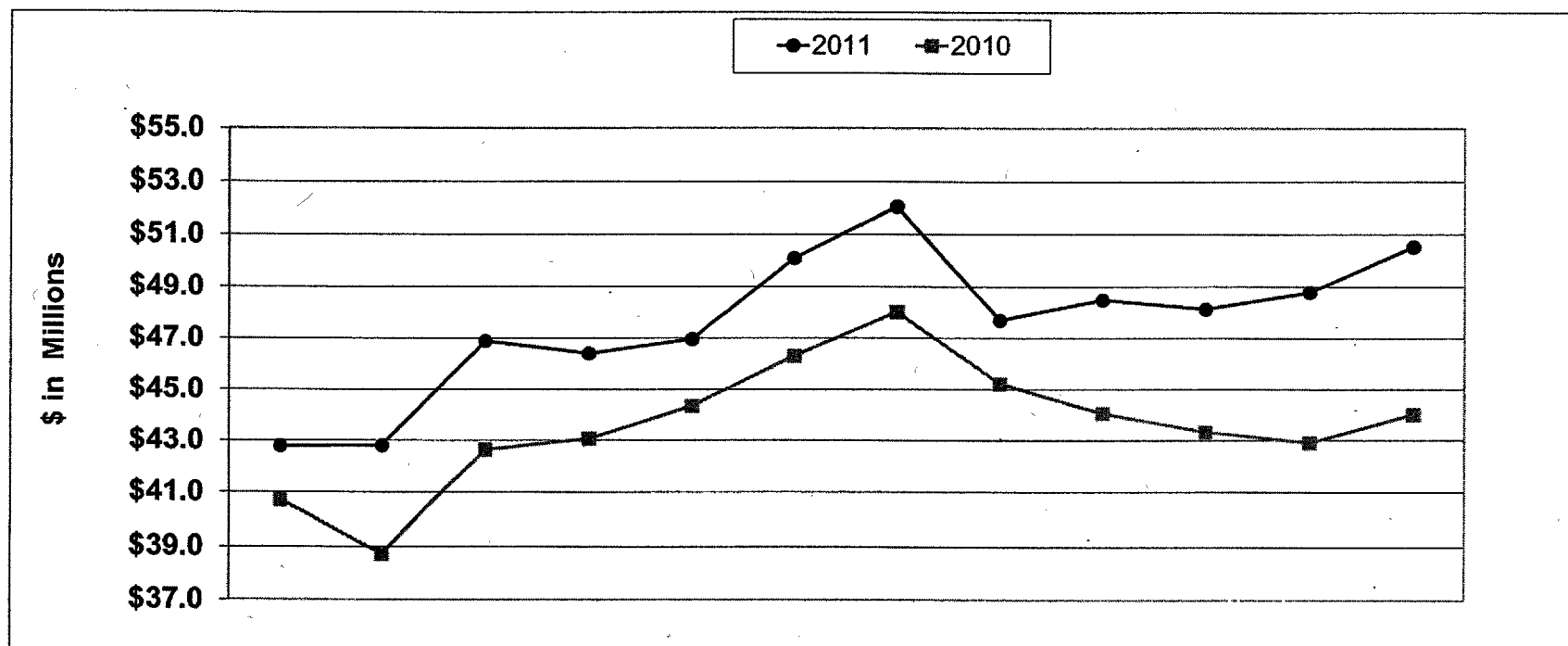
•December's Non-Commutation Ridership was 10.0% above '10 and 7.1% above forecast.



	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	3.2	34.1
2010	2.5	2.2	2.7	2.8	3.0	3.1	3.4	3.2	2.9	2.7	2.7	2.9	34.1
PCT CHG.	-7.7%	3.5%	1.6%	-2.0%	-5.5%	-2.5%	-0.7%	-7.5%	0.7%	3.0%	7.3%	10.0%	-0.1%

# DECEMBER REVENUE

•December's Total Revenue was 14.8% above '10 and 4.1% 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	\$50.5	\$571.4
2010	\$40.7	\$38.7	\$42.6	\$43.0	\$44.3	\$46.3	\$48.0	\$45.2	\$44.0	\$43.3	\$42.9	\$44.0	\$523.2
PCT CHG.	5.1%	10.5%	10.0%	7.7%	5.9%	8.2%	8.4%	5.4%	10.0%	11.1%	13.7%	14.8%	9.2%

**MTA LONG ISLAND RAIL ROAD  
RIDERSHIP SUMMARY  
DECEMBER 2011**

TICKET TYPE/SERVICE	DECEMBER 2011	DECEMBER 2010	CHANGE VS. 2010	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	3,937,041	3,894,655	42,386	1.1%
NON-COMMUTATION RIDERSHIP	3,230,740	2,938,066	292,674	10.0%
TOTAL RIDERSHIP	7,167,781	6,832,721	335,060	4.9%

**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	46,915,697	47,296,403	(380,706)	-0.8%
NON-COMMUTATION RIDERSHIP	34,067,306	34,100,293	(32,987)	-0.1%
TOTAL RIDERSHIP	80,983,003	81,396,696	(413,693)	-0.5%

**MTA LONG ISLAND RAIL ROAD  
REVENUE SUMMARY  
DECEMBER 2011**

REVENUE	DECEMBER 2011	DECEMBER 2010	CHANGE VS. 2010	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$ 24,867,347.00	\$ 22,306,803.00	\$ 2,560,544.00	11.5%
NON-COMMUTATION REVENUE	\$ 25,652,240.00	\$ 21,701,744.00	\$ 3,950,496.00	18.2%
TOTAL REVENUE	\$ 50,519,587.00	\$ 44,008,547.00	\$ 6,511,040.00	14.8%

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

REVENUE	YTD 2011	YTD 2010	CHANGE VS. 2010	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$ 298,922,951.00	\$ 272,022,362.00	\$ 26,900,589.00	9.9%
NON-COMMUTATION REVENUE	\$ 272,502,670.00	\$ 251,184,000.00	\$ 21,318,670.00	8.5%
TOTAL REVENUE	\$ 571,425,621.00	\$ 523,206,362.00	\$ 48,219,259.00	9.2%

**LONG ISLAND RAIL ROAD  
CAPITAL PROGRAM HIGHLIGHTS & UPDATES  
JANUARY 2012**

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**HIGHLIGHTS**

**PN-TH**

**MERRICK – BELLMORE DIRECT FIXATION**

Project Budget: \$34.00M

Milestone: Construction Start

A Design / Build Contract for Replacement of the Direct Fixation Fastener System between Merrick and Bellmore on the Babylon Branch was issued to Delta Railroad Construction Inc. for \$12,161,648. New direct fixation fasteners will be installed on the concrete viaducts supporting the 2 tracks between Merrick and Bellmore. The project also includes replacement or enlargement of running rail and guard rail plinths, and localized concrete deck repairs as required. Beneficial Use is planned for April 2013.

**PROJECT UPDATES**

**EAST SIDE ACCESS - LIRR ACTIVITIES**

- The Harold Interlocking Central Instrument Locations (CIL) and Harold Tower Supervisory Control Systems (HTSCS) development continues with an updated delivery and cutover schedule to be an integral part of the new rebaselined ESA Integrated Project Schedule (IPS). The new IPS is expected by Feb 2012. Cutover of HTSCS scheduled for the Fall of 2012. Equipment delivery for F Interlocking Harold Interlocking Alternate Control Room (FHACS) scheduled for this Spring with testing and cutover following in the Fall.
- LIRR F/A work at Harold continues with installation of conduits, troughs, and local cable for Point, H3, and H4 CIL's. Track Department continues providing F/A support for MTACC Third Party and Amtrak ESA construction activities. Track Panel construction commenced for Westward Passenger rework that is scheduled for this Fall.

**BABYLON TRAIN WASH (ARRA funded)**

- Train Wash equipment testing continued.
- Installation of permanent sanitary sewerage connections continued.
- Project Beneficial Use remains scheduled for April 2012.

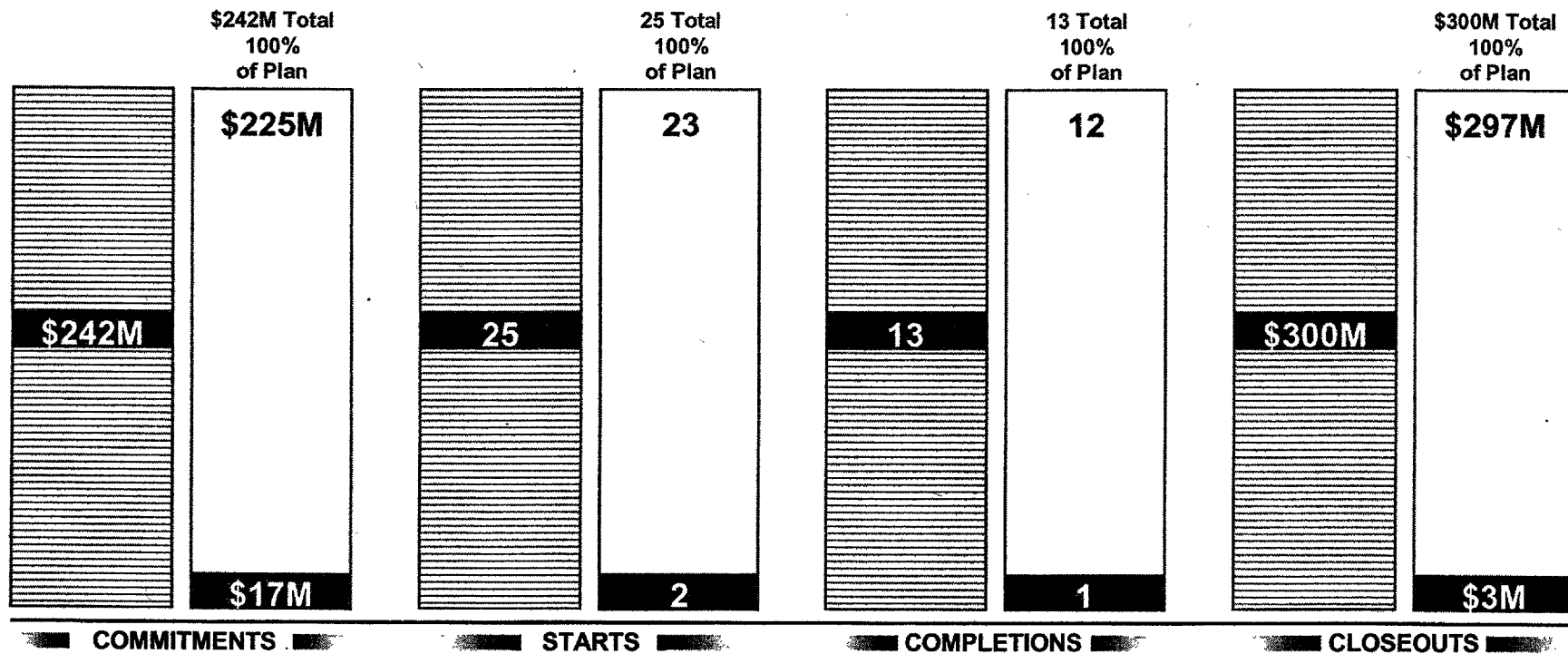
**MENTORING ACTIVITIES**

- Station Enhancements: Atlantic Terminal work continued.
- West Side Yard Reconfiguration: Work continued.
- Ronkonkoma Yard Laydown Storage Area: Substantial Completion achieved.
- Hillside Support Facility Platform Elevator Replacements: Submittals and Project Meetings continued.
- Central Islip Police Facility: Substantial Completion achieved.
- Richmond Hill Shop Reconfiguration: Submittals and Project Meetings continued.
- Jamaica Main Office Building Roof and Communication Building Roof: Submittals and Project Meetings continued.

**MAIN LINE CORRIDOR IMPROVEMENTS**

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

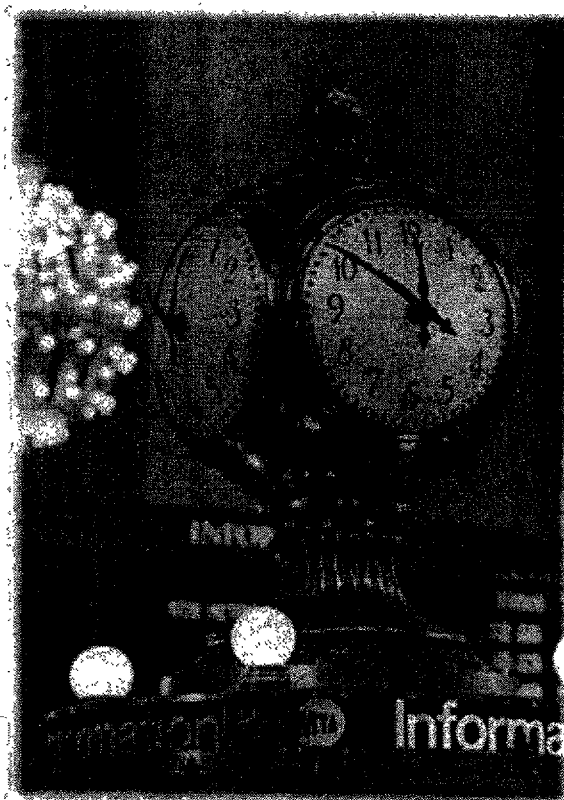
# 2012 LIRR Capital Program Goals





**Metro-North Railroad**

**Status of Operations &  
Safety Report  
February 2012**



# **MONTHLY OPERATING REPORT**

February 2012

<b>Performance Summary</b>			<b>2012 Data</b>			<b>2011 Data</b>	
			Annual Goal	January	YTD thru January	January	YTD thru January
<b>On Time Performance</b> <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	<b>System</b>	<b>Overall</b>	<b>97.8%</b>	<b>98.9%</b>	<b>98.9%</b>	<b>93.5%</b>	<b>93.5%</b>
		AM Peak	97.0%	98.7%	98.7%	88.1%	88.1%
		AM Reverse Peak	97.6%	98.3%	98.3%	91.5%	91.5%
		PM Peak	98.0%	99.2%	99.2%	93.6%	93.6%
		<b>Total Peak</b>		<b>98.8%</b>	<b>98.8%</b>	<b>90.8%</b>	<b>90.8%</b>
		Off Peak Weekday	97.9%	99.0%	99.0%	95.1%	95.1%
		Weekend	97.9%	98.9%	98.9%	94.7%	94.7%
	<b>Hudson Line</b>	<b>Overall</b>	<b>98.2%</b>	<b>99.0%</b>	<b>99.0%</b>	<b>97.4%</b>	<b>97.4%</b>
		AM Peak	98.0%	99.5%	99.5%	96.1%	96.1%
		AM Reverse Peak	98.5%	99.0%	99.0%	98.3%	98.3%
		PM Peak	98.4%	99.0%	99.0%	97.7%	97.7%
		<b>Total Peak</b>		<b>99.2%</b>	<b>99.2%</b>	<b>97.0%</b>	<b>97.0%</b>
		Off Peak Weekday	98.1%	98.8%	98.8%	98.0%	98.0%
		Weekend	98.2%	98.9%	98.9%	97.1%	97.1%
	<b>Harlem Line</b>	<b>Overall</b>	<b>98.3%</b>	<b>98.9%</b>	<b>98.9%</b>	<b>96.6%</b>	<b>96.6%</b>
		AM Peak	98.0%	97.6%	97.6%	93.6%	93.6%
		AM Reverse Peak	98.0%	97.1%	97.1%	94.4%	94.4%
		PM Peak	98.5%	99.4%	99.4%	96.5%	96.5%
		<b>Total Peak</b>		<b>98.2%</b>	<b>98.2%</b>	<b>94.9%</b>	<b>94.9%</b>
		Off Peak Weekday	98.4%	99.6%	99.6%	97.5%	97.5%
		Weekend	98.5%	99.0%	99.0%	97.6%	97.6%
	<b>New Haven Line</b>	<b>Overall</b>	<b>97.2%</b>	<b>98.9%</b>	<b>98.9%</b>	<b>88.9%</b>	<b>88.9%</b>
		AM Peak	95.7%	99.0%	99.0%	78.7%	78.7%
		AM Reverse Peak	96.8%	99.2%	99.2%	84.8%	84.8%
		PM Peak	97.5%	99.2%	99.2%	88.8%	88.8%
		<b>Total Peak</b>		<b>99.1%</b>	<b>99.1%</b>	<b>83.7%</b>	<b>83.7%</b>
		Off Peak Weekday	97.5%	98.7%	98.7%	92.0%	92.0%
		Weekend	97.4%	98.8%	98.8%	90.7%	90.7%
<b>Operating Statistics</b>							
	<b>Trains Scheduled</b>			<b>17,662</b>	<b>17,662</b>	<b>16,737</b>	<b>16,737</b>
	<b>Avg. Delay per Late Train (min)</b> <small>excluding trains canceled or terminated</small>			13.1	13.1	16.7	16.7
	<b>Trains Over 15 min. Late</b> <small>excluding trains canceled or terminated</small>		1,000	38	38	354	354
	<b>Trains Canceled</b>		160	5	5	73	73
	<b>Trains Terminated</b>		160	11	11	44	44
	<b>Percent of Scheduled Trips Completed</b>		99.8%	99.9%	99.9%	99.3%	99.3%
<b>Consist Compliance</b> <i>(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)</i>	<b>System</b>	<b>Overall</b>	<b>98.6%</b>	<b>99.7%</b>	<b>99.7%</b>	<b>95.9%</b>	<b>95.9%</b>
		AM Peak	97.7%	99.4%	99.4%	91.3%	91.3%
		AM Reverse Peak	97.7%	100.0%	100.0%	95.4%	95.4%
		PM Peak	97.3%	99.8%	99.8%	91.9%	91.9%
		<b>Total Peak</b>		<b>99.6%</b>	<b>99.6%</b>	<b>92.1%</b>	<b>92.1%</b>
		Off Peak Weekday	99.3%	99.9%	99.9%	97.7%	97.7%
		Weekend	99.3%	99.8%	99.8%	98.8%	98.8%
	<b>Hudson Line</b>	AM Peak	99.0%	100.0%	100.0%	99.4%	99.4%
		PM Peak	99.0%	100.0%	100.0%	99.3%	99.3%
	<b>Harlem Line</b>	AM Peak	99.0%	100.0%	100.0%	98.1%	98.1%
		PM Peak	99.0%	99.8%	99.8%	97.2%	97.2%
	<b>New Haven Line</b>	AM Peak	96.0%	98.5%	98.5%	80.1%	80.1%
		PM Peak	95.0%	99.7%	99.7%	82.7%	82.7%

<b>Categories of Delay</b>		<b>2012 Data</b>			<b>2011 Data</b>	
		December	January	YTD thru January	January	YTD thru January
<b>Train Delay Incidents Resulting in Late Trains.</b> <i>(Each delay incurred by a late train is considered a separate train delay incident. Therefore, the number of train delay incidents is higher than the number of late trains for the month.)</i>	<b>Maintenance of Way</b>	104	102	102	183	183
	<b>Capital Projects</b>	6	0	0	0	0
	<b>Maintenance of Equipment</b>	92	71	71	409	409
	<b>Operations Services</b>	17	11	11	27	27
	<b>Police Incidents</b>	29	11	11	48	48
	<b>Other</b>	6	6	6	19	19
	<b>Customers</b>	30	24	24	33	33
	<b>3rd Party Operations</b> <i>(Other railroads, marine traffic, etc.)</i>	0	1	1	76	76
	<b>Weather and Environmental</b>	11	3	3	444	444



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

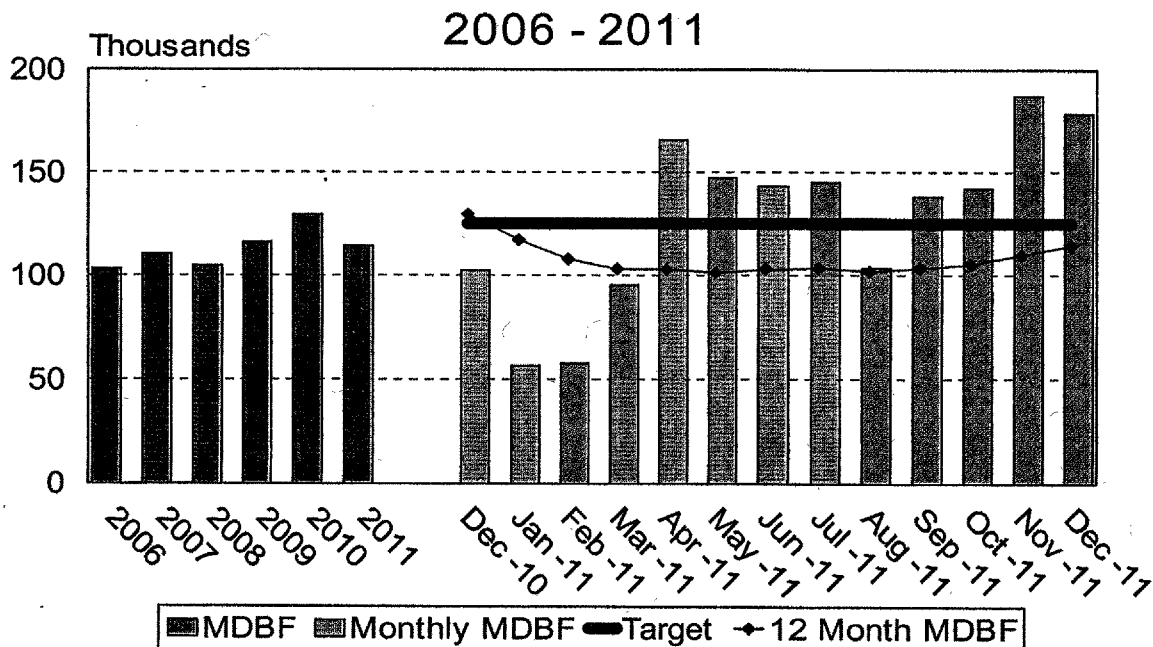
Date	Day	DESCRIPTION OF EVENT	Number of Late Trains															TOTAL		
			AM Peak			AM Reverse			PM Peak			Off Peak			Weekend			Late	Cxd	Term
			L	C	T	L	C	T	L	C	T	L	C	T	L	C	T			
01/19	Thr	Broken east rail on track 2 north of White Plains Station, causing congestion and single tracking from cp121 - cp123.	22	3	0	9	0	0	0	0	0	0	0	0	0	0	0	31	3	0
<b>TOTAL FOR MONTH</b>			22	3	0	9	0	0	0	0	0	0	0	0	0	0	0	31	3	0
																		<b>34</b>		



	Equip- ment Type	Total Fleet Size	2011 Data					2010 Data		
			MDBF Goal (miles)	Dec MDBF (miles)	Dec No. of Primary Failures	YTD MDBF thru Dec (miles)	12 month MDBF Rolling Avg (miles)	Dec MDBF (miles)	Dec No. of Primary Failures	YTD MDBF thru Dec (miles)
<b>Mean Distance Between Failures</b>	M2	231	90,000	169,516	8	66,742	66,742	91,090	17	95,308
	M4/M6	102	65,000	88,663	7	44,244	44,244	33,888	15	53,476
	M8	60	125,000	124,011	3	140,679	140,679	N/A	N/A	N/A
	M3	140	100,000	148,679	2	240,266	240,266	309,270	0	175,792
	M7	336	400,000	457,064	4	607,699	607,699	842,004	2	726,778
	Coach	213	280,000	1,383,065	1	357,159	357,159	114,308	12	290,741
	P-32	31	35,000	32,451	6	35,159	35,159	26,427	7	26,324
	BL-20	12	11,000	8,410	3	10,136	10,136	16,333	2	14,504
	<b>Fleet</b>	<b>1125</b>	<b>125,000</b>	<b>178,747</b>	<b>34</b>	<b>114,347</b>	<b>114,347</b>	<b>102,536</b>	<b>55</b>	<b>129,329</b>
	M2/4/6/8		92,308	130,489	18	61,253	61,253	64,276	32	79,219
	M3/7		285,714	354,269	6	502,718	502,718	996,639	2	489,098
	Diesel/Coach		120,385	160,300	10	134,006	134,006	75,683	21	113,080

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

## ALL FLEETS Mean Distance Between Failure



West of Hudson Performance Summary			2012 Data			2011 Data	
			Annual Goal	January	YTD thru January	January	YTD thru January
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	West of Hudson Total	Overall	96.4%	97.6%	97.6%	92.1%	92.1%
		AM Peak	97.3%	97.5%	97.5%	87.0%	87.0%
		PM Peak	96.8%	98.5%	98.5%	93.0%	93.0%
		Total Peak		98.0%	98.0%	90.0%	90.0%
		Off Peak Weekday	95.9%	97.6%	97.6%	93.7%	93.7%
		Weekend	95.9%	96.9%	96.9%	92.6%	92.6%
	Pascack Line Valley Line	Overall	97.0%	98.5%	98.5%	94.9%	94.9%
		AM Peak	98.0%	97.5%	97.5%	95.0%	95.0%
		PM Peak	97.5%	97.9%	97.9%	97.9%	97.9%
		Total Peak		97.7%	97.7%	96.3%	96.3%
		Off Peak Weekday	96.5%	100.0%	100.0%	95.0%	95.0%
		Weekend	96.5%	97.4%	97.4%	93.2%	93.2%
	Port Jervis Line	Overall	95.5%	96.2%	96.2%	88.0%	88.0%
		AM Peak	96.0%	97.5%	97.5%	75.0%	75.0%
		PM Peak	96.0%	99.2%	99.2%	88.8%	88.8%
		Total Peak		98.3%	98.3%	82.9%	82.9%
		Off Peak Weekday	95.0%	94.3%	94.3%	91.7%	91.7%
		Weekend	95.0%	96.3%	96.3%	91.7%	91.7%
Operating Statistics							
Trains Scheduled			1,646	1,646	1,642	1,642	
Avg. Delay per Late Train (min) <small>excluding trains canceled or terminated</small>			22.1	22.1	18.7	18.7	
Trains Over 15 min. Late <small>excluding trains canceled or terminated</small>		80	15	15	51	51	
Trains Canceled			2	2	5	5	
Trains Terminated			3	3	8	8	
Percent of Scheduled Trips Completed		99.8%	99.7%	99.7%	99.2%	99.2%	

## JANUARY 2012 STANDEE REPORT

### East of Hudson

East of Hudson			JAN 2011	YTD 2011	JAN 2012	YTD 2012
Daily Average AM Peak	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	15	15	0	0
		Total Standees	15	15	0	0
	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	29	29	0	0
		Total Standees	29	29	0	0
	New Haven Line	Program Standees	97	97	**	0
		Add'l Standees	350	350	15	15
		Total Standees	447	447	15	15
	EAST OF HUDSON TOTAL - AM PEAK		491	491	15	15
Daily Average PM Peak	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		Total Standees	0	0	0	0
	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	38	38	0	0
		Total Standees	38	38	0	0
	New Haven Line	Program Standees	37	37	**	0
		Add'l Standees	233	233	2	2
		Total Standees	270	270	2	2
	EAST OF HUDSON TOTAL - PM PEAK		308	308	2	2

### West of Hudson

West of Hudson			JAN 2011	YTD 2011	JAN 2012	YTD 2012
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).

**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.

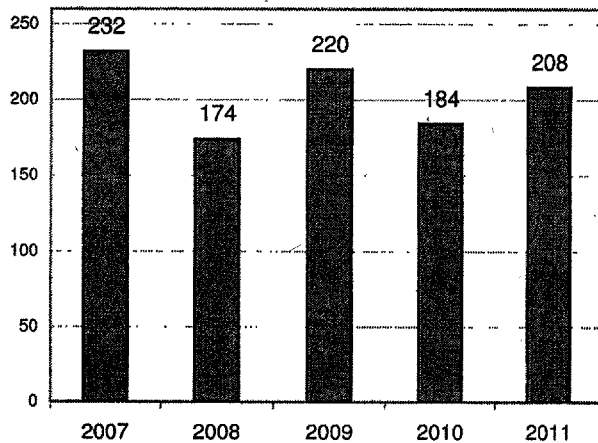
**\*\* Programmed Standees based on special equipment programs operated on 1/20 and 1/21 due to emergency catenary repairs and equipment shortages on the New Haven Line in both the AM and PM Peak. Sunday schedule operated on 1/12/11 not included in this report.**

Based on January 2011 data through 1/21/11.

Operations Planning and Analysis/pbb

## MTA Metro-North Railroad

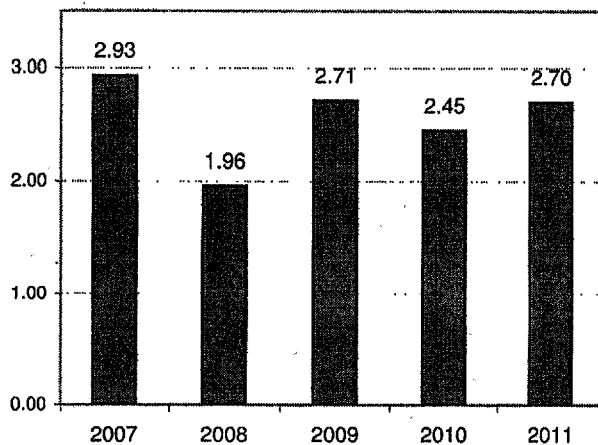
### Summary of Employee Injuries thru December



Total Employee Injuries

Year	Total
2007	232
2008	174
2009	220
2010	184
2011	208

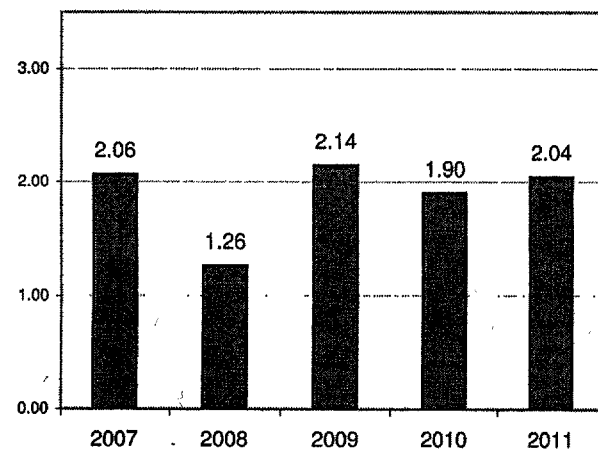
% change from last year: 13.0%



Employee FRA Reportable Injuries

Year	Total	FRA FI*
2007	179	2.93
2008	123	1.96
2009	171	2.71
2010	151	2.45
2011	168	2.70

% change from last year: 10.2%



Employee Lost Time and Restricted Duty Injuries

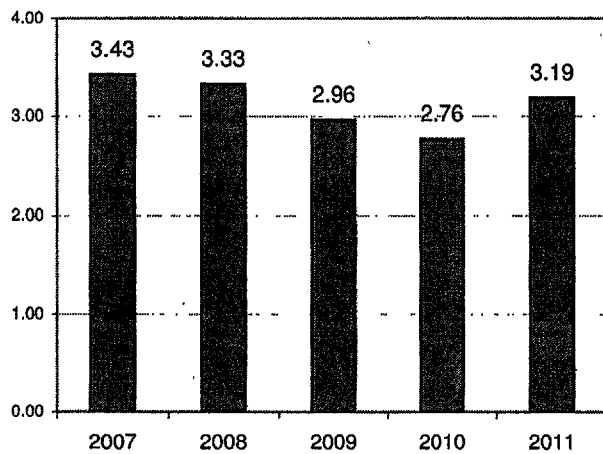
Year	LT	RD	LT FI*	RD FI*	LT&RD FI*
2007	71	55	1.16	0.90	2.06
2008	53	26	0.84	0.41	1.26
2009	117	18	1.86	0.29	2.14
2010	98	19	1.59	0.31	1.90
2011	100	27	1.61	0.43	2.04

% change from last year: 7.5%

\* - Injuries per 200,000 hours worked

## MTA Metro-North Railroad

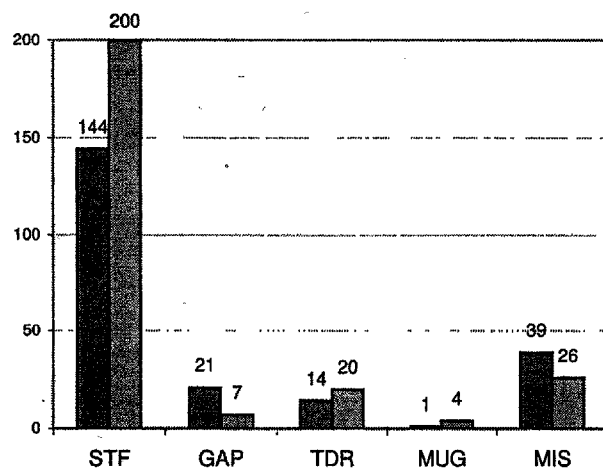
### Summary of Customer/Contractor Injuries thru December



Total Customer Injuries

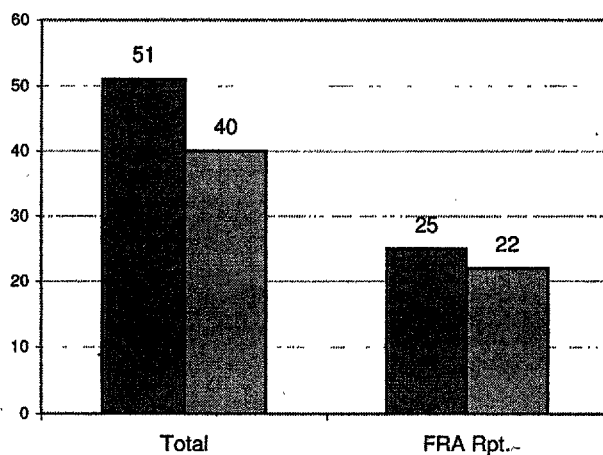
Year	Total	Total FI*
2007	268	3.43
2008	271	3.33
2009	231	2.96
2010	219	2.76
2011	256	3.19

% change from last year: 15.2%



Top 5 Customer Injuries by Type

Year	Slip/Trip/Fall	Gap	Train Doors	Mugging	Misc.
2010	144	21	14	1	39
2011	200	7	20	4	26
% Chg	38.9%	-66.7%	42.9%	300.0%	-33.3%



Contractor Injuries

Year	Total	FRA Rpt.
2010	51	25
2011	40	22
% Chg	-21.6%	-12.0%

\* - Injuries per 1,000,000 rides



**Metro-North Railroad**

**Financial and Ridership Report  
February 2012**

**MTA METRO-NORTH RAILROAD**

**FINANCIAL STATEMENTS**

**MONTH ENDED: DECEMBER 31, 2011 (PRELIMINARY)**

**OFFICE OF VICE PRESIDENT OF FINANCE & INFORMATION SYSTEMS**

**MTA METRO-NORTH RAILROAD  
DECEMBER PRELIMINARY 2011 FINANCIAL AND RIDERSHIP REPORT  
EXECUTIVE SUMMARY**

Preliminary 2011 financial results were favorable as compared to the Final Estimate. Total operating revenues were 0.7% higher than the Final Estimate, while operating expenditures (excluding non-cash expenses) were 3.4% lower than projected. Capital program expenditures (and reimbursements) were \$2.0 million (1.0%) lower than the Final Estimate.

**Ridership**

Total rail ridership was 7.3 million riders for the month and 82.0 million riders year-to-date.

**East of Hudson**

- Month of December ridership of 7.2 million was 4.2% higher than the Final Estimate and reflects the favorable impact of higher ridership during the Christmas and New Years holiday. Compared to 2010, ridership for the month was 6.4% higher.
- December YTD ridership of 80.4 million was 0.3% higher than projected. Compared to 2010, year-to-date December ridership was 1.7% higher.
- Commutation ridership was 0.2% higher year-to-date and 0.9% higher for the month vs. the Final Estimate. Compared to 2010, December year-to-date commutation ridership was 1.5% higher.
- Non-commutation ridership was 0.5% higher year-to-date and 8.4% higher for the month vs. the Final Estimate due to higher ridership during the Christmas and New Years holiday period. Compared to 2010, December year-to-date non-commutation ridership was 1.9% higher.

**West of Hudson**

- Year-to-date ridership was 1.1% higher than the Final Estimate due to earlier than projected completion of Port Jervis Line reconstruction work which enabled service to be restored ahead of schedule. Compared to 2010, ridership was 11.1% lower due to the three month suspension of Port Jervis Line service due infrastructure damages from Tropical Storm Irene

**Revenue**

- Total Revenue of \$819.5 million through December preliminary results was \$2.2 million (0.3%) higher than the Final Estimate.
- Fare Box Revenue of \$567.6 million year-to-date was \$1.6 million (0.3%) higher than the Final Estimate.
- Other Operating Revenue of \$47.8 million was \$2.6 million higher through December primarily due to higher GCT retail revenue.
- Capital and Other Reimbursements of \$204.1 million was \$2.0 million lower through December due primarily to timing differences in collections of capital project work.

**Expenses**

- Total Expenses of \$1,427.0 million through December preliminary results were \$48.0 million (3.3%) lower than the Final Estimate. Most of the underrun was due primarily to lower non payroll costs for non-reimbursable and reimbursable material usage, contract service costs and non-cash accruals for depreciation. (Preliminary December expenses exclude final year-end accounting accruals for services received and not yet paid.)
- Labor costs were \$1.6 million or 0.2% favorable vs. the Final Estimate. Straight-time labor costs through December were \$4.9 million lower primarily due to vacancies and were offset by higher overtime costs due to October snow storm coverage, right-of-way maintenance, service coverage requirements, and reimbursable project costs.

**Financial Performance Measures**

- Adjusted Farebox Operating Ratio of 68.7% through December preliminary results was 3.1% higher than the Final Estimate due to lower expenses.
- Adjusted Cost per Passenger of \$11.56 through December preliminary results was \$0.50 lower than projected also due to lower expense levels.
- Revenue per Passenger of \$7.15 for the year was on-target to the Final Estimate.

**MTA METRO-NORTH RAILROAD  
DECEMBER 2011 FINANCIAL REPORT VS. PRELIMINARY ACTUALS  
YEAR-TO DATE ACTUAL VS. FINAL ESTIMATE**

**REVENUE**

**Total Revenue** – \$2.2 million (0.3%) higher than the Final Estimate through December.

- **Fare Box Revenue** – \$1.6 million (0.3%) higher than the Final Estimate for the year primarily due to increased non commutation revenue due to higher ridership during the holiday season.
- **Other Operating Revenue** – year-to-date revenues were \$2.6 million higher than the Final Estimate primarily due to higher GCT net retail revenue as a result of lower tenant service costs and lower spending on GCT retail renovation projects.
- **Capital and Other Reimbursements** – \$2.0 million (1.0%) lower than the Final Estimate due to timing differences/rescheduling in expenditures for various capital projects.

**EXPENSES**

**Total Expenses** – Year-to-date was \$48.0 million (3.3%) lower than the Final Estimate through December preliminary results due primarily to lower non payroll costs for non-reimbursable and reimbursable material and supplies usage, contract service costs and non-cash accruals for depreciation. (Preliminary December expenses exclude final year-end accruals for services received and not yet paid.)

- **Labor expenses** (including fringes and overhead recoveries) were \$1.6 million (0.2%) lower than the Final Estimate for the year primarily due to lower straight time labor (\$4.9 million) due to vacancies, partially offset by higher overtime costs (\$4.0 million) resulting from October snowstorm coverage, reimbursable project work for several track and signal projects, right-of-way maintenance (including mud spot repairs), and service coverage requirements.

- **Non-Labor Expenses**

Total non-labor expenses were \$34.2 million lower than the Final Estimate for the year.

- **Traction and Propulsion Power** – \$1.9 million lower year-to-date vs. the Final Estimate.
- **Fuel for Buses and Trains** – \$0.7 million higher vs. the Final Estimate for the year.
- **Insurance** – Year-to-date, premiums were \$0.1 million higher than the Final Estimate.
- **Claims** – settlement payments for the year were \$4.5 million lower than the Final Estimate.
- **Maintenance & Other Operating Contracts** – year-to-date expenditures were \$13.4 million lower vs. the Final Estimate primarily due to timing differences for locomotive overhauls and lower expenditures for equipment, maintenance services, building utilities, and Port Jervis Line reconstruction and alternate service costs.
- **Professional Services** – were below the Final Estimate (\$5.4 million) for the year primarily due to rescheduling of bridge inspections and security guard expenditures and lower information system service costs.
- **Materials & Supplies** – year-to-date expenditures were \$15.4 million below the Final Estimate due to timing differences in reimbursable capital project activity (\$5.5 million for Danbury Branch Signal System, Positive Train Control and bridge rehabilitation projects), and lower expenditures for maintenance equipment, rolling stock material, switch heaters/snow melting cabinets, office furniture and favorable inventory valuation adjustments.
- **Other Business Expenses** – \$5.5 million higher than the Final Estimate primarily due to the write-off of West of Hudson infrastructure losses from damages incurred from Tropical Storm Irene.
- **Depreciation and Other Non Cash Liability Adjustments** - \$12.2 million lower than the Final Estimate year-to-date due to timing in recording of completed capital projects.

**CASH DEFICIT**

Cash Deficit through December was \$1.4 million above the Final Estimate.

**MTA METRO NORTH RAILROAD**  
**2011 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL**  
**DECEMBER YEAR-TO-DATE**  
(\$ in millions)

**NON-REIMBURSABLE**

	2011			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	2011 Adopted Budget		Final Estimate	
				\$	%	\$	%
<b>Revenue</b>							
Farebox Revenue	\$562.883	\$566.059	\$567.613	\$4.730	0.8	\$1.554	0.3
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	43.094	45.158	47.781	4.687	10.9	2.623	5.8
MTA	0.000	0.000	0.000	0.000	-	0.000	-
CDOT	0.000	0.000	0.000	0.000	-	0.000	-
Other	0.000	0.000	0.000	0.000	-	0.000	-
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Revenue</b>	<b>\$605.977</b>	<b>\$611.217</b>	<b>\$615.394</b>	<b>\$9.417</b>	<b>1.6</b>	<b>\$4.177</b>	<b>0.7</b>
<b>Expenses</b>							
<b><u>Labor:</u></b>							
Payroll	\$394.897	\$389.175	\$385.894	\$9.003	2.3	\$3.281	0.8
Overtime	53.102	58.161	60.094	(6.992)	(13.2)	(1.933)	(3.3)
Health and Welfare	85.547	78.922	76.861	8.686	10.2	2.061	2.6
OPEB Current Payment	10.467	15.250	16.748	(6.281)	(60.0)	(1.498)	(9.8)
Pensions	46.839	53.233	50.895	(4.056)	(8.7)	2.338	4.4
Other Fringe Benefits	80.748	80.081	80.312	0.436	0.5	(0.231)	(0.3)
Reimbursable Overhead	(36.906)	(38.445)	(36.474)	(0.432)	(1.2)	(1.971)	(5.1)
<b>Total Labor Expenses</b>	<b>\$634.694</b>	<b>\$636.377</b>	<b>\$634.330</b>	<b>\$0.364</b>	<b>0.0</b>	<b>\$2.047</b>	<b>0.3</b>
<b><u>Non-Labor:</u></b>							
Traction and Propulsion Power	\$68.757	\$62.725	\$60.839	\$7.918	11.5	\$1.886	3.0
Fuel for Buses and Trains	17.292	23.564	24.271	(6.979)	(40.4)	(0.707)	(3.0)
Insurance	11.950	10.249	10.007	1.943	16.3	0.242	2.4
Claims	11.000	11.001	6.452	4.548	41.3	4.549	41.4
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	103.905	108.869	91.795	12.110	11.7	17.074	15.7
Professional Service Contracts	36.998	34.705	30.331	6.667	18.0	4.374	12.6
Materials & Supplies	87.308	87.748	78.052	9.256	10.6	9.696	11.0
Other Business Expenses	16.193	16.255	21.623	(5.430)	(33.5)	(5.368)	(33.0)
<b>Total Non-Labor Expenses</b>	<b>\$353.403</b>	<b>\$355.116</b>	<b>\$323.370</b>	<b>\$30.033</b>	<b>8.5</b>	<b>\$31.746</b>	<b>8.9</b>
<b><u>Other Expense Adjustments:</u></b>							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Depreciation and GASB Adjs.</b>	<b>\$988.097</b>	<b>\$991.493</b>	<b>\$957.700</b>	<b>\$30.397</b>	<b>3.1</b>	<b>\$33.793</b>	<b>3.4</b>
Depreciation	\$245.062	\$214.677	\$205.516	\$39.546	16.1	\$9.161	4.3
OPEB Obligation	56.275	56.275	56.275	0.000	0.0	0.000	0.0
Environmental Remediation	8.000	6.527	3.490	4.510	56.4	3.037	46.5
<b>Total Expenses</b>	<b>\$1,297.434</b>	<b>\$1,268.972</b>	<b>\$1,222.981</b>	<b>\$74.453</b>	<b>5.7</b>	<b>\$45.991</b>	<b>3.6</b>
<b>Baseline Surplus/(Deficit)</b>	<b>(\$691.457)</b>	<b>(\$657.755)</b>	<b>(\$607.587)</b>	<b>\$83.870</b>	<b>12.1</b>	<b>\$50.168</b>	<b>7.6</b>
<b>Cash Conversion Adjustments:</b>							
Depreciation	\$245.062	\$214.677	\$205.516	(\$39.546)	(16.1)	(\$9.161)	(4.3)
Operating/Capital	(13.012)	(8.524)	(8.324)	4.688	36.0	0.200	2.3
Other Cash Adjustments	40.684	53.716	11.068	(29.616)	(72.8)	(42.648)	(79.4)
<b>Total Cash Conversion Adjustments</b>	<b>\$272.734</b>	<b>\$259.869</b>	<b>\$208.260</b>	<b>(\$64.474)</b>	<b>(23.6)</b>	<b>(\$51.609)</b>	<b>(19.9)</b>
<b>Baseline Cash Surplus/(Deficit)</b>	<b>(\$418.723)</b>	<b>(\$397.886)</b>	<b>(\$399.327)</b>	<b>\$19.396</b>	<b>4.6</b>	<b>(\$1.441)</b>	<b>(0.4)</b>

**MTA METRO NORTH RAILROAD**  
**2011 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL**  
**DECEMBER YEAR-TO-DATE**  
(\$ In millions)

**REIMBURSABLE**

	2011			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	2011 Adopted Budget		Final Estimate	
				\$	%	\$	%
<b>Revenue</b>							
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	0.000	0.000	0.000	0.000	-	0.000	-
MTA	125.317	104.719	93.596	(31.721)	(25.3)	(11.123)	(10.6)
CDOT	73.776	84.564	91.575	17.799	24.1	7.011	8.3
Other	12.331	16.774	18.886	6.555	53.2	2.112	12.6
Capital and Other Reimbursements	211.424	206.057	204.057	(7.367)	(3.5)	(2.000)	(1.0)
<b>Total Revenue</b>	<b>\$211.424</b>	<b>\$206.057</b>	<b>\$204.057</b>	<b>(\$7.367)</b>	<b>(3.5)</b>	<b>(\$2.000)</b>	<b>(1.0)</b>
<b>Expenses</b>							
<b>Labor:</b>							
Payroll	\$47.509	\$43.940	\$42.310	\$5.199	10.9	\$1.630	3.7
Overtime	19.250	16.403	18.488	0.762	4.0	(2.085)	(12.7)
Health and Welfare	13.166	11.112	11.266	1.900	14.4	(0.154)	(1.4)
OPEB Current Payment	0.000	0.000	0.000	0.000	-	0.000	-
Pensions	7.041	5.694	5.386	1.655	23.5	0.308	5.4
Other Fringe Benefits	11.210	10.526	11.138	0.072	0.6	(0.612)	(5.8)
Reimbursable Overhead	39.730	38.444	37.978	1.752	4.4	0.466	1.2
<b>Total Labor Expenses</b>	<b>\$137.906</b>	<b>\$126.119</b>	<b>\$126.566</b>	<b>\$11.340</b>	<b>8.2</b>	<b>(\$0.447)</b>	<b>(0.4)</b>
<b>Non-Labor:</b>							
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Fuel for Buses and Trains	0.000	0.000	0.000	0.000	-	0.000	-
Insurance	5.104	3.913	4.301	0.803	15.7	(0.388)	(9.9)
Claims	0.000	0.000	0.000	0.000	-	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	26.561	45.774	49.456	(22.895)	(86.2)	(3.682)	(8.0)
Professional Service Contracts	5.263	6.071	5.073	0.190	3.6	0.998	16.4
Materials & Supplies	36.286	24.559	18.867	17.419	48.0	5.692	23.2
Other Business Expenses	0.304	(0.379)	(0.206)	0.510	*	(0.173)	(45.6)
<b>Total Non-Labor Expenses</b>	<b>\$73.518</b>	<b>\$79.938</b>	<b>\$77.491</b>	<b>(\$3.973)</b>	<b>(5.4)</b>	<b>\$2.447</b>	<b>3.1</b>
<b>Other Expense Adjustments:</b>							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Depreciation</b>	<b>\$211.424</b>	<b>\$206.057</b>	<b>\$204.057</b>	<b>\$7.367</b>	<b>3.5</b>	<b>\$2.000</b>	<b>1.0</b>
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
OPEB Obligation	0.000	0.000	0.000	0.000	-	0.000	-
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Expenses</b>	<b>\$211.424</b>	<b>\$206.057</b>	<b>\$204.057</b>	<b>\$7.367</b>	<b>3.5</b>	<b>\$2.000</b>	<b>1.0</b>
<b>Baseline Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>
<b>Cash Conversion Adjustments:</b>							
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Operating/Capital	0.000	0.000	0.000	0.000	-	0.000	-
Other Cash Adjustments	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Cash Conversion Adjustments</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>
<b>Baseline Cash Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>

\* Variance exceeds 100%.

**MTA METRO NORTH RAILROAD**  
**2011 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL**  
**DECEMBER YEAR-TO-DATE**  
(\$ In millions)

NON-REIMBURSABLE/ REIMBURSABLE	2011			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	2011 Adopted Budget		Final Estimate	
				\$	%	\$	%
<b>Revenue</b>							
Farebox Revenue	\$562.883	\$566.059	\$567.613	\$4.730	0.8	\$1.554	0.3
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	43.094	45.158	47.781	4.687	10.9	2.623	5.8
MTA	125.317	104.719	93.596	(31.721)	(25.3)	(11.123)	(10.6)
CDOT	73.776	84.564	91.575	17.799	24.1	7.011	8.3
Other	12.331	16.774	18.886	6.555	53.2	2.112	12.6
Capital and Other Reimbursements	211.424	206.057	204.057	(7.367)	(3.5)	(2.000)	(1.0)
<b>Total Revenue</b>	<b>\$817.401</b>	<b>\$817.274</b>	<b>\$819.451</b>	<b>\$2.050</b>	<b>0.3</b>	<b>\$2.177</b>	<b>0.3</b>
<b>Expenses</b>							
<b>Labor:</b>							
Payroll	\$442.406	\$433.115	\$428.204	\$14.202	3.2	\$4.911	1.1
Overtime	72.352	74.564	78.582	(6.230)	(8.6)	(4.018)	(5.4)
Health and Welfare	98.713	90.034	88.127	10.586	10.7	1.907	2.1
OPEB Current Payment	10.467	15.250	16.748	(6.281)	(60.0)	(1.498)	(9.8)
Pensions	53.880	58.927	56.281	(2.401)	(4.5)	2.646	4.5
Other Fringe Benefits	91.958	90.607	91.450	0.508	0.6	(0.843)	(0.9)
Reimbursable Overhead	2.824	(0.001)	1.504	1.320	46.7	(1.505)	*
<b>Total Labor Expenses</b>	<b>\$772.600</b>	<b>\$762.496</b>	<b>\$760.896</b>	<b>\$11.704</b>	<b>1.5</b>	<b>\$1.600</b>	<b>0.2</b>
<b>Non-Labor:</b>							
Traction and Propulsion Power	\$68.757	\$62.725	\$60.839	\$7.918	11.5	\$1.886	3.0
Fuel for Buses and Trains	17.292	23.564	24.271	(6.979)	(40.4)	(0.707)	(3.0)
Insurance	17.054	14.162	14.308	2.746	16.1	(0.146)	(1.0)
Claims	11.000	11.001	6.452	4.548	41.3	4.549	41.4
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	130.466	154.643	141.251	(10.785)	(8.3)	13.392	8.7
Professional Service Contracts	42.261	40.776	35.404	6.857	16.2	5.372	13.2
Materials & Supplies	123.594	112.307	96.919	26.675	21.6	15.388	13.7
Other Business Expenses	16.497	15.876	21.417	(4.920)	(29.8)	(5.541)	(34.9)
<b>Total Non-Labor Expenses</b>	<b>\$426.921</b>	<b>\$435.054</b>	<b>\$400.861</b>	<b>\$26.060</b>	<b>6.1</b>	<b>\$34.193</b>	<b>7.9</b>
<b>Other Expense Adjustments:</b>							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Depreciation and GASB Adj.</b>	<b>\$1,199.521</b>	<b>\$1,197.550</b>	<b>\$1,161.757</b>	<b>\$37.764</b>	<b>3.1</b>	<b>\$35.793</b>	<b>3.0</b>
Depreciation	\$245.062	\$214.677	\$205.516	\$39.546	16.1	\$9.161	4.3
OPEB Obligation	56.275	56.275	56.275	0.000	0.0	0.000	0.0
Environmental Remediation	6.000	6.527	3.490	4.510	56.4	3.037	46.5
<b>Total Expenses</b>	<b>\$1,508.858</b>	<b>\$1,475.029</b>	<b>\$1,427.038</b>	<b>\$81.820</b>	<b>5.4</b>	<b>\$47.991</b>	<b>3.3</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$691.457)</b>	<b>(\$657.755)</b>	<b>(\$607.587)</b>	<b>\$83.870</b>	<b>12.1</b>	<b>\$50.168</b>	<b>7.6</b>
<b>Cash Conversion Adjustments:</b>							
Depreciation	\$245.062	\$214.677	\$205.516	(\$39.546)	(16.1)	(\$9.161)	(4.3)
Operating/Capital	(13.012)	(8.524)	(8.324)	4.688	36.0	0.200	2.3
Other Cash Adjustments	40.684	53.716	11.068	(29.616)	(72.8)	(42.648)	(79.4)
<b>Total Cash Conversion Adjustments</b>	<b>272.734</b>	<b>259.869</b>	<b>208.260</b>	<b>(\$64.474)</b>	<b>(23.6)</b>	<b>(\$51.609)</b>	<b>(19.9)</b>
<b>Baseline Cash Surplus/(Deficit)</b>	<b>(\$418.723)</b>	<b>(\$397.886)</b>	<b>(\$399.327)</b>	<b>\$19.396</b>	<b>4.6</b>	<b>(\$1.441)</b>	<b>(0.4)</b>

\* Variance exceeds 100%.

**MTA METRO-NORTH RAILROAD**  
**2011 FINAL ESTIMATE VS. ACTUAL**  
**DECEMBER YEAR-TO-DATE (PRELIMINARY)**  
**EXPLANATION OF VARIANCE BETWEEN FINAL ESTIMATE AND ACTUAL RESULTS**  
**ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY**  
(\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Year to Date vs. Final Estimate		
		Variance Fav (Unfav)		Reason for Variance
		\$	%	
OTHER OPERATING REVENUE	Non-Reimb	\$2.623	5.8%	Reflects higher GCT net revenues (due to lower expenditures for GCT revenue funded projects (timing) and retail operations expenses), and higher outlying station rents and parking revenues.
OVERTIME	Reimb	(\$2.085)	(12.7%)	Reflects higher activity on track program work.
OPEB CURRENT PAYMENT	Non-Reimb	(\$1.498)	(9.8%)	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-Dec payment adjustment).
PENSIONS	Reimb	\$0.308	5.4%	Reflects rate differential related to final pension cost adjustment.
OTHER FRINGE BENEFITS	Reimb	(\$0.611)	(5.8%)	Reflects higher labor costs.
REIMBURSABLE OVERHEAD	Non-Reimb	(\$1.971)	(5.1%)	Reflects adjustments to correct the allocation of fringe and overhead costs charged to billable projects.
INSURANCE	Reimb	(\$0.388)	(9.9%)	Reflects higher than projected level of capital projects that require insurance coverage.
CLAIMS	Non-Reimb	\$4.549	41.4%	Lower than projected settlements for the year.
MAINTENANCE AND OTHER OPERATING CONTRACTS	Non-Reimb	\$17.074	15.7%	Lower than projected costs for West of Hudson operating subsidies and Port Jervis Line alternate service costs, lower repair costs for Harlem River Lift Bridge fender system and shopp equipment, lower shop utility costs, and timing differences in payments for the Genesis locomotive overhaul and GCT water tank projects.
	Reimb	(\$3.682)	(8.0%)	Reflects under estimation of the cable plow contract on the Danbury Branch Signal System partially offset by lower project activity on the Port Jervis Reconstruction, NHL Communications and Signal System Replacement Study, and GCT Leaks Remediation (NYCDOT Share).
PROFESSIONAL SERVICE CONTRACTS	Non-Reimb	\$4.374	12.6%	Lower than projected expenditures for the Bridge Inspection program, security services, outside audit fees, and information technology services.
	Reimb	\$0.997	16.4%	Reflects lower activity during the period on the Port Jervis Reconstruction Phase 1 project partially offset by higher activity on the West Haven Station project.
MATERIAL AND SUPPLIES	Non-Reimb	\$9.696	11.0%	Primarily reflects lower expenditures for rolling stock parts & supplies, office furniture, and IT hardware as well as favorable inventory valuation adjustments and timing differences in expenditures for snow melting cabinets and outlying station information display monitors.
	Reimb	\$5.692	23.2%	Reflects delay of activity on the following projects: Danbury Branch Signal System, Peck Bridge Mitre Rail, Positive Train Control and NHL Station Improvements (NYS).
OTHER BUSINESS EXPENSES	Non-Reimb	(\$5.368)	(33.0%)	Higher than projected expenditures primarily due to the write-off of West of Hudson Infrastructure losses from Tropical Storm Irene damages (\$3.6 million), as well as an increase in bad debt expense and other miscellaneous expenditures.
	Reimb	(\$0.173)	(45.6%)	Reflects higher activity in the period on various projects.
DEPRECIATION	Non-Reimb	\$9.161	4.3%	Reflects timing differences in project completions.
ENVIRONMENTAL REMEDIATION	Non-Reimb	\$3.037	46.5%	Lower than forecasted environmental remediation expense for the year.

\* Variance exceeds 100%.

**MTA METRO NORTH RAILROAD**  
**2011 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL**  
**CASH RECEIPTS AND EXPENDITURES**  
**DECEMBER YEAR-TO-DATE**  
(\$ in millions)

	2011			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	2011 Adopted Budget		Final Estimate	
				\$	%	\$	%
<b>Receipts</b>							
Farebox Revenue	\$570.949	\$573.494	\$574.623	\$3.674	0.6	\$1.129	0.2
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	65.247	68.040	68.645	3.398	5.2	0.605	0.9
MTA	113.849	77.805	54.611	(59.238)	(52.0)	(23.194)	(29.8)
CDOT	71.319	84.949	78.599	7.280	10.2	(6.350)	(7.5)
Other	15.347	22.200	16.037	0.690	4.5	(6.163)	(27.8)
Capital & Other Reimbursements	200.515	184.954	149.247	(51.268)	(25.6)	(35.707)	(19.3)
<b>Total Receipts</b>	<b>\$836.711</b>	<b>\$826.488</b>	<b>\$792.515</b>	<b>(\$44.196)</b>	<b>(5.3)</b>	<b>(\$33.973)</b>	<b>(4.1)</b>
<b>Expenditures</b>							
<b><u>Labor:</u></b>							
Payroll	\$440.043	\$431.408	\$427.153	\$12.890	2.9	\$4.255	1.0
Overtime	72.058	74.506	79.601	(7.543)	(10.5)	(5.095)	(6.8)
Health and Welfare	101.468	93.322	89.595	11.873	11.7	3.727	4.0
OPEB Current Payment	10.467	15.250	15.699	(5.232)	(50.0)	(0.449)	(2.9)
Pensions	53.979	59.043	72.659	(18.680)	(34.6)	(13.616)	(23.1)
Other Fringe Benefits	91.843	90.475	90.105	1.738	1.9	0.370	0.4
GASB Account	7.984	0.000	0.000	7.984	100.0	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Labor</b>	<b>\$777.842</b>	<b>\$764.004</b>	<b>\$774.812</b>	<b>\$3.030</b>	<b>0.4</b>	<b>(\$10.808)</b>	<b>(1.4)</b>
<b><u>Non-Labor:</u></b>							
Traction and Propulsion Power	\$68.757	\$62.725	\$61.600	\$7.157	10.4	\$1.125	1.8
Fuel for Buses and Trains	17.292	23.564	22.830	(5.538)	(32.0)	0.734	3.1
Insurance	17.824	14.330	12.222	5.602	31.4	2.108	14.7
Claims	11.146	11.147	7.446	3.700	33.2	3.701	33.2
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	154.771	168.335	146.450	8.321	5.4	21.885	13.0
Professional Service Contracts	44.283	41.940	33.773	10.510	23.7	8.167	19.5
Materials & Supplies	131.025	113.333	110.141	20.884	15.9	3.192	2.8
Other Business Expenditures	32.494	24.996	22.568	9.926	30.5	2.428	9.7
<b>Total Non-Labor</b>	<b>\$477.592</b>	<b>\$460.370</b>	<b>\$417.030</b>	<b>\$60.562</b>	<b>12.7</b>	<b>\$43.340</b>	<b>9.4</b>
<b><u>Other Expenditure Adjustments:</u></b>							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenditures</b>	<b>\$1,255.434</b>	<b>\$1,224.374</b>	<b>\$1,191.842</b>	<b>\$63.592</b>	<b>5.1</b>	<b>\$32.532</b>	<b>2.7</b>
<b>Baseline Cash Deficit</b>	<b>(\$418.723)</b>	<b>(\$397.886)</b>	<b>(\$399.327)</b>	<b>\$19.396</b>	<b>4.6</b>	<b>(\$1.441)</b>	<b>(0.4)</b>
<b><u>Subsidies</u></b>							
MTA	\$325.177	\$297.499	\$306.042	(19.135)	(5.9)	8.543	2.9
CDOT	93.546	100.387	\$89.076	(4.470)	(4.8)	(11.311)	(11.3)
<b>Total Subsidies</b>	<b>\$418.723</b>	<b>\$397.886</b>	<b>\$395.118</b>	<b>(\$23.605)</b>	<b>(5.6)</b>	<b>(\$2.768)</b>	<b>(0.7)</b>
Opening Cash Balance	0.000	0.000	0.000	0.000		0.000	
Cash Timing and Availability Adjustment	0.000	0.000	4.209	4.209		4.209	
Closing Cash Balance	0.000	0.000	0.000	0.000		0.000	

**MTA METRO-NORTH RAILROAD  
CASH RECEIPTS AND EXPENDITURES  
2011 FINAL ESTIMATE vs. ACTUAL  
DECEMBER YEAR-TO-DATE  
EXPLANATION OF VARIANCE BETWEEN FINAL ESTIMATE AND ACTUAL RESULTS  
(\$ in millions)**

Year-to-Date as of December 31, 2011 vs. Final Estimate			
Generic Receipt or Expense Category	Variance Fav (Unfav)		Reason for Variance
	\$	%	
CAPITAL AND OTHER REIMBURSEMENTS:			
MTA	(23.194)	(29.8%)	Receipt timing differences due to project billing delays which will be resolved in the first quarter of 2012.
CDOT	(6.350)	(7.5%)	Receipt timing differences primarily for the Danbury Signal project
OTHER	(6.163)	(27.8%)	Receipt timing differences for miscellaneous projects.
OVERTIME	(5.095)	(6.8%)	Higher costs for reimbursable track program work, October snowstorm coverage, right-of-way maintenance and service coverage.
PENSIONS	(13.616)	(23.1%)	Increase reflects year-end advance payment for 2012.
INSURANCE	2.108	14.7%	Payment timing difference for force account and automobile insurance premiums.
CLAIMS	3.701	33.2%	Lower personal injury settlements for the year.
MAINTENANCE & OTHER OPERATING CONTRACTS	21.885	13.0%	Timing difference in payments for NJ Transit subsidy, locomotive overhauls, and GCT water tank repairs, as well as lower expenditures for Port Jervis Line reconstruction and alternate service costs, telephone/cell phone expenditures, utilities, and other miscellaneous services.
PROFESSIONAL SERVICE CONTRACTS	8.167	19.5%	Lower costs due to rescheduling of engineering and security services, lower costs for information system services and lower reimbursable costs for the M-8 car procurement project.
OTHER BUSINESS EXPENSES	2.428	9.7%	Lower payments for uniforms, employee travel, financial services, as well as other miscellaneous expenses.
MTA SUBSIDY RECEIPTS	8.543	2.9%	Higher subsidy draw due to a higher net cash deficit and lower CDOT subsidy payments, partially offset by a favorable change in available bank balance.
CDOT SUBSIDY RECEIPTS	(11.311)	(11.3%)	A timing difference in payments, as well as lower subsidy requirements resulting from lower than estimate deficit billings.
TOTAL SUBSIDY RECEIPTS	(2.768)	(0.7%)	

**MTA METRO NORTH RAILROAD**  
**2011 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL**  
**CASH CONVERSION (CASH FLOW ADJUSTMENTS)**  
**DECEMBER YEAR-TO-DATE**  
**(\$ in millions)**

	2011			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	2011 Adopted Budget		Final Estimate	
				\$	%	\$	%
<b>Receipts</b>							
Farebox Revenue	\$8.066	\$7.435	\$7.010	(\$1.056)	(13.1)	(\$0.425)	(5.7)
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	22.153	22.882	20.864	(1.289)	(5.8)	(2.018)	(8.8)
MTA	(11.468)	(26.914)	(38.985)	(27.517)	*	(12.071)	(44.9)
CDOT	(2.457)	0.385	(12.976)	(10.519)	*	(13.361)	*
Other	3.016	5.426	(2.849)	(5.865)	*	(8.275)	*
Capital & Other Reimbursements	(10.909)	(21.103)	(54.810)	(43.901)	*	(33.707)	*
<b>Total Receipts</b>	<b>\$19.310</b>	<b>\$9.214</b>	<b>(\$26.936)</b>	<b>(\$46.246)</b>	<b>*</b>	<b>(\$36.150)</b>	<b>*</b>
<b>Expenditures</b>							
<b>Labor:</b>							
Payroll	\$2.363	\$1.707	\$1.051	(\$1.312)	(55.5)	(\$0.656)	(38.4)
Overtime	0.294	0.058	(1.019)	(1.313)	*	(1.077)	*
Health and Welfare	(2.755)	(3.288)	(1.468)	1.287	46.7	1.820	55.4
OPEB Current Payment	0.000	0.000	1.049	1.049	-	1.049	-
Pensions	(0.099)	(0.116)	(16.378)	(16.279)	*	(16.262)	*
Other Fringe Benefits	0.115	0.132	1.345	1.230	*	1.213	*
GASB Account	(7.984)	0.000	0.000	7.984	100.0	0.000	-
Reimbursable Overhead	2.824	(0.001)	1.504	(1.320)	(46.7)	1.505	*
<b>Total Labor</b>	<b>(\$5.242)</b>	<b>(\$1.508)</b>	<b>(\$13.916)</b>	<b>(\$8.674)</b>	<b>*</b>	<b>(\$12.408)</b>	<b>*</b>
<b>Non-Labor:</b>							
Traction and Propulsion Power	\$0.000	\$0.000	(\$0.761)	(\$0.761)	-	(\$0.761)	-
Fuel for Buses and Trains	0.000	0.000	1.441	1.441	-	1.441	-
Insurance	(0.770)	(0.168)	2.086	2.856	*	2.254	*
Claims	(0.146)	(0.146)	(0.994)	(0.848)	*	(0.848)	*
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	(24.305)	(13.692)	(5.199)	19.106	78.6	8.493	62.0
Professional Service Contracts	(2.022)	(1.164)	1.631	3.653	*	2.795	*
Materials & Supplies	(7.431)	(1.026)	(13.222)	(5.791)	(77.9)	(12.196)	*
Other Business Expenditures	(15.997)	(9.120)	(1.151)	14.846	92.8	7.969	87.4
<b>Total Non-Labor</b>	<b>(\$50.671)</b>	<b>(\$25.316)</b>	<b>(\$16.169)</b>	<b>\$34.502</b>	<b>68.1</b>	<b>\$9.147</b>	<b>36.1</b>
<b>Other Expenditure Adjustments:</b>							
Other	0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Other Post Employment Benefits	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Cash Conversion Adjustments before Non-Cash Liability Adjs.</b>	<b>(\$36.603)</b>	<b>(\$17.610)</b>	<b>(\$57.021)</b>	<b>(\$20.418)</b>	<b>(55.8)</b>	<b>(\$39.411)</b>	<b>*</b>
Depreciation	\$245.062	\$214.677	\$205.516	(\$39.546)	(16.1)	(\$9.161)	(4.3)
OPEB Obligation	56.275	56.275	56.275	0.000	0.0	0.000	0.0
Environmental Remediation	8.000	6.527	3.490	(4.510)	(56.4)	(3.037)	(46.5)
<b>Baseline Total Cash Conversion Adjustments</b>	<b>\$272.734</b>	<b>\$259.869</b>	<b>\$208.260</b>	<b>(\$64.474)</b>	<b>(23.6)</b>	<b>(\$51.609)</b>	<b>(19.9)</b>

\* Variance exceeds 100%.

**MTA Metro North Railroad**  
**Preliminary 2011 Overtime Results**  
**Non-Reimbursable/Reimbursable Overtime**  
(\$ In Millions)

		2011				2011			
		Adopted vs. Actuals		Final estimate vs. Actuals		Var. - Fav./(Unfav)		Var. - Fav./(Unfav)	
		2011 Adopted Budget		2011 Final Estimate		Actuals			
		Hours	\$	Hours	\$	Hours	\$	Hours	\$
<b>NON-REIMBURSABLE OVERTIME</b>									
<b>SCHEDULED:</b>									
<u>Direct Service</u> <sup>1</sup>		476,128	\$23.6	489,955	\$25.2	503,419	\$25.9	(27,291) (5.7%)	(\$2.2) (9.4%)
<u>Programmed Maintenance</u>		171,161	8.5	195,632	9.4	205,787	\$9.9	(34,626) (20.2%)	(1.4) (16.4%)
Total Scheduled		647,289	\$32.1	685,587	\$34.6	709,206	\$35.8	(61,917) (9.6%)	(\$3.6) (11.2%)
<b>UNSCHEDULED:</b>									
<u>Vacancy/Absentee Coverage</u>		218,212	\$10.8	225,943	\$10.6	225,823	\$10.6	(7,611) (3.5%)	\$0.3 2.3%
<u>Weather Emergencies</u>		129,843	6.4	181,793	8.8	186,962	9.0	(57,119) (44.0%)	(2.6) (39.9%)
<u>Maintenance</u>		41,414	2.1	57,327	2.7	60,744	2.9	(19,330) (46.7%)	(0.8) (40.0%)
<u>Emergencies</u>		-	0.0	-	0.0	-	0.0	-	0.0
<u>Safety/Security/Law Enforcement</u> <sup>2</sup>		-	0.0	-	0.0	-	0.0	-	0.0
<u>All Other</u> <sup>3</sup>		35,574	1.6	31,124	1.5	38,418	1.8	(2,844) (8.0%)	(0.2) (13.7%)
Total Unscheduled		425,043	\$21.0	496,187	\$23.6	511,947	\$24.3	(86,904) (20.4%)	(\$3.4) (16.1%)
<b>TOTAL NON-REIMBURSABLE OVERTIME:</b>		<b>1,072,332</b>	<b>\$53.1</b>	<b>1,181,774</b>	<b>\$58.2</b>	<b>1,221,153</b>	<b>\$60.1</b>	<b>(148,821) (13.9%)</b>	<b>(\$7.0) (13.1%)</b>
<b>REIMBURSABLE OVERTIME</b>									
		418,694	\$19.3	335,764	\$16.4	348,589	\$18.5	70,105 16.7%	\$0.8 4.0%
<b>TOTAL OVERTIME</b>		<b>1,491,026</b>	<b>\$72.4</b>	<b>1,517,538</b>	<b>\$74.6</b>	<b>1,569,742</b>	<b>\$78.6</b>	<b>(78,716) (5.3%)</b>	<b>(\$6.2) (8.6%)</b>

<sup>1</sup> Includes Service Delay and Tour Length related overtime.

<sup>2</sup> Not Applicable

<sup>3</sup> Reflects overtime for customer service and material management and other administrative functions.

**MTA METRO-NORTH RAILROAD**  
**2011 Final Estimate vs. Actual**  
**Non-Reimbursable/Reimbursable Overtime**  
**December 2011**  
(\$ in millions)

	Forecast Year-to-Date		
	Var. - Fav./(Unfav)		Explanations
	Hours	\$	
<b>SCHEDULED:</b>			
<u>Direct Service</u> <sup>1</sup>	(13,464)	(0.7)	Coverage for train service vacancies and absences along with higher level of yard activity to meet consist compliance/loading standards for NHL service.
	(2.7%)	(2.7%)	
<u>Programmed Maintenance</u>	(10,155)	(0.5)	Higher level of spending for Maintenance of Way right of way repairs.
	(5.2%)	(5.3%)	
<b>Total Scheduled</b>	(23,619)	(\$1.2)	
	-3.4%	-3.4%	
<b>UNSCHEDULED:</b>			
<u>Vacancy/Absentee Coverage</u>	120	\$0.0	
	0.1%	0.1%	
<u>Weather Emergencies</u>	(5,169)	(0.2)	Reflects October 29th snowstorm coverage.
	(2.8%)	(2.5%)	
<u>Maintenance</u>	(3,417)	(0.2)	
	(6.0%)	(6.7%)	
<u>Emergencies</u>	-	-	
<u>Safety/Security/Law Enforcement</u> <sup>2</sup>	-	-	
<u>All Other</u> <sup>3</sup>	(7,294)	(0.3)	Coverage for station services vacancies.
	(23.4%)	(22.0%)	
<b>Total Unscheduled</b>	(15,760)	(\$0.7)	
	(3.2%)	(3.0%)	
<b>TOTAL NON-REIMBURSABLE OVERTIME:</b>	(39,379)	(\$1.9)	
	(3.3%)	(3.2%)	
<b>REIMBURSABLE OVERTIME</b>	(12,825)	(2.1)	Reflects higher costs for Track program due to additional work scope and track availability constraints.
	(3.8%)	(12.7%)	
<b>TOTAL OVERTIME</b>	(52,204)	(\$4.0)	
	(3.4%)	(5.3%)	

<sup>1</sup> Includes Service Delay and Tour Length related overtime.

<sup>2</sup> Not Applicable

<sup>3</sup> Reflects overtime for customer service and material management and other administrative functions.

**MTA METRO-NORTH RAILROAD**  
**2011 FINAL ESTIMATE VS. ACTUALS**  
**TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS**  
**December 31, 2011**

<u>Department</u>	<u>2011 Final Estimate</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>
<b>Administration</b>			
President	3	3	-
Labor Relations	9	8	1
Safety	16	15	1
COS/Corporate & Public Affairs	15	13	2
Legal	17	16	1
Claims Services	14	14	-
Environmental Compliance & Svce	7	7	-
VP Administration	3	3	-
VP Human Resources	3	3	-
Human Resources	25	20	5
Training	37	33	4
Employee Relations & Diversity	4	4	-
VP Planning	2	2	-
Operations Planning & Analysis	17	16	1
Capital Planning & Programming	13	10	3
Business Development, Facilities & Mktg (3)	21	20	1
Long Range Planning	8	8	-
VP Finance & Information Systems	2	1	1
Controller	78	79	(1)
Information Technology & Project Mgmt	96	91	5
Budget	18	15	3
Customer Service (1) (2)	45	44	1
Procurement & Material Mgmt (4)	42	38	4
<b>Total Administration</b>	<b>495</b>	<b>463</b>	<b>32</b>
<b>Operations</b>			
Operations Administration	55	50	5
Operations Services	1,729	1,660	69
Customer Service (1) (2)	236	227	9
Business Development, Facilities & Mktg (3)	38	37	1
Metro-North West	29	32	(3)
<b>Total Operations</b>	<b>2,087</b>	<b>2,006</b>	<b>81</b>
<b>Maintenance</b>			
GCT	368	360	8
Maintenance of Equipment	1,334	1,251	83
Maintenance of Way	1,734	1,534	200
Procurement & Material Mgmt (4)	120	120	-
<b>Total Maintenance</b>	<b>3,556</b>	<b>3,265</b>	<b>291</b>
<b>Engineering/Capital</b>			
Construction Management	37	36	1
Engineering & Design	60	55	5
<b>Total Engineering/Capital</b>	<b>97</b>	<b>91</b>	<b>6</b>
<b>Total Positions</b>	<b>6,235</b>	<b>5,825</b>	<b>410</b>
<b>Non-Reimbursable</b>	<b>5,589</b>	<b>5,469</b>	<b>120</b>
<b>Reimbursable</b>	<b>646</b>	<b>356</b>	<b>290</b>
<b>Total Full-Time</b>	<b>6,234</b>	<b>5,824</b>	<b>410</b>
<b>Total Full-Time-Equivalents (of part-time positions)</b>	<b>1</b>	<b>1</b>	<b>-</b>

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

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

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

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

**MTA METRO-NORTH RAILROAD**  
**2011 AUTHORIZED FINAL ESTIMATE VS. ACTUALS**  
**TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS**  
**December 31, 2011**

<b>FUNCTION/OCCUPATION</b>	<b>2011 Authorized Final Estimate</b>	<b>Actual</b>	<b>Favorable (Unfavorable) Variance</b>
<b>Administration (1)</b>			
Managers/Supervisors	57	55	2
Professional, Technical, Clerical	438	408	30
Operational Hourlies	-	-	-
<b>Total Administration</b>	<b>495</b>	<b>463</b>	<b>32</b>
<b>Operations (1)</b>			
Managers/Supervisors	27	24	3
Professional, Technical, Clerical	499	461	38
Operational Hourlies	1,561	1,521	40
<b>Total Operations</b>	<b>2,087</b>	<b>2,006</b>	<b>81</b>
<b>Maintenance (1)</b>			
Managers/Supervisors	57	56	1
Professional, Technical, Clerical	1,019	956	63
Operational Hourlies	2,480	2,253	227
<b>Total Maintenance</b>	<b>3,556</b>	<b>3,265</b>	<b>291</b>
<b>Engineering/Capital</b>			
Managers/Supervisors	27	23	4
Professional, Technical, Clerical	70	68	2
Operational Hourlies	-	-	-
<b>Total Engineering/Capital</b>	<b>97</b>	<b>91</b>	<b>6</b>
<b>Public Safety</b>			
Managers/Supervisors	-	-	-
Professional, Technical, Clerical	-	-	-
Operational Hourlies	-	-	-
<b>Total Public Safety</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Positions</b>			
Managers/Supervisors	168	158	10
Professional, Technical, Clerical	2,026	1,893	133
Operational Hourlies	4,041	3,774	267
<b>Total Positions</b>	<b>6,235</b>	<b>5,825</b>	<b>410</b>

**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 AUTHORIZED FINAL ESTIMATE VS. ACTUALS**  
**TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS**  
December 31, 2011

<u>Agency-wide (Non-Reimbursable and Reimbursable)</u>	<u>2011 Authorized Final Estimate</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
<i>Functional Classification:</i>				
Operations (1)	2,087	2,006	81	Higher than projected vacancies primarily in train service positions, car cleaners, customer service personnel and operations managers
Maintenance (1)	3,556	3,265	291	Higher than projected vacancies primarily in Maintenance of Equipment and Maintenance of Way craft positions (electricians, trackmen, signalmen, and building mechanics) as well as professional Engineers and Technical support staff.
Administration (1)	495	463	32	Higher than projected Professional and Technical position vacancies in various departments.
Engineering / Capital	97	91	6	
<b>Total Agency-wide Headcount</b>	<b>6,235</b>	<b>5,825</b>	<b>410</b>	
Non-Reimbursable	5,589	5,469	120	
Reimbursable	646	356	290	

**Notes**

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

**MTA METRO-NORTH RAILROAD**  
**2011 FEBRUARY ADOPTED BUDGET AND FINAL ESTIMATE vs. ACTUAL (December Preliminary)**  
**UTILIZATION**  
**(in millions)**

	Year-to-Date as of December 2011			Variance Favorable/(Unfavorable)			
	Budget	Final Estimate	Actual (Prelim)	vs. Budget		vs. Final Estimate	
				\$	%	\$	%
<b>Farebox Revenue</b>							
Harlem Line	\$172.234	\$171.877	\$172.373	\$0.139	0.1	\$0.496	0.3
Hudson Line	\$124.731	\$125.935	\$126.189	\$1.458	1.2	\$0.254	0.2
New Haven Line	\$264.893	\$267.469	\$268.277	\$3.384	1.3	\$0.808	0.3
<b>Total Farebox Revenue</b>	<b>\$561.858</b>	<b>\$565.281</b>	<b>\$566.839</b> <sup>(1)</sup>	<b>4.981</b>	<b>0.9</b>	<b>\$1.558</b>	<b>0.3</b>
<b>Ridership</b>							
Harlem Line	26.421	26.252	26.364	(0.057)	(0.2)	0.112	0.4
Hudson Line	15.604	15.755	15.760	0.156	1.0	0.005	0.0
New Haven Line	37.727	38.091	38.240	0.513	1.4	0.149	0.4
Total Ridership East of Hudson	79.752	80.098	80.364 <sup>(2)(3)</sup>	0.612	0.8	0.266	0.3
West of Hudson	1.919	1.655	1.673 <sup>(4)</sup>	(0.246)	(12.8)	0.018	1.1
<b>Total Ridership</b>	<b>81.671</b>	<b>81.753</b>	<b>82.037</b>	<b>0.366</b>	<b>0.4</b>	<b>0.284</b>	<b>0.3</b>

(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.

**East of Hudson** - December year-to-date ridership was 80.4 million which was 0.3% higher than the Final Estimate, and 1.7% higher vs. 2010 despite ridership losses from inclement weather conditions that were incurred throughout the year. Commutation ridership was 0.2% favorable year-to-date vs. the Final Estimate. Compared to 2010, year-to-date commutation ridership was 1.5% higher. Non-commutation ridership was 0.5% higher year-to-date vs. the Final Estimate. Compared to 2010, December year-to-date non-commutation ridership was 1.9% higher.

**West of Hudson** - Year-to-date ridership of 1.7 million was 12.8% lower than originally projected levels and 11.2% lower than 2010 due to the suspension of Port Jervis Line service for over three months in 2011 due to severe infrastructure damage caused by Tropical Storm Irene. However, due to the earlier than expected completion of reconstruction work, Port Jervis Line service was restored ahead of schedule and resulted in ridership levels that were 1.1% higher than the Final Estimate.

**MTA METRO-NORTH RAILROAD**  
**2011 ADOPTED BUDGET AND FINAL ESTIMATE VS. ACTUAL**  
**MONTHLY PERFORMANCE INDICATORS \***  
**DECEMBER 2011 (PRELIMINARY) YEAR-TO-DATE**

	YEAR-TO-DATE			VARIANCE	
	2011	FINAL ESTIMATE	2010	FINAL ESTIMATE	2010
Farebox Operating Ratio					
Standard <sup>(1)</sup>	61.1%	58.7%	58.9%	2.4%	2.2%
Adjusted <sup>(2)</sup>	68.7%	65.6%	n/a	3.1%	n/a
Cost per Passenger					
Standard <sup>(1)</sup>	\$11.70	\$12.18	\$11.44	\$0.48	(\$0.26)
Adjusted <sup>(2)</sup>	\$11.56	\$12.06	n/a	\$0.50	n/a
Passenger Revenue/Passenger <sup>(3)</sup>	\$7.15	\$7.15	\$6.73	\$0.00	\$0.42

	YEAR-TO-DATE			VARIANCE	
	2011 <sup>(1)</sup>	BUDGET	2010	BUDGET	2010
Farebox Operating Ratio					
Standard <sup>(1)</sup>	61.1%	58.6%	58.9%	2.5%	2.2%
Adjusted <sup>(2)</sup>	68.7%	65.0%	na	3.7%	na
Cost per Passenger					
Standard <sup>(1)</sup>	\$11.70	\$12.20	\$11.44	\$0.50	(\$0.26)
Adjusted <sup>(2)</sup>	\$11.56	\$12.15	na	\$0.59	na
Passenger Revenue/Passenger <sup>(3)</sup>	\$7.15	\$7.15	\$6.73	\$0.00	\$0.42

(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.

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# **MTA METRO-NORTH RAILROAD**

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## **MONTHLY RIDERSHIP REPORT**

**DECEMBER 2011**

Operations Planning & Analysis Department  
February, 2012

# DECEMBER 2011 RIDERSHIP REPORT MTA METRO-NORTH RAILROAD

## EXECUTIVE SUMMARY

### December

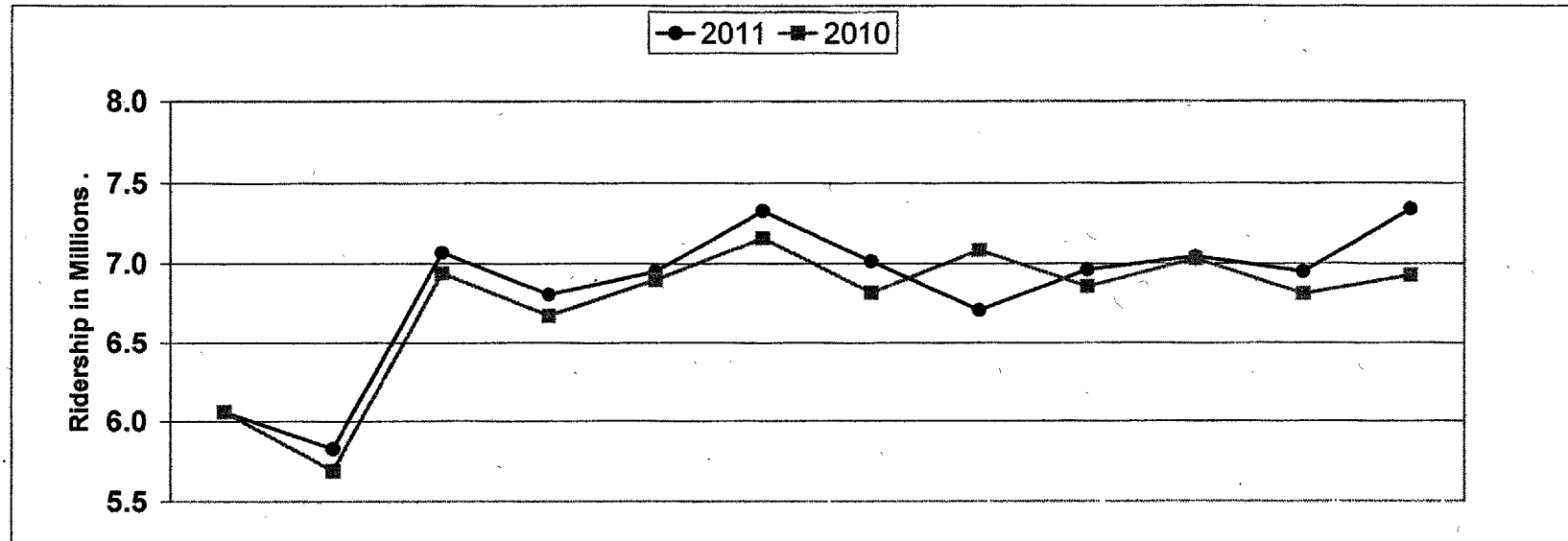
- December 2011 **Total MNR System Ridership** was 7.383 million vs. 6.968 million in December 2010, an increase of 415,571 passengers (+6.0%).
- December 2011 **Total Rail Ridership** was 7.339 million vs. 6.926 million in December 2010, an increase of 413,129 passengers (+6.0%).
  - **Rail Commutation Ridership** was +2.1% vs. 2010
  - **Rail Non-Commutation Ridership** was +10.8% vs. 2010
- December 2011 **East of Hudson Ridership** was 7.201 million vs. 6.768 million in December 2010, an increase of 433,495 passengers (+6.4%).
- December 2011 **West of Hudson Ridership** was 0.138 million vs. 0.158 million in December 2010, a decrease of 20,366 passengers (-12.9%). 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 28<sup>th</sup>).
- December 2011 **Connecting Services Ridership** was 0.044 million vs. 0.042 million in December 2010, an increase of 2,442 passengers (+5.9%).
- December 2011 **Rail Revenue** was \$52.7 million vs. \$47.0 million in December 2010, an increase of \$5,690,525 (+12.1%).

### Year To Date

- 2011 YTD **Total MNR System Ridership** was 1.4% above '10 and 0.3% above forecast.
- 2011 YTD **Total Rail Ridership** was 1.4% above '10 and 0.3% above forecast.
- 2011 YTD **East of Hudson Ridership** was 1.7% above '10 and 0.3% above forecast.
- 2011 YTD **West of Hudson ridership** was 11.1% below '10 and 1.1% above forecast.
- 2011 YTD **Connecting Services Ridership** was 1.6% below '10 and 4.4% below forecast.
- 2011 YTD **Rail Revenue** was 7.5% above '10 and 0.3% above forecast.

## DECEMBER RAIL RIDERSHIP <sup>(1)</sup>

- DECEMBER's Total Rail Ridership was 6.0% above 2010 and 4.8% above forecast.



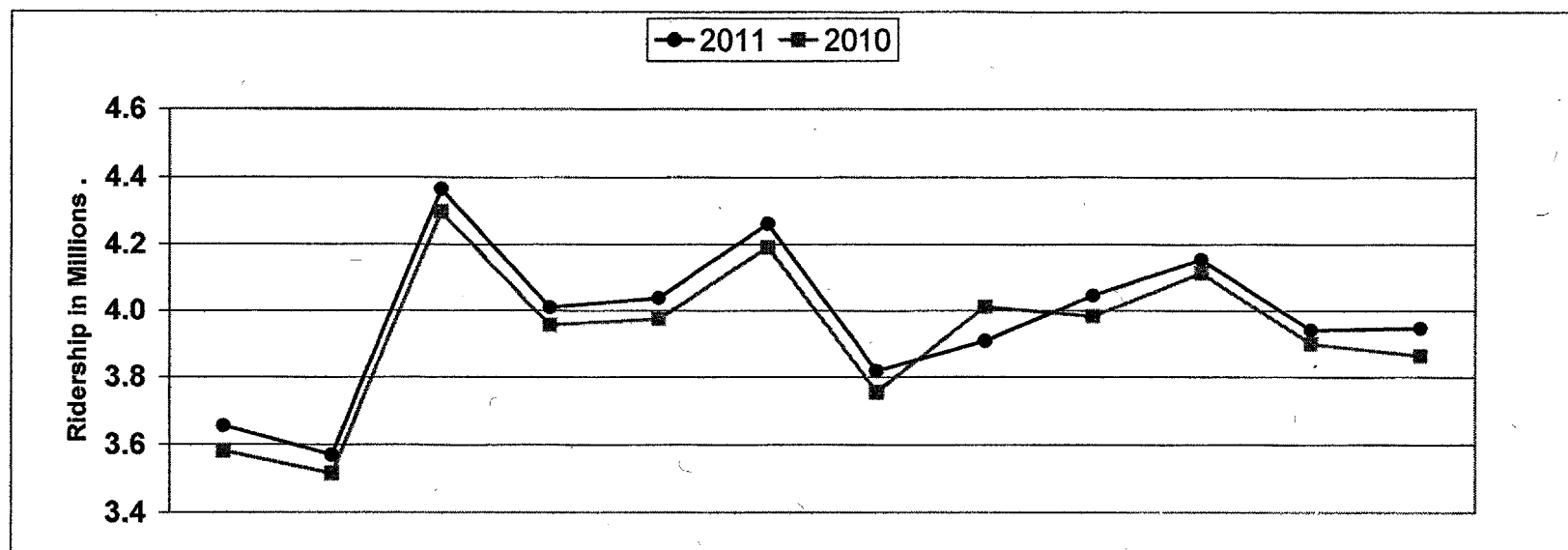
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2011	6.1	5.8	7.1	6.8	6.9	7.3	7.0	6.7	7.0	7.0	6.9	7.3	82.0
2010	6.1	5.7	6.9	6.7	6.9	7.2	6.8	7.1	6.9	7.0	6.8	6.9	80.9
PCT CHG.	0.0%	2.4%	1.9%	2.0%	0.8%	2.4%	2.9%	-5.4%	1.6%	0.2%	2.0%	6.0%	1.4%

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).

# DECEMBER RAIL COMMUTATION RIDERSHIP <sup>(1)</sup>

- DECEMBER's Rail Commutation Ridership was 2.1 % above 2010 and 1.3% above forecast.



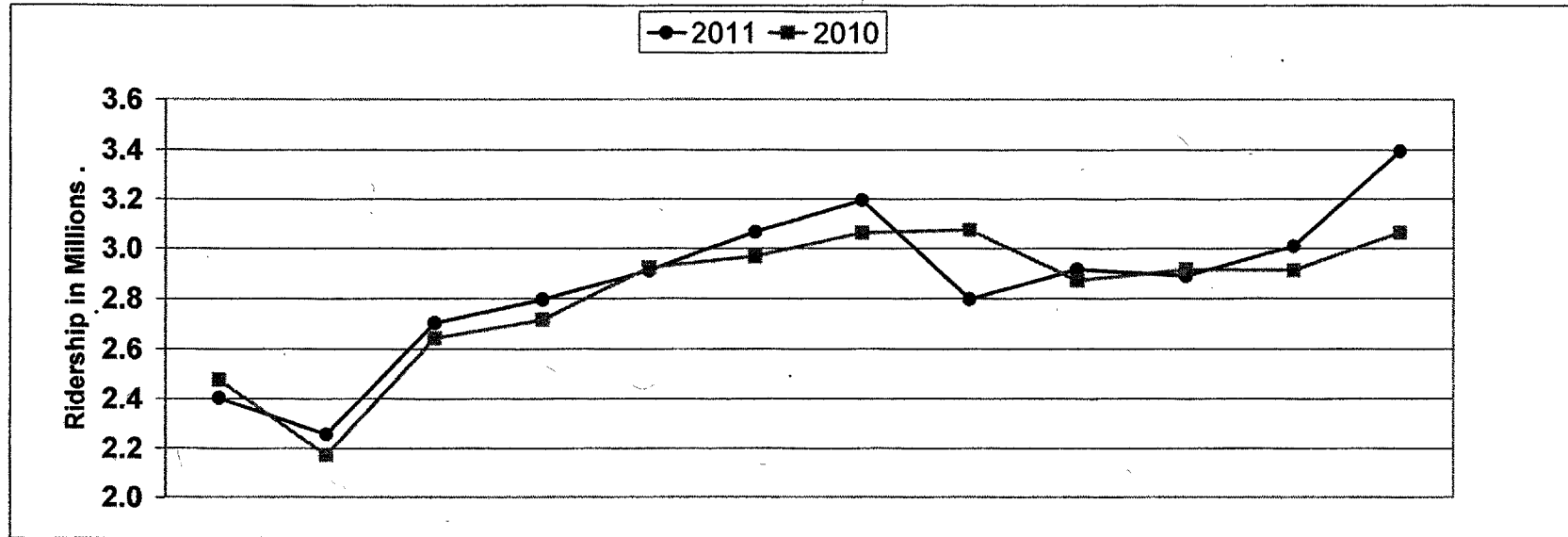
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2011	3.7	3.6	4.4	4.0	4.0	4.3	3.8	3.9	4.0	4.2	3.9	3.9	47.7
2010	3.6	3.5	4.3	4.0	4.0	4.2	3.8	4.0	4.0	4.1	3.9	3.9	47.1
PCT CHG.	2.1%	1.5%	1.6%	1.4%	1.6%	1.7%	1.7%	-2.5%	1.6%	1.0%	1.1%	2.1%	1.2%

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).

# DECEMBER RAIL NON-COMMUTATION RIDERSHIP <sup>(1)</sup>

- DECEMBER's Rail Non-Commutation Ridership was 10.8% above 2010 and 9.2% above forecast.



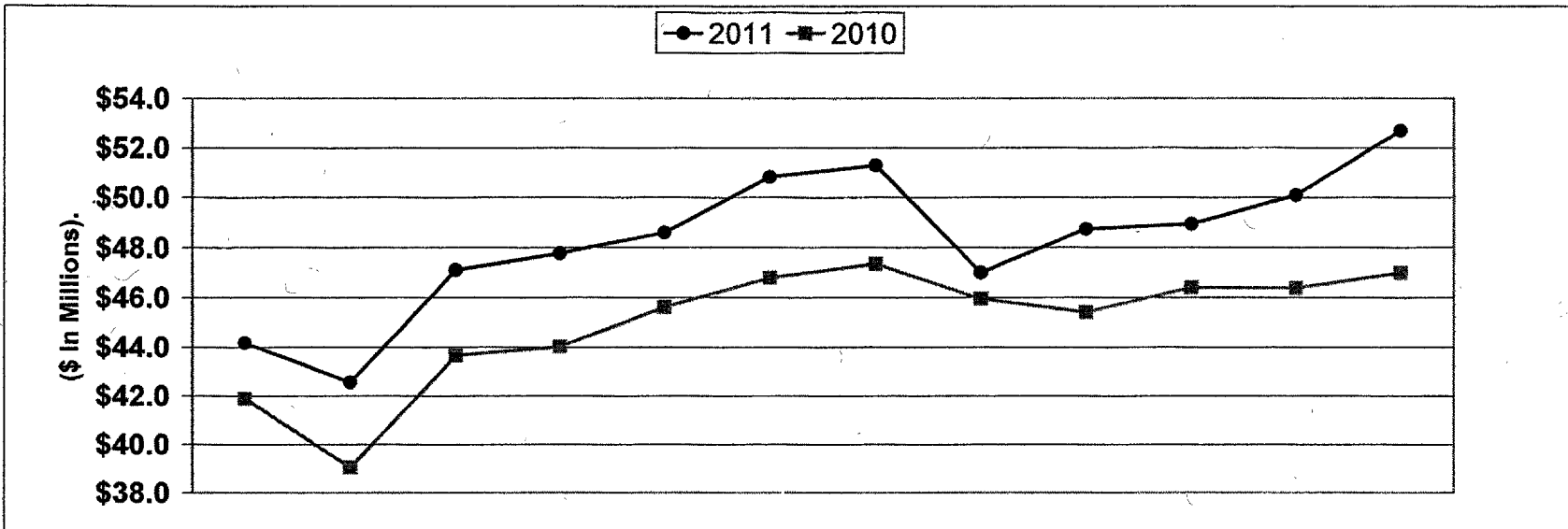
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2011	2.4	2.3	2.7	2.8	2.9	3.1	3.2	2.8	2.9	2.9	3.0	3.4	34.3
2010	2.5	2.2	2.6	2.7	2.9	3.0	3.1	3.1	2.9	2.9	2.9	3.1	33.8
PCT CHG.	-3.0%	3.8%	2.3%	2.9%	-0.4%	3.3%	4.3%	-9.0%	1.5%	-0.9%	3.3%	10.8%	1.6%

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).

# DECEMBER RAIL REVENUE <sup>(1)</sup>

- DECEMBER's Total Rail Revenue was 12.1 % above 2010 and 5.1 % 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	\$52.7	\$579.7
2010	\$41.9	\$39.0	\$43.6	\$44.0	\$45.6	\$46.8	\$47.3	\$45.9	\$45.4	\$46.4	\$46.4	\$47.0	\$539.4
PCT CHG.	5.5%	9.0%	8.0%	8.5%	6.5%	8.6%	8.3%	2.3%	7.3%	5.5%	8.0%	12.1%	7.5%

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

### DECEMBER 2011

TICKET TYPE/SERVICE	DECEMBER 2011	DECEMBER 2010 (1)	CHANGE VS. 2010	
			AMOUNT	PERCENT
<b>RAIL COMMUTATION RIDERSHIP</b>				
East of Hudson	3,867,777	3,767,669	100,108	2.7%
West of Hudson	77,971	95,366	(17,395)	-18.2%
<b>Total Rail Commutation Ridership</b>	<b>3,945,748</b>	<b>3,863,035</b>	<b>82,713</b>	<b>2.1%</b>
<b>RAIL NON-COMMUTATION RIDERSHIP</b>				
East of Hudson	3,333,345	2,999,958	333,387	11.1%
West of Hudson	60,137	63,108	(2,971)	-4.7%
<b>Total Rail Non-Commutation Ridership</b>	<b>3,393,482</b>	<b>3,063,066</b>	<b>330,416</b>	<b>10.8%</b>
<b>TOTAL RAIL RIDERSHIP</b>				
East of Hudson	7,201,122	6,767,627	433,495	6.4%
West of Hudson	138,108	158,474	(20,366)	-12.9%
<b>TOTAL RAIL RIDERSHIP</b>	<b>7,339,230</b>	<b>6,926,101</b>	<b>413,129</b>	<b>6.0%</b>
<b>CONNECTING SERVICES RIDERSHIP (2)</b>	<b>44,025</b>	<b>41,583</b>	<b>2,442</b>	<b>5.9%</b>
<b>TOTAL MNR SYSTEM RIDERSHIP</b>	<b>7,383,255</b>	<b>6,967,684</b>	<b>415,571</b>	<b>6.0%</b>

**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.

# MTA METRO-NORTH RAILROAD

## RIDERSHIP SUMMARY

### 2011 YEAR-TO-DATE

TICKET TYPE/SERVICE	2011 YTD	2010 YTD (1)	CHANGE VS. 2010	
			AMOUNT	PERCENT
<b>RAIL COMMUTATION RIDERSHIP</b>				
East of Hudson	46,652,407	45,950,916	701,491	1.5%
West of Hudson	1,058,605	1,185,961	(127,356)	-10.7%
<b>Total Rail Commutation Ridership</b>	<b>47,711,012</b>	<b>47,136,877</b>	<b>574,135</b>	<b>1.2%</b>
<b>RAIL NON-COMMUTATION RIDERSHIP</b>				
East of Hudson	33,711,972	33,093,590	618,382	1.9%
West of Hudson	614,802	696,852	(82,050)	-11.8%
<b>Total Rail Non-Commutation Ridership</b>	<b>34,326,774</b>	<b>33,790,442</b>	<b>536,332</b>	<b>1.6%</b>
<b>TOTAL RAIL RIDERSHIP</b>				
East of Hudson	80,364,379	79,044,506	1,319,873	1.7%
West of Hudson	1,673,407	1,882,813	(209,406)	-11.1%
<b>TOTAL RAIL RIDERSHIP</b>	<b>82,037,786</b>	<b>80,927,319</b>	<b>1,110,467</b>	<b>1.4%</b>
<b>CONNECTING SERVICES RIDERSHIP (2)</b>	<b>555,281</b>	<b>564,160</b>	<b>(8,879)</b>	<b>-1.6%</b>
<b>TOTAL MNR SYSTEM RIDERSHIP</b>	<b>82,593,067</b>	<b>81,491,479</b>	<b>1,101,588</b>	<b>1.4%</b>

**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  
DECEMBER 2011**

LINE	DECEMBER 2011 ACTUAL	DECEMBER 2011 FORECAST	VARIANCE VS. FORECAST		DECEMBER 2010 RESTATED (1)	CHANGE FROM 2010	
			AMOUNT	PERCENT		AMOUNT	PERCENT
<b>EAST OF HUDSON</b>							
Harlem Line	2,343,967	2,266,831	77,136	3.4%	2,243,499	100,468	4.5%
Hudson Line	1,374,664	1,338,816	35,848	2.7%	1,319,694	54,970	4.2%
New Haven Line	3,482,491	3,302,639	179,852	5.4%	3,204,434	278,057	8.7%
<b>Total East of Hudson</b>	<b>7,201,122</b>	<b>6,908,286</b>	<b>292,836</b>	<b>4.2%</b>	<b>6,767,627</b>	<b>433,495</b>	<b>6.4%</b>
<b>WEST OF HUDSON</b>							
Port Jervis Line	85,576	44,763	40,814	91.2%	110,117	(24,541)	-22.3%
Pascack Valley Line	52,532	50,192	2,340	4.7%	48,357	4,175	8.6%
<b>Total West of Hudson</b>	<b>138,108</b>	<b>94,955</b>	<b>43,154</b>	<b>45.4%</b>	<b>158,474</b>	<b>(20,366)</b>	<b>-12.9%</b>
<b>TOTAL RAIL RIDERSHIP</b>	<b>7,339,230</b>	<b>7,003,241</b>	<b>335,990</b>	<b>4.8%</b>	<b>6,926,101</b>	<b>413,129</b>	<b>6.0%</b>
<b>CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS</b>							
Hudson Rail Link	28,860	29,256	(396)	-1.4%	28,130	730	2.6%
Haverstraw-Ossining Ferry	8,962	8,044	918	11.4%	7,965	997	12.5%
Newburgh-Beacon Ferry	6,203	5,543	660	11.9%	5,488	715	13.0%
<b>Total Connecting Services</b>	<b>44,025</b>	<b>42,843</b>	<b>1,182</b>	<b>2.8%</b>	<b>41,583</b>	<b>2,442</b>	<b>5.9%</b>
<b>TOTAL MNR SYSTEM</b>	<b>7,383,255</b>	<b>7,046,084</b>	<b>337,172</b>	<b>4.8%</b>	<b>6,967,684</b>	<b>415,571</b>	<b>6.0%</b>

**Notes:**

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

# MTA METRO-NORTH RAILROAD

## RIDERSHIP BY LINE

### 2011 YEAR-TO-DATE

TICKET TYPE/SERVICE	2011 YTD ACTUAL	2011 YTD FORECAST	VARIANCE VS. FORECAST		2010 YTD RESTATE <sup>(1)</sup>	CHANGE FROM 2010	
			AMOUNT	PERCENT		AMOUNT	PERCENT
<b>EAST OF HUDSON</b>							
Harlem Line	26,364,150	26,252,101	112,049	0.4%	26,173,314	190,836	0.7%
Hudson Line	15,760,094	15,754,741	5,353	0.0%	15,623,505	136,589	0.9%
New Haven Line	38,240,135	38,091,028	149,107	0.4%	37,247,687	992,448	2.7%
<b>Total East of Hudson</b>	<b>80,364,379</b>	<b>80,097,870</b>	<b>266,509</b>	<b>0.3%</b>	<b>79,044,506</b>	<b>1,319,873</b>	<b>1.7%</b>
<b>WEST OF HUDSON</b>							
Port Jervis Line	1,089,224	1,074,284	14,940	1.4%	1,315,040	(225,816)	-17.2%
Pascack Valley Line	584,183	580,587	3,596	0.6%	567,773	16,410	2.9%
<b>Total West of Hudson</b>	<b>1,673,407</b>	<b>1,654,871</b>	<b>18,536</b>	<b>1.1%</b>	<b>1,882,813</b>	<b>(209,406)</b>	<b>-11.1%</b>
<b>TOTAL RAIL RIDERSHIP</b>	<b>82,037,786</b>	<b>81,752,740</b>	<b>285,046</b>	<b>0.3%</b>	<b>80,927,319</b>	<b>1,110,467</b>	<b>1.4%</b>
<b>CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS</b>							
Hudson Rail Link	363,030	389,559	(26,529)	-6.8%	374,576	(11,546)	-3.1%
Haverstraw-Ossining Ferry	114,552	113,149	1,403	1.2%	112,028	2,524	2.3%
Newburgh-Beacon Ferry	77,699	78,331	(632)	-0.8%	77,556	143	0.2%
<b>Total Connecting Services</b>	<b>555,281</b>	<b>581,039</b>	<b>(25,758)</b>	<b>-4.4%</b>	<b>564,160</b>	<b>(8,879)</b>	<b>-1.6%</b>
<b>TOTAL MNR SYSTEM</b>	<b>82,593,067</b>	<b>82,333,779</b>	<b>259,288</b>	<b>0.3%</b>	<b>81,491,479</b>	<b>1,101,588</b>	<b>1.4%</b>

**Notes:**

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

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.



**Metro-North Railroad**

**Capital Program Report**  
**February 2012**

**CAPITAL PROGRAM  
HIGHLIGHTS  
February 27, 2012 Meeting**

**PARKING**

**Cortland Parking and Access Improvements**

Federal Id: NY-95-X002

*Work in Progress:*

- Testing and commissioning continues.
- Punch-list work for Station Building, Elevator, Shelter, Parking Lot and Signage & Route 9A.
- As built drawings review continues for the project.
- Substantial Completion is expected by February 10, 2012.

**STATIONS**

**Tarrytown Station Improvements**

Federal ID: NY-56-0001 ARRA Section 5309

*Work in Progress:*

- Demolition of temporary 2/4 island platform.
- Demolition of temporary overpass.
- Demolition of old north overpass.
- Electrical rough-in and fixture installation on track 3 canopy.
- Electrical rough-in at south overpass.
- Roofing on track 3 canopy.

*Work Complete:*

- New track 2/4 island platform and north overpass placed into service 1/23.

**Croton-Harmon/Peekskill Improvements**

***Croton-Harmon Station Status:***

*Work in Progress:*

- Concrete column cover installation commenced.
- Metal wall panel framing on the Track 2/4 electric room.
- Under platform electrical conduits.
- Relocation of the lighting on the Track 2/4 platform commenced.
- Precast bent installation commenced.

*Work Complete:*

- Concrete slab under electric room on Track 2/4 platform.
- Dry water line installation.

***Peekskill Station Status:******Work in Progress:***

- Shop drawings for the northern outbound stairs window commenced.

***Work Complete:***

- Northern outbound structural steel has been set.
- Painting of structural steel for the northern outbound stairs.
- Lighting for southern outbound platform.
- Returned 6 car lengths of platform to service.

**Poughkeepsie Station Improvements*****Commuter Facility Improvements (Small Business Mentoring Program)******Work in Progress:***

- Punch-list work.

**Pedestrian Walkway and Pavilion Repair*****Work in Progress:***

- Awaiting delivery of steel to site.

***Work Complete:***

- All underground work.
- Steel column footings.

**POWER****Bridge – 23 Substation Replacement*****Work in Progress:***

- NYPA is currently updating the design to incorporate all of Metro-North's comments. The final bid package for construction is expected by mid-February 2012.
- Fabrication of the long lead equipment has commenced.
- An award for the fabrication of the 138kV control house is expected in February 2012.

**86<sup>th</sup> Street Substation Replacement*****Work in Progress:***

- The 90% Design Submission was received in the end of December 2011, and MNR provided comments. The Consultant is addressing MNR comments and continuing to develop the package to the 100% design level. Coordination for the new Con Edison services continues.

**110th Street Reactor Replacement Project*****Work in Progress:***

- The 90% Design Submission was received in the end of December 2011, and MNR provided comments. The Consultant is addressing MNR comments and continuing to develop the package to the 100% design level.

## **TRACK AND STRUCTURES**

### **Bridge Rehabilitation – Moodna Viaduct**

#### *Work in Progress:*

- All work on the Moodna Viaduct has been suspended for the winter; work is anticipated to resume in mid-March 2012.

#### *Work Complete:*

- Cross frame replacements- 60 of 68 cross frames have been completed to date.
- Expansion bearing repairs- 2 of 3 expansion bearings have been repaired to date.
- Concrete pedestal repairs- 17 of 17 concrete pedestals have been repaired.
- Preparation for replacement of the bearings located at the abutments- this work is scheduled to be performed when work resumes.
- Weld repair at intermediate bent No. 28 - work is scheduled to be performed when work resumes.
- Contractor continues to make required submittals.

### **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:*

- The Preliminary Design Report (30% design level) has been submitted, reviewed and accepted by Metro-North. This report includes a recommended design solution for the new retaining wall.
- The consultant is working on the 60% design level submission.

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

#### *Work in Progress:*

- Consultant's inspection and underwater inspection of select undergrade bridges is complete. Twenty-four (24) of the thirty-nine (39) were submitted. All remaining reports will be submitted by March 2012.

### **Undergrade Bridges – East of Hudson**

#### *Work in Progress: Painting Work*

- The bids for painting of select undergrade bridges were opened on January 27, 2012. The apparent low bidder is under review.

#### *Work in Progress: Design of select Undergrade Bridges*

- The requisition for the design of 5 undergrade bridges by the GEC has been approved.

## **SHOPS AND YARDS**

### **Harmon Shop Improvements – Phase IV Stage 1**

#### *Work in Progress:*

- Contractor continued with submittals for weather sensitive work.

### **Employee Welfare & Storage Facilities – Brewster Roof Replacement**

#### *Work in Progress:*

- Health and Safety plan submitted and under review.
- Contractor mobilization to follow.

## **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 is ongoing.
- An award for the repairs under the Tunnel Rehabilitation, pertaining to the emergency exits under the Small Business Mentoring Program (SBMP) was executed on February 2, 2012.
- Proposals from GEC's for the construction supervision and inspection of both tunnel rehabilitation projects were received and are being reviewed.

## **ROLLING STOCK**

### **M-8 Cars**

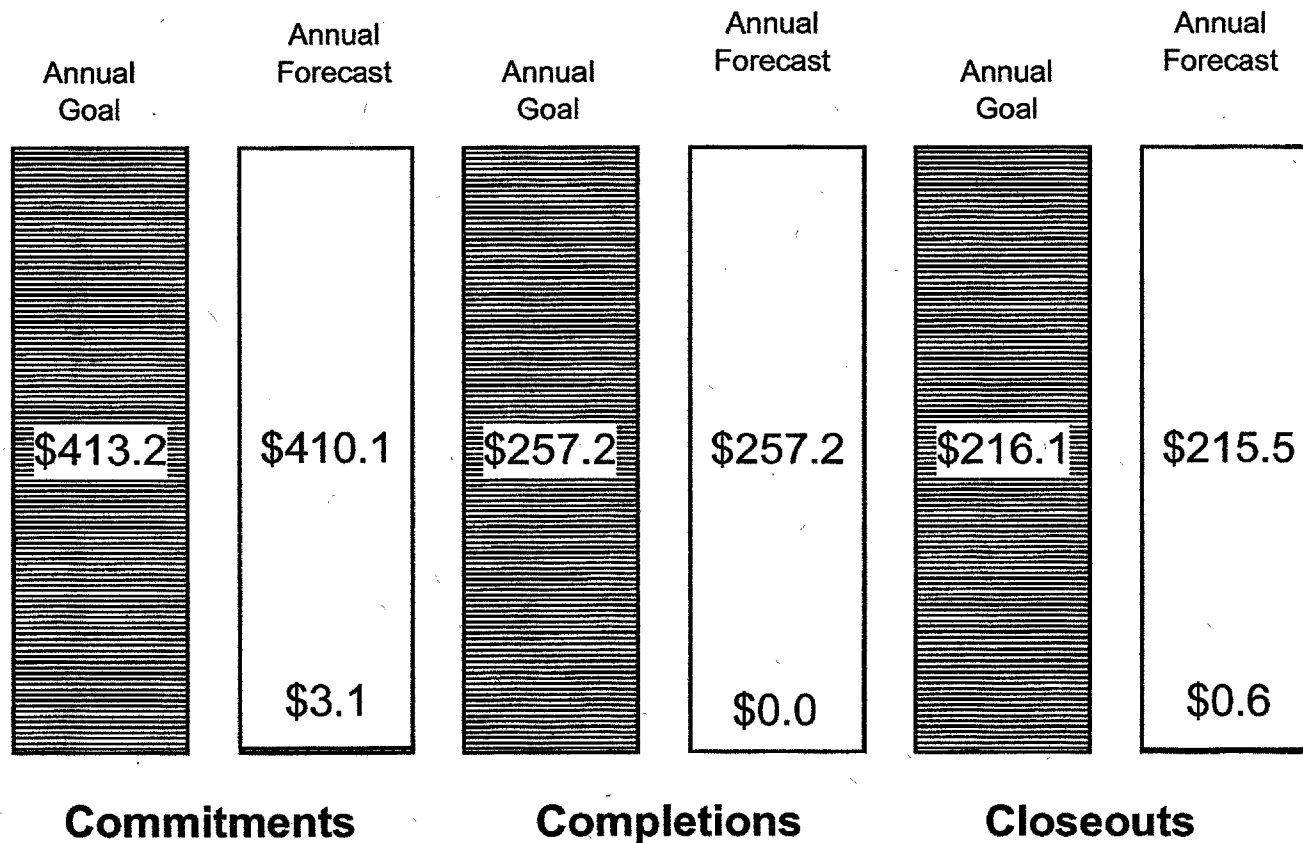
#### *Work in Progress:*

- As of the end of January 31, 2012, 74 Cars have been conditionally accepted and were placed into revenue service, which includes 38 Kobe Cars and 36 Lincoln Cars.

# 2012 MNR Capital Program Goals

As of January 31, 2012

In Millions



☐ Forecast - February 2012-December 2012  
☒ Actual as of January 31, 2012  
☒ 2012 Goals