



Metropolitan Transportation Authority

Meeting of Metro-North and Long Island Committees

March 2012

Members

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



MEETING AGENDA

METRO-NORTH/LONG ISLAND COMMITTEES

March 26, 2012 – 8:30 a.m.

347 Madison Avenue

Fifth Floor Board Room
New York, NY

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• Ratifications - None	
2. LIRR Procurements	
• Non-Competitive – None	
• Competitive - None	
• Ratifications - None	

3. East Side Access Procurements

- Non-Competitive - None 139
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AGENCY REPORTS ON OPERATIONS, FINANCE, RIDERSHIP AND CAPITAL PROGRAM

1. MNR

- Operations 144
- Finance and Ridership 154
- Capital Program 183

2. LIRR

- Operations 188
- Finance and Ridership 200
- Capital Program 226

Date of next meeting: **Monday, April 23, 2012 at 8:30 AM**

Minutes of the Regular Meeting
Metro-North Committee

Monday, February 27, 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. 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. Carl V. Wortendyke

Not Present:

Hon. Jonathan A. Ballan
Hon. Vincent Tessitore, Jr.

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 Pally called the meeting to order.
2. Public Comments: There were two public speakers.

Orrin Getz of NJ-ARP – Mr. Getz commented on a recent New Jersey Transit Board Meeting and his request that two trains be added to the Pascack Valley schedule – an

early train on Good Friday 2012, which is also the start of Passover, and an additional evening train on Yom Kippur. He also requested that train 1600 on the Pascack Valley Line be restored to permit passengers to arrive in by 7 a.m. and that train 9653 be restored to eliminate a two hour gap in afternoon service on that line. He asked Metro-North to work with New Jersey Transit to on these service improvements and to promote west of Hudson service, including weekend service on the Pascack Valley Line. President Permut will follow-up on Metro-North's ability to restore some west of Hudson service. He noted that some of the service cuts date back to 2010.

Murray Bodin of Concerned Grandparents shared his views of management and technology.

3. Approval of Minutes - Upon motion duly made and seconded, the members of the Committee present approved the minutes of the regular meeting of January 23, 2012. Board Member Kay was not present for the vote.
4. 2012 Work Plan - A copy of the work plan is filed with the records of this meeting.
5. Agency Presidents/Chiefs Reports

Long Island Rail Road President Helena Williams' Opening Remarks - President Williams discussed the two day transportation advocacy meeting in Albany during which the need to move the MTA Capital Program funding was discussed with legislators and public officials. She noted that the Long Island Rail Road and Metro-North are involved in talks to obtain an extension of time to comply with the federal Positive Train Control (PTC) mandates. In response to a question by Board Member Moerdler, President Williams noted that Long Island Rail Road and Metro-North trains have automatic speed control, and President Permut noted that cab signaling is a significant safety feature. Metro-North is in the process of investing in cab signal capabilities on the Pt. Jarvis and Danbury lines, after which the only line without it will be the Waterbury Line, which has a very small ridership. 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.

Metro-North President Howard Permut's Opening Remarks -

President Permut reported that on-time performance in January 2012 was 98.9%, representing the 3rd best month Metro-North's history and the best January performance ever in terms of reliability. Metro-North operated at 99% or better on 21 of the 31 days in January. Metro-North had 3 weekend days of 100% on-time performance in January. President Permut attributes the high level of performance to the delivery of the new M-8s, favorable weather conditions and Metro-North's ongoing focus on on-time performance. President Permut noted that Metro-North will be running extra service on St. Patrick's Day, when there also will be special gate collections at key stations and a ban on alcohol on trains. The Brunel Award will be on display in Vanderbilt Hall beginning March 19, with President Permut giving a presentation on March 21. Revenues in 2011 were above budgeted amounts and the fare operating ration was 68.7%. Overtime was above budget in 2011 due to inclement

weather during the winter and several storms in August and October. Metro-North has instituted overtime control initiatives, including the addition of positions in Maintenance of Equipment and is working aggressively to fill vacancies. Work on the Grand Central Centennial events has begun in earnest. In response to Board Member Moerdler's question, Mr. MacLagger noted that 75% of the Pt. Jervis Line riders have returned since the line was fully restored and that Metro-North is beginning to see positive trends. Metro-North aggressively marketed the return of its service and also received positive press reports. Board Member Metzger noted that Metro-North had a strong presence throughout reconstruction of the line and kept people well informed. Co-Chair Pally congratulated Metro-North on its on-time performance accomplishments in recent months.

The details of the agency presidents' opening remarks and Board Member comments are contained in the Webcast located at <http://www.mta.info/mta/webcasts/archive.htm>

6. MTA Police Report – Chief Coan reported on specific larcenies and robberies, as well as, arrest data. The details of Chief Coan's report are contained in the MTA Police Department report filed with the records of this meeting.

7. Metro-North Information Items:

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

Reports setting forth the details of the above items are filed with the records of this meeting.

8. Procurements for Board Action

Long Island Rail Road

The Committee voted on Long Island Rail Road items. Among the items recommended to the Board for approval is a competitive procurement requiring majority vote to award a miscellaneous service contract for concrete testing and inspection services. The details of this item are contained in the Minutes of the Long Island Rail Road held this day and the staff summaries and reports filed with those minutes.

Metro-North Procurements:

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

Miscellaneous Service Contracts

- Walco Electric Company – Pick-up, repair and delivery of gear box shells used on Metro-North's M-2/M-3/M-4 and M-6 commuter railcar fleet.
- CR Quality Services, Inc. – At plant inspection services for railroad ties and timber both for MTA Metro-North Railroad and Long Island Rail Road projects.

Upon motion duly made and seconded, the Committee recommended to the Board approval of the following ratification.

Ratification of Completed Procurement Actions

- Brookville Equipment Corporation – Purchase of 1 Module Induction Generator for a Metro-North BL-14 locomotive assigned to the East Side Access project, which is currently out-of-service.

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

Board Member Moerdler asked that a report on the refund policy be provided at the March meeting. 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,



Linda Montanino
Assistant Secretary

**Minutes of the Regular Meeting
Long Island Committee
Monday, February 27, 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. 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. Carl V. Wortendyke

Not Present:

Hon. Jonathan A. Ballan
Hon. Vincent Tessitore, Jr.

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

Representing MTA Capital Construction Company: Michael Horodniceanu

Representing MTA Police: Michael Coan

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

Co-Chairman Pally called the joint meeting to order.

There were two public speakers, Orin Getz who spoke on matters particular to Metro-North, and Murray Bodin who shared his views on leadership and technology.

Upon motion duly made and seconded, the minutes of the January Committee meeting were approved. There were no changes to the work plan.

MTA LONG ISLAND RAIL ROAD

President Williams reported that the Agency Heads and Chairman Joseph Lhota and Chief Operating Officer Nuria Fernandez participated in a two day Transportation Advocacy Effort in Albany, which started with a rally in the Legislative Office Building. Karen Rae, the Governor's Deputy Secretary of Transportation, also participated. The event was hosted by both Chairman Lhota and Carm Basile of the New York Public Transportation Association and the Albany Transportation System. This was an effort to talk to our Legislative leaders and officials about the need to move forward on the MTA Capital Program. President Williams was pleased to say that they spoke to over 100 Legislators. A letter to the Assembly Speaker was signed by 40 Assembly members asking that the Legislature move forward on a budget process that includes Capital Program funding of \$700 million and a bond cap increase. It was a very successful two day effort and one that all the Agency Heads will stay involved with.

President Williams recognized the efforts of Mark Epstein, Head of the Long Island Railroad Commuter Council. He organized Councils across the United States to advocate for the Federal Pretax Transit Credit to be restored at its prior higher level and he did a great job of getting widespread cooperation from Commuter Councils. They spent the day in Washington as well as conducting a letter campaign.

President Williams commented on draft legislation in the U.S. House and Senate, as part of the transportation reauthorization bill, concerning an extension to the positive train control (PTC) implementation deadline. David Garten of the MTA staff has been working hard to advocate on behalf of both Railroads to get an extension of time to the implementation deadline. President Williams emphasized that we support the safety aspects of the PTC Legislation, but that it is flawed due to the deadline of 2015, and that there is a broad recognition that commuter rail and freights cannot meet that deadline. We are watching carefully as to how the House and Senate approach this issue.

President Williams next noted that ridership growth trended in a positive direction for the fifth consecutive month. January ridership had the highest growth since February 2008, as there was a 6.4% increase in overall monthly ridership, with commutation ridership up 2.8% and non-commutation ridership was up 12.3%.

President Williams commented on the victory of the NY Giants in the Super Bowl and the resulting parade in the Canyon of Heroes on February 7th. The Railroads experienced a tremendous increase in ridership that day. A count of Penn Station departures between 12 and 4 p.m., indicated there were roughly 33,740 departures. We typically have about 14,000 during that time period, so that we were over double normal ridership on that day. The trains were crowded from early morning. She noted that it was a wonderful day, with many families out celebrating.

President Williams noted that LIRR's annual operating report appears on page 62 of the Agenda book, and she was proud to note that we improved our on-time performance in 2011 by almost a full point, going to 93.7%, from the year before where we were at 92.7%. Our team at LIRR continues to be very focused on improving our on-time performance in a number of areas. One of those areas is scheduled track work. We are trying to ensure that we get track work done by decreasing the number of times that the scheduled track work impedes peak hour service, and by trying to focus specifically on Jamaica and Harold to ensure we mitigate any service delays that impact our on-time performance. Additionally, a tremendous contribution to on-time performance has been our fleet reliability.

President Williams next spoke about an excellent cover story that Newsday printed recognizing that LIRR's record mean distance between failure metric stood at 169,000 miles. President Williams visited LIRR's Hillside Facility and recognized each of the shops and what they had done to contribute to an outstanding performance of the fleet. President Williams thanked the work force for their outstanding job of maintaining the M-7 and M-3 fleets and the diesel fleet during the past year.

With regard to ongoing the Nokia NFC pilot project, President Williams stated the first phase was to conduct a test to make sure you could tap in and out on your phone, and that the second phase includes 20 employees who will continue to test the program by performing trip simulations, so that we will be able to verify that the tap in is tied to a specific account. In June, up to 100 Port Washington customers will participate in the tests of that technology.

On the subject of PTC deadline extension, Board Member Moerdler asked President Williams if she was comfortable that there were no safety implications to a deadline extension, in light of a recent incident in South America involving a collision. President Williams responded that we have highly developed safety technology that we are already using. She indicated that we have automatic speed control in about 70% of the LIRR system, and that a higher percentage of the Metro-North system is covered. Automatic speed control will drop the speed of a train automatically and put the train into an emergency braking application if needed. We feel the extension of time will be balanced by the fact that we already have cab control in the equipment.

Metro-North President Howard Permut echoed that safety is a critical goal for both Railroads and that we have invested hundreds of millions of dollars in improvements to add automatic speed control to our trains. Not all Railroads in the United States have done this and Metro-North is continuing to invest money so that all their lines will eventually have automatic speed control. The extension will allow Metro-North to implement PTC in an effective manner. There are huge technological as well as financial obstacles to implement PTC and by giving us significant additional time to do this, the product will be better.

Board Member Greenberg stated the collision in Argentina was at 16 mph and the damage it caused was severe for such a low mph collision. He asked what would happen in the cab signaling situation if there was a violation of a safety rule. President Williams responded that she did not want to speculate on results in such a situation, but that our car construction standards in America have crash worthiness requirements that exceed those in South America. This is one of the major issues as we go forward with a new car procurement, assuring that the manufacturers can meet the FRA standards for crash worthiness. President Williams noted that both LIRR and Metro-North are moving forward to install safety systems such as track circuits and PTC. We need the correct amount of time to perfect this type of very complex technology.

Board Member Moerdler asked if PTC was an unfunded mandate. President Williams responded that it is. While the federal government nationwide has allocated \$50 million to PTC, the cost nationwide is in the billions of dollars.

Board Member Moerdler next spoke about LIRR performance. He indicated that there are four of five branches that seem to have a continuing problem in terms of on-time performance. The Huntington Branch regarding a.m. peak and p.m. peak is at 85.5%, and the Montauk Branch has similar statistics. The Port Jefferson Branch has 83.8% OTP for the p.m. peak and there were numerous trains that are over 15 minutes late. He asked what could be done on these lines.

Board Member Greenberg noted that LIRR has set a goal of 95.1% for each branch and we have not met it for a couple of years now. President Williams responded that we think the goal is realistic, and that a few short

February 27, 2012

years ago we were at 95%, and that we would like to get back to that level of performance. She indicated that there is a lack of track capacity affecting these branches. We lack the number of tracks so that opposing trains have to be carefully scheduled. If one is late, it delays the others. We have a single track operation in Port Jefferson and single track east of Huntington. She noted that Huntington is a particularly difficult location for us because of the lack of track capacity and lack of a yard. Another area on the main line not mentioned is the Ronkonkoma Branch, where we are very hampered by track capacity. This is the fastest growing area in Suffolk County and one of the areas we are focused on to increase track capacity, where we want to go from a single track operation to a double track. President Williams noted that we are trying to make strategic investments where we can to improve the infrastructure. We are looking at Huntington because we recognize that is a problematic area and we are clearly focused on the Ronkonkoma strategy as well. We would like to see on-time performance improve and we are working on it from both an infrastructure capacity issue as well as our train scheduling efforts.

President Williams also noted the issue of recycling trains in and out of Penn Station, which have to come back and be used for a second round in the p.m. peak. Those trains are facing opposing traffic coming out of Penn. As we do not have a third track from Penn, trains get bottlenecked as the opposing trains are coming through. This hampers on-time performance. Jamaica too is a difficult operation because of the connecting train service. Once we get East Side Access, we will no longer have connecting train service at Jamaica and will not have to hold trains for connections.

Board Member Moerdler asked: Is it infrastructure that is primarily responsible for those lines having on-time performance issues? He indicated that until the infrastructure situation is corrected both in terms of the economic means and the right-of-way to do it, this is a problem that will continue for a long time.

President Williams responded that Mr. Moerdler was correct in his statement. Co-Chairman Pally stated that he had a conversation with the Supervisor of the Town of Huntington and explained to him the infrastructure issue at Huntington and the effect on his residents with regard to on-time performance, number of trains, and standees. Mr. Pally stated that the Supervisor is realizing that the Town could be helpful to LIRR. The Supervisor asked Mr. Pally to set up an appointment with President Williams to look at possible infrastructure improvements in Huntington. Co-Chairman Pally stated that there are a variety of elected officials on Long Island who do not understand the importance of the Railroad to the economy of Long Island, and that he is hopeful that at least one elected official has recognized the problem. Board Member Moerdler noted that this was a positive development, and added that perhaps officials in Long Beach and Port Washington, where there are standees on the trains, could be similarly influenced.

Co-Chairman Pally asked President Williams to have her staff put together a report on what may be possible, both short term and long term, on these issues for the Board. He thinks it would be very helpful for the Board to convey this message to elected officials. Board Member Blair stated that these complicated issues should be laid out in detail and brought front and center, so that they could be solved.

Board Member Greenberg asked the Railroad to look at whether a 95% goal was realistic for each branch, given the existing constraints. Board Member Moerdler suggested that once a report is prepared, a copy be sent to elected officials so that they know we need their help to achieve better OTP, and Co-Chairman Pally agreed with this.

METRO-NORTH RAIL ROAD

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

MTA CAPITAL CONSTRUCTION

MTACC President Michael Horodniceanu updated the Committee on the progress of the East Side Access Project. He stated that in Manhattan they continue to make good progress. They began to drill and blast the eastbound cavern and have begun excavation in the westbound cavern for the remaining bench and pillar, both ahead of the expected timetable. The concrete work in the tail tracks has been completed. The contractor on the 50th Street Facility completed the excavation of the shaft. At the 245 Park Avenue entrance, the work has largely been completed and is now in the testing phase. In Queens, the tunnel drive was completed in the Yard Lead Tunnel, the longest of the tunnels. He noted that they are now in the process of repositioning the machines and will start tunnel drive D in two weeks and immediately thereafter start the BC tunnel. He expects to finish tunneling in Queens this year, although Northern Boulevard is yet to start. They are still testing the freezing of the ground and are hoping to start excavation soon. Amtrak installed several switches in support of MTACC work and additional work continues. By the end of the month, he expects to receive proposals for the 55th Street Ventilation Facility. A copy of the Power Point presentation that President Horodniceanu delivered is included in the records of the meeting.

MTA POLICE DEPARTMENT

Chief Coan reported on specific larcenies and robberies, as well as arrest data. He referenced an incident on the 26th of January on the 7:55 train out of the Port Washington Branch, involving an iPhone theft. The conductor was an excellent witness, and saw the individual when he ran off the train. A few days later, the same conductor saw that individual on a 10:49 train out of Port Washington. He called the detective and the MTA Police immediately responded. The individual had already left the train but was picked up a block away. That individual confessed to 3 crimes; 1 last year and 2 this year. This was an excellent coordination between the UTU, LIRR and MTA PD. With regard to thefts of electronic devices, the Police are continuing to hand out flyers. They are targeting the trains and stations where there is a prevalence of the thefts, and the agencies are making announcements about safeguarding electronic devices.

With regard to the smoking ban, the Police have issued 9 summonses since the ban went into effect throughout the system. As President Permut mentioned, the Police are gearing up for St. Patrick's Day, both on Metro-North and LIRR.

Board Member Moerdler asked if there was a pattern concerning the age of persons committing phone thefts? Chief Coan responded no. The age range is 15 to 35.

Details of the MTA Police Department Report are on file with the records of this meeting.

MTA LONG ISLAND RAIL ROAD

Information Items

There were four LIRR information items:

- February Timetable Changes
- Adopted Budget/Financial Plan 2012
- 2011 Annual Operating Results
- Annual Strategic Investments and Planning Study

Remarks concerning the operating Results are included above.

Action Items

There were no LIRR action items.

Procurements

There was one LIRR competitive procurement, resulting in the award of miscellaneous service contracts to HAKS Engineering, Tectonic Engineering, Haider Engineering and Advance Testing Co., on behalf of LIRR, NYCT and Metro-North, for concrete testing and inspection services. Board Member Moerdler asked whether a non-responsive firm was given the opportunity to correct its deficiencies. Dennis Mahon on behalf of LIRR responded that the non-responsive firm was given ample opportunity to correct its shortcomings, which it could not do.

President Horodniceanu presented three competitive procurements: a request that competitive bidding be declared impractical or inappropriate, and that it is in the public interest to issue a competitive Request for Proposal for Systems Package 3 – Tunnel Signal Procurement Package, for East Side Access; a modification to Contract No. CQ 032 with Tutor Perini Corporation to provide for temporary support of the conveyor system in use on Contract CM019 and other related work; and a modification to Contract CQ039 with Schiavone/Kiewit JV to modify the contract for the relocation of utilities.

During the presentation of Metro-North procurement actions, President Permut on behalf of both Railroads presented a miscellaneous service contract with CR Quality Inspection Services, Inc. for at-plant inspection services of railroad ties and timbers for Metro-North and LIRR projects.

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

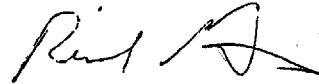
The details of these reports are contained in the reports filed with the records of the meeting.

February 27, 2012

Adjournment

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

Respectfully submitted,

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

Richard L. Gans
Secretary



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

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

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
Diversity/EEO Report – 1st Quarter 2012

Safety/Engineering
Presidents
Operations
Administration/Diversity

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
2013 Preliminary Operating Budget
2012 Fall Construction Schedule Change
Diversity/EEO Report – 2nd Quarter 2012

Finance
Finance
Service/Operations Planning
Administration/Diversity

October 2012

2013 Preliminary Budget (Public Comment)

Finance

November 2012

Annual Committee Charter Review
Holiday Schedule
Diversity/EEO Report – 3rd Quarter 2012

Committee Chairs & Members
Service/Operations Planning
Administration/Diversity

December 2012

2013 Final Proposed Budget
2013 Proposed Committee Work Plan

Finance
Committee Chairs & Members

METRO-NORTH AND LONG ISLAND RAIL ROAD COMMITTEE WORK PLAN

DETAILED SUMMARY

I. RECURRING AGENDA ITEMS

Approval of Minutes

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

2012 Work Plan

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

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

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

Diversity/EEO Report – 1st Quarter 2012

Review and discuss EEO-4 Employee Summary, report of state and local government required by the U.S. Equal Employment Opportunity Commission ("EEOC"), noting workforce analysis as presented to the Board's Diversity Committee quarterly meeting.

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.

Diversity/EEO Report – 2nd Quarter 2012

Review and discuss EEO-4 Employee Summary, report of state and local government required by the U.S. Equal Employment Opportunity Commission ("EEOC"), noting workforce analysis as presented to the Board's Diversity Committee quarterly meeting.

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.

Diversity/EEO Report – 3rd Quarter 2012

Review and discuss EEO-4 Employee Summary, report of state and local government required by the U.S. Equal Employment Opportunity Commission ("EEOC"), noting workforce analysis as presented to the Board's Diversity Committee quarterly meeting.

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 2013 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

March 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	\$ 590,666,749	\$ 590,666,749	\$ 590,666,749	\$557,041,996
Construction	5,759,991,386	5,759,991,386	5,759,991,386	2,438,383,801
Project Management	609,023,551	609,023,551	609,023,551	402,239,455
Real Estate	166,318,314	166,318,314	166,318,314	100,085,587
Rolling Stock*	202,000,000	202,000,000	202,000,000	0
Total Project Cost	\$ 7,328,000,000	\$ 7,328,000,000	\$ 7,328,000,000	\$3,497,750,840

* 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 th Q 2008	Dec 2012	Feb 2013
Project Construction Start	Sep 2001	Sep 5, 2001	Sep 5, 2001
Project Substantial Completion	2 nd Q 2012	TBD	TBD

Current Issues/Highlights

- With the completion of Tunnel A mining (TBM T.E.S.S.) on December 22, 2011 and the Yard Lead Tunnel mining (TBM Molina) on February 9, 2012, preparation and staging to re-launch the two Queens TBMs continued through February (Contract CQ031). Mining of Tunnels D and B/C is currently planned to start on March 26, 2012 and April 26, 2012, respectively. The re-launch for D has been delayed to complete equipment refurbishing that is more extensive than planned.
- Ground freezing continues on the Northern Boulevard Crossing Contract (CQ039), which was originally expected to be completed in February. Investigations of soil conditions found "warm spots," which required additional grouting before any excavation work can begin.
- As part of the Plaza Substation and Queens Structures Contract (CQ032), the contractor continued abatement work and demolition at existing ventilation facilities. The contractor also began preparation for the construction of the B10 substation structure adjacent to the open cut along Northern Boulevard.

- Amtrak's plan to install three switches in February was delayed due to resequencing of repair work in the East River Tunnels. The switch work will resume in May.
- Arrangements with Amtrak were reached to provide additional Amtrak personnel to meet the aggressive construction schedule and to coordinate with railroad operations and the East River Tunnel work. This should allow more work to be planned and completed.
- Work in Harold continued to advance with the installation of catenary poles and signal towers as well as work at the 43rd Street Bridge.
- Excavation in both the GCT WB and EB Caverns (Contracts CM009/CM019) continues with the contractor doing better than plan. The contractor has also completed excavation of the final escalator shaft and concrete operations at two of four locations.
- Excavation was completed for the 50th Street Vent Shaft (Contract CM013). Work now shifts to steel erection and concrete placement. It is planned that this shaft will be used as an access point for workers and materials needed for upcoming contracts once the permanent structure is completed by late summer.
- Contractor is completing work at the new entrance at 245th Park Avenue (Contract CM004) and assisting MNR in testing ahead of a spring opening. Work at the 44th Street vent plant also continues.
- MTACC received bids for the 55th Street Vent Plant Facility Contract (CM13A) in mid-March.
- Proposals were received on Systems Package 1 – Facilities Systems (Contract CS179). Procurement of this package is expected to continue through the 2nd Quarter.
- Manhattan Structures 2 and Facilities Fit-Out (Contract CM012), Systems Package 2 – Tunnel Systems (Contract CS284) and Systems Package 3 – Signal Equipment (Contract VS086) were advertised in March.

East Side Access Active and Future Construction Contracts

Report to the Railroad Committee - March 2012

Expenditures thru February 2012; \$s in million

	Budget	Expenditures
Construction	\$ 5,760.0	\$ 2,438.4
Design	\$ 590.7	\$ 557.0
Project Management	\$ 609.0	\$ 402.2
Real Estate	\$ 166.3	\$ 100.1
Rolling Stock†	\$ 202.0	\$ -
Total	\$ 7,328.0	\$ 3,497.8

† 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 <i>Dragados Judlau, JV</i>	\$ 456.3	\$ 448.4	\$ 7.9	\$ 366.5	Jul-2006	Jul-2006	Oct-2012	Aug-2013
CM019: GCT Concourse Civil & Structural <i>Dragados Judlau, JV</i>	775.2	752.3	\$ 16.8	534.0	Apr-2008	Apr-2008	Oct-2012	Aug-2013
<i>Note: Budget includes funding for scope not yet contractually obligated but not available for contingency.</i>								
CM014A: GCT Concourse Finishes Early Work <i>Yonkers Contracting</i>	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 <i>Granite-Traylor-Frontier, JV</i>	789.1	762.5	26.6	509.2	Aug-2009	Sep-2009	Sep-2012	Apr-2013
<i>Notes: Contract includes \$11M of Regional Investments scope. Budget includes funding for scope not yet contractually obligated but not available for contingency.</i>								
CQ039: Northern Blvd Crossing <i>Schiavone Construction / Kiewit</i>	101.0	89.6	8.9	44.6	Oct-2009	Feb-2010	Oct-2011	Dec-2012
<i>Note: Budget includes funding for scope not yet contractually obligated but not available for contingency.</i>								
CQ032: Plaza Substation & Queens Struct Construction <i>Tutor Perini Corporation</i>	162.1	147.2	14.9	3.1	Dec-2010	Aug-2011	Aug-2014	Aug-2014
Harold Construction								
CH053: Harold Structures (Part 1) <i>Perini Corporation</i>	\$ 203.9	\$ 172.3	\$ 28.1	\$ 103.0	Jan-2008	Jan-2008	Feb-2011	Feb-2014
<i>Note: Budget includes funding for scope not yet contractually obligated but not available for contingency.</i>								
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

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**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.

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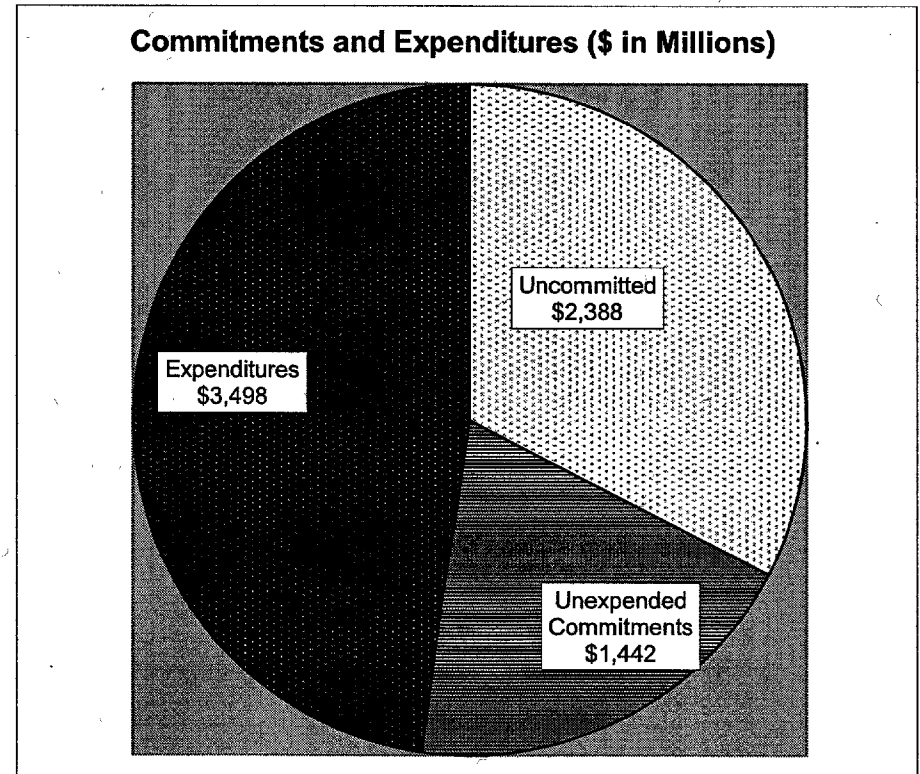
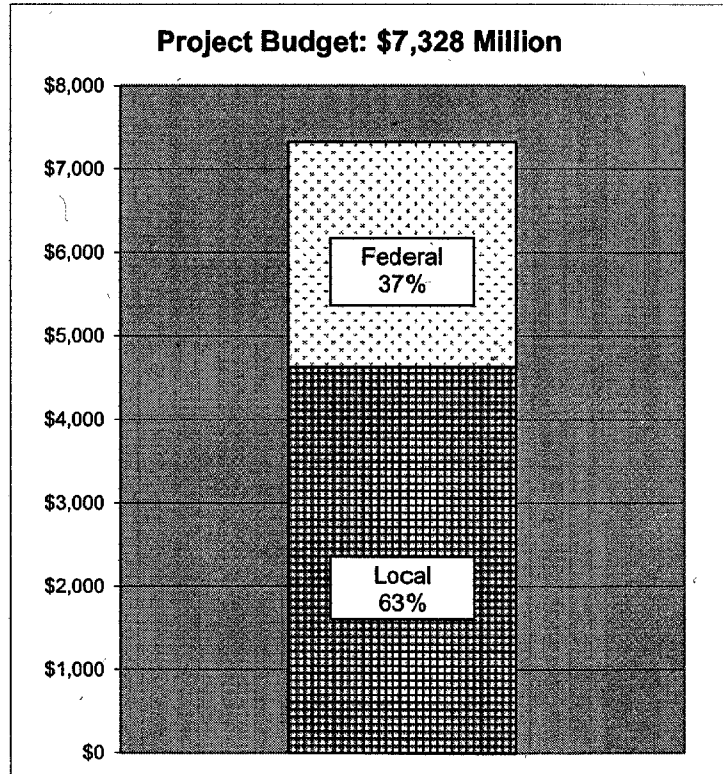
East Side Access Status

Report to the Railroad Committee - March 2012

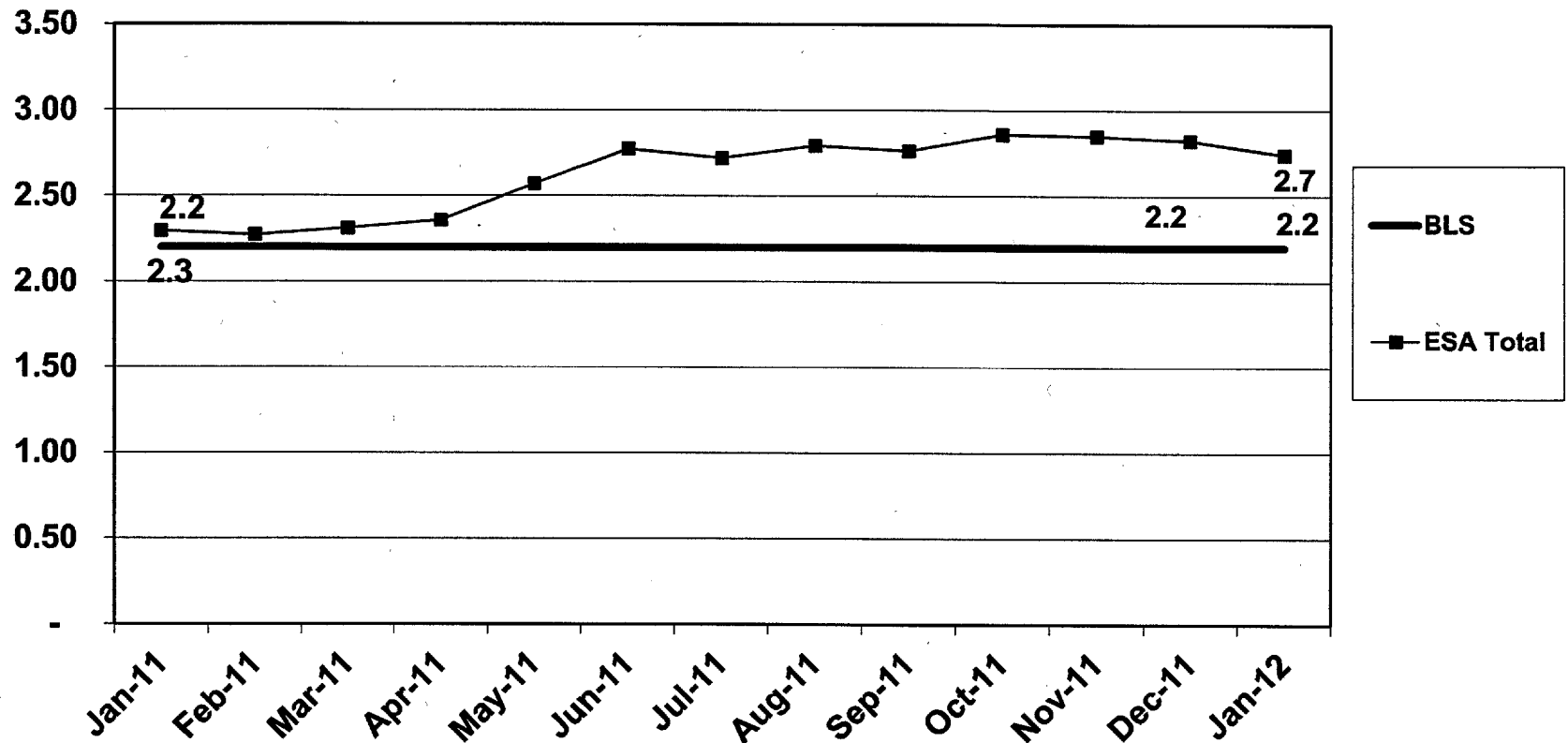
(data thru February 2012)

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	1,531	3	1,393
2005-2009	2,683	651	2,033	1,145	2,632	51	1,842
2010-2014	2,954	2,954	-	-	619	2,335	106
Total	\$ 7,328	\$ 4,629	\$ 2,699	\$ 1,810	\$ 4,940	\$ 2,388	\$ 3,498

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



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

March 2012



METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
System Wide

February 2012

	2012	2011	Diff	% Change
Murder	0	0	0	0%
Rape	0	1	-1	-100%
Robbery	4	6	-2	-33%
Felony Assault	1	1	0	0%
Burglary	4	0	4	0%
Grand Larceny	16	18	-2	-11%
GLA	1	0	1	0%
Total Major Felonies	26	26	0	0%

January to February, 2012

	2012	2011	Diff	% Change
Murder	0	0	0	0%
Rape	0	1	-1	-100%
Robbery	10	10	0	0%
Felony Assault	4	5	-1	-20%
Burglary	4	0	4	0%
Grand Larceny	46	33	13	39%
GLA	2	1	1	100%
Total Major Felonies	66	50	16	32%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
Long Island Rail Road

February 2012

	2012	2011	Diff	% Change
Murder	0	0	0	0%
Rape	0	1	-1	-100%
Robbery	2	4	-2	-50%
Felony Assault	1	1	0	0%
Burglary	1	0	1	0%
Grand Larceny	10	9	1	11%
GLA	0	0	0	0%
Total Major Felonies	14	15	-1	-7%

January to February, 2012

	2012	2011	Diff	% Change
Murder	0	0	0	0%
Rape	0	1	-1	-100%
Robbery	5	7	-2	-29%
Felony Assault	2	4	-2	-50%
Burglary	1	0	1	0%
Grand Larceny	23	16	7	44%
GLA	0	0	0	0%
Total Major Felonies	31	28	3	11%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
Metro North Railroad

February 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	3	0	3	0%
Grand Larceny	5	9	-4	-44%
GLA	1	0	1	0%
Total Major Felonies	11	9	2	22%

January to February, 2012

	2012	2011	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	3	1	2	200%
Felony Assault	2	1	1	100%
Burglary	3	0	3	0%
Grand Larceny	20	17	3	18%
GLA	2	1	1	100%
Total Major Felonies	30	20	10	50%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department Staten Island Rapid Transit

February 2012

	2012	2011	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	0	2	-2	-100%
Felony Assault	0	0	0	0%
Burglary	0	0	0	0%
Grand Larceny	1	0	1	0%
GLA	0	0	0	0%
Total Major Felonies	1	2	-1	-50%

January to February, 2012

	2012	2011	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	2	2	0	0%
Felony Assault	0	0	0	0%
Burglary	0	0	0	0%
Grand Larceny	3	0	3	0%
GLA	0	0	0	0%
Total Major Felonies	5	2	3	150%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION

INDEX CRIME REPORT
Per Day Average
February 2012

	Systemwide	LIRR	MNRR	SIRT
Murder	0	0	0	0
Rape	0	0	0	0
Robbery	4	2	2	0
Fel. Assault	1	1	0	0
Burglary	4	1	3	0
Grand Larceny	16	10	5	1
GLA	1	0	1	0
Total	26	14	11	1
Crimes Per Day	0.90	0.48	0.38	0.03



MTA Police Department
Arrest Summary: Department Totals

3/6/2012
3:38:34PM

1/1/2012 to 2/29/2012

Arrest Classification	Total Arrests
Robbery	6
Felony Assault	4
Burglary	1
Grand Larceny	15
Aggravated Harassment	2
Aggravated Unlicensed Operator	9
Assault-Misdemeanor	7
Breach of Peace	2
Child Endangerment	2
Criminal Contempt	1
Criminal Impersonation	1
Criminal Mischief	6
Criminal Possession Stolen Property	5
Criminal Trespass	11
Drug Offenses	6
DUI Offenses	2
Falsely Reporting an Incident	1
Forgery	5
Graffiti	4
Harassment	3
Menacing	1
Obstruct Government	1
Petit Larceny	25
Public Lewdness	8
Reckless Endangerment	2
Resisting Arrest	10
Sex Offenses	2
Theft of Services	18
Warrant Arrest	15
Weapons Offenses	2
Arrest Totals	177



Metro-North Railroad

Information Items

March 2012

2011 ANNUAL METRO-NORTH RIDERSHIP REPORT

Planning Division
March, 2012

I. INTRODUCTION

The first section of this report summarizes 2011 annual ridership trends based on ticket sales data, including trends by market and line segment. The second section of the report details Fall 2011 ridership trends based on the results of train-by-train counts conducted during the Fall count season. Ticket sales data provides comprehensive information regarding overall Metro-North ridership trends. However, in order to obtain specific travel patterns by train, origin/destination station and time period, a detailed process of regularly counting customers is required.

Hence, during the Fall of 2011, Metro-North staff conducted its regular series of counts of all Metro-North trains arriving in or departing from Grand Central Terminal. Ridership counts were also obtained for customers getting off morning inbound and outbound trains at major intermediate stations.

The counts are also essential for making operational decisions about consist adjustments and schedule modifications. They are conducted during the Fall months (i.e., from early September thru mid December) in order to avoid the impacts of seasonality and Summer vacation impacts on ridership.

2011 ANNUAL RIDERSHIP

2011 ANNUAL METRO-NORTH RIDERSHIP REPORT

1. OVERALL RIDERSHIP TRENDS

Metro-North now carries more fare paying customers than any other commuter railroad in the nation. Ridership continued to increase during CY 2011, despite a series of blizzards in January and February, a severe winter, an unprecedented three-day shutdown of service due to Tropical Storm Irene in August, the late October snowstorm, and the washout of a significant portion of the Port Jervis Line. All of these combined resulted in diminished travel by customers in our service territory. On the Port Jervis Line, the washout, followed by three months in which service on that line was suspended and substitute bus service was provided. Ridership on the Port Jervis Line was significantly impacted during this time period since limited travel options were available.¹

- Overall ridership in 2011 was approximately 82.6 million, the second highest year in Metro-North history, exceeded only by the 83.6 million riders in 2008 before the economic downturn. Total Metro-North System annual ridership was 1.4% above 2010 levels. However, excluding weather related events, MNR total ridership would have increased by 2.3% vs. CY 2010 or 83.4 million rides.
- Metro-North plays a major role in the expansion of the local economy by providing value to customers, generating ridership in the region we serve. To that point, the major infrastructure investments of the 1990's encourage people to reside in our service territory today and utilize MNR rail service. This growth is the continuation of a long-term trend and is a result of our unwavering focus on reliability, cleanliness, customer service and safety.
- Total Metro-North rail ridership was over 82 million (see detailed chart below).

	<u>Annual Ridership (Millions)</u>		<u>Percent Change</u>
	<u>2011</u>	<u>2010</u>	<u>vs. 2010</u>
East of Hudson	80.37	79.05	+1.7%
West of Hudson	1.67	1.88	-11.1%
Total Rail Ridership	82.04	80.93	+1.4%
<u>Connecting Services</u>	<u>0.55</u>	<u>0.56</u>	<u>- 1.6%</u>
Total MNR System	82.59	81.49	+1.4%

- In addition, approximately 555,000 trips were made on Metro-North's three managed and contracted connecting services during 2011: Hudson Rail Link, Haverstraw-Ossining Ferry and Newburgh-Beacon Ferry, and in total, there were over 3.5 million trips made during CY 2011 on all connecting services, including those provided in partnership with Metro-North (e.g., Westchester Bee-Line, Transport of Rockland).
- Ridership increases occurred in most markets and time periods.

¹If the severe weather and washouts had not occurred, PJ ridership would have remained stable in lieu of decreasing significantly. Port Jervis Line ridership figures for September thru November were down 56%.

2011 ANNUAL METRO-NORTH RIDERSHIP REPORT

- Commutation ridership to/from Manhattan increased by 1.3%, a growth rate similar to the 1.1% increase which occurred in 2010.
- Both Non-Commutation Ridership to/from Manhattan (+1.4%) and Intermediate Ridership (+3.3%) also continued to increase during the past year.
- New Haven Line ridership continues to increase at a much faster rate (+2.7%) than the Hudson and Harlem Lines, which grew by 0.9% and 0.7% respectively.

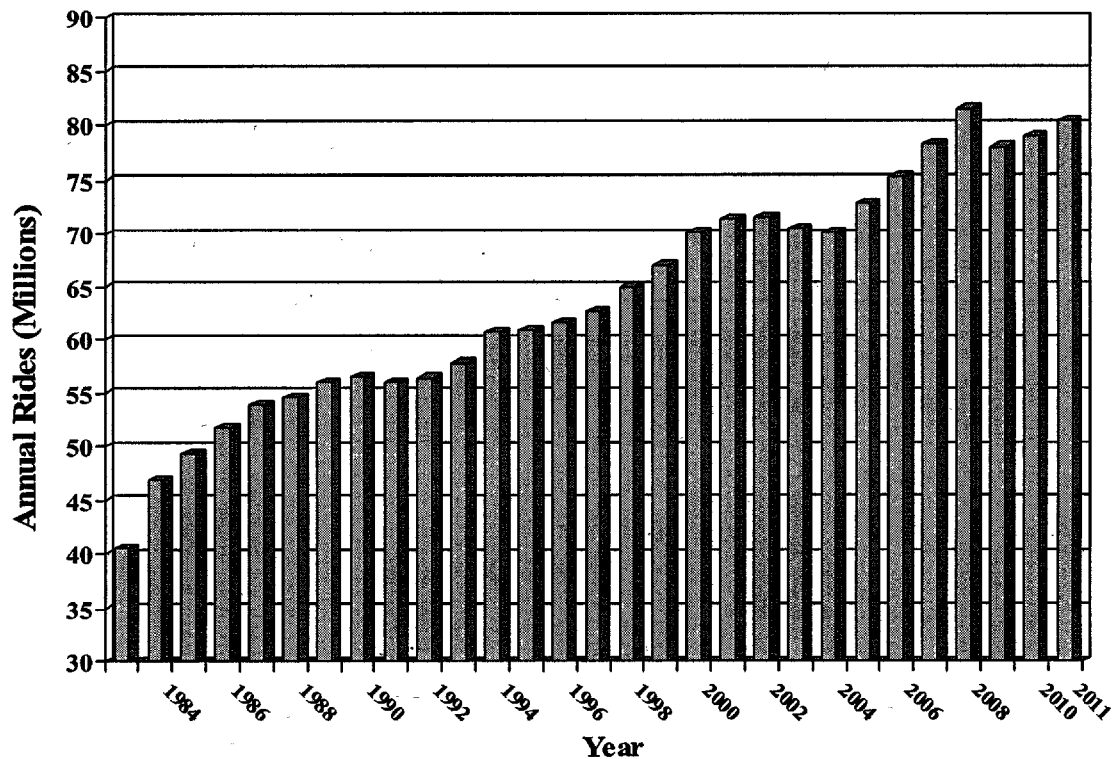
2011 ANNUAL METRO-NORTH RIDERSHIP REPORT

2. EAST OF HUDSON RIDERSHIP

Summary (See Appendix: Table 2)

- Total 2011 annual East of Hudson ridership was approximately **80.4 million**; ridership increased 1.7% vs. 2010 levels.
- Annual revenue was approximately **\$566.8 Million** (+7.8% vs. 2010).
- Average weekday East of Hudson ridership was approximately **275,000 rides**.
- Since 1983, ridership has increased **99%** and revenue has increased **404%**⁽¹⁾.

ANNUAL RIDERSHIP EAST OF HUDSON 1983-2011



⁽¹⁾ 1983 ridership reflects impact of six-week UTU strike.

2011 ANNUAL METRO-NORTH RIDERSHIP REPORT

By Ticket Type/Destination (See Appendix: Table 5) ⁽¹⁾

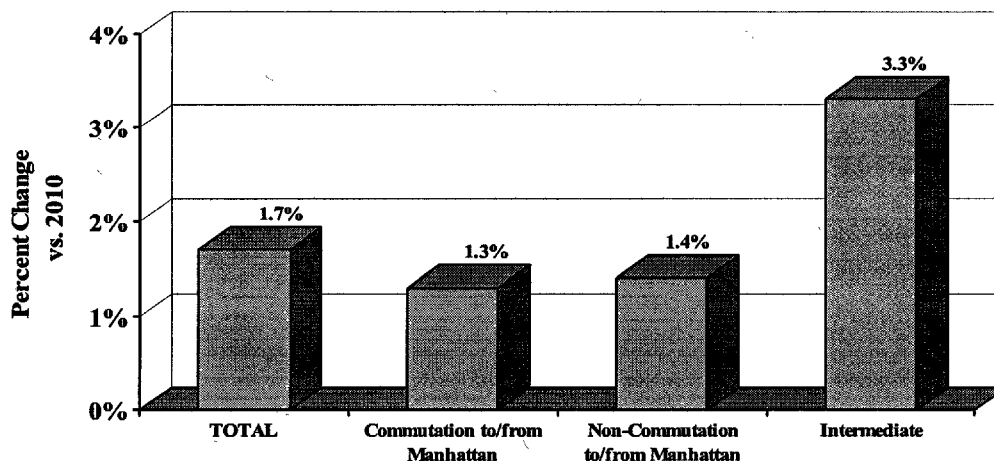
Ridership increases occurred in most major market segments during the past year, reflecting a continuation of the growth observed during CY 2010:

- **Commutation ridership to/from Manhattan** increased 1.3% during CY 2011. In addition, Metro-North commutation ridership trends continue to closely parallel regional employment trends. However, third quarter ridership growth was adversely impacted by Tropical Storm Irene.

<u>Time Period</u>	<u>Commutation Ridership</u>	<u>Percent Change vs. Previous Year</u>	
		<u>Total NY City Employment</u>	<u>Financial Activities Sector Employment</u>
1Q 2011	+1.8%	+1.1%	+2.3%
2Q 2011	+1.3%	+0.6%	+2.2%
3Q 2011	+0.4%	+1.3%	+1.6%
4Q 2011	+1.7%	+0.6%	+0.4%

- **Non-Commutation ridership to/from Manhattan** increased 1.4%.
- **Intermediate ridership** increased 3.3%.

Annual Ridership Growth By Ticket Type/Destination



(1) The trends shown were calculated based on ticket sales data and therefore reflect aggregate annual ridership trends by ticket type used, not by the time period of travel. (i.e., commutation ridership consists of trips made with monthly and weekly commutation tickets which are used on both peak and off-peak trains, while non-commutation ridership consists of trips made with one-way and ten-trip tickets which are also used on both peak and off-peak trains)

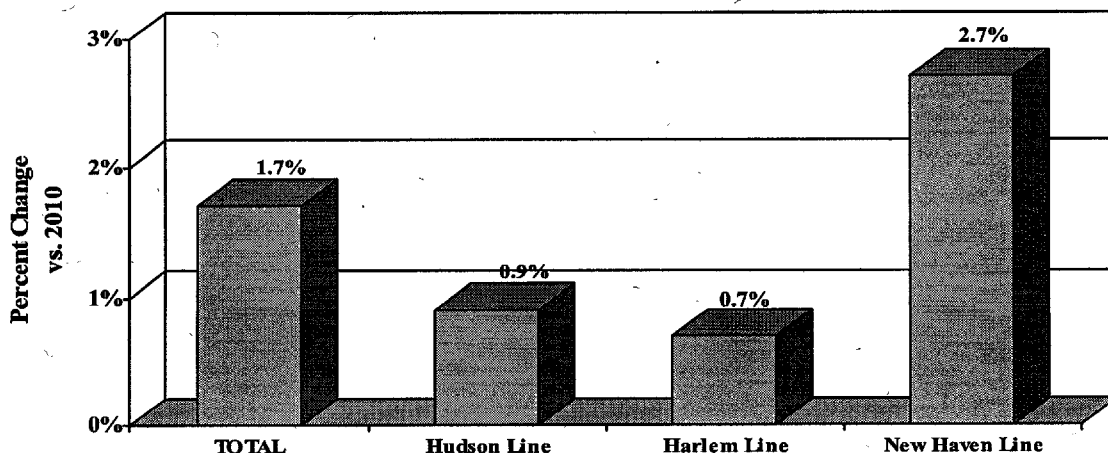
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By Line/Segment (See Appendix: Tables 5 and 6)

- Ridership increased on all three lines, with the New Haven Line increasing at the fastest rate:
 - Hudson Line + 0.9%
 - Harlem Line + 0.7%
 - New Haven Line + 2.7%
- TOTAL MNR (East of Hudson) + 1.7%**
- Ridership increases occurred on most major line segments, with the largest ridership increases occurring on the **Outer New Haven** (Stamford to New Haven) and **Lower Hudson** (Croton-Harmon to Harlem 125th St.) segments. In contrast, much lower increases occurred on the **Inner New Haven** and **Lower Harlem** segments, while **Upper Harlem** ridership remained essentially unchanged and **Upper Hudson** ridership decreased slightly.

Upper Hudson	- 0.5%	Lower Hudson	+ 1.3%
Upper Harlem	+ 0.4%	Lower Harlem	+ 0.9%
Outer New Haven	+ 3.5%	Inner New Haven	+ 1.0%
- Significant ridership increases occurred in non-commutation ridership on the **Bronx** segments of both the **Harlem** (+9.1%) and **Hudson** Lines (+3.2%).
- Ridership decreased on the **Wassaic** (-5.6%), **Waterbury** (-5.4%), and **Danbury Branches** (-4.8%) due to severe weather conditions, including record snow falls, as well as the Danbury washout; however, **New Canaan Branch** ridership increased (+2.3%).

Annual Ridership Growth By Line



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Comparison With Other Transit Agencies (See Appendix: Table 3)

- Metro-North's observed ridership trends are more favorable than the LIRR (-0.5%) and NJ TRANSIT Rail (-3.2%), and comparable to NYCT Subway (+2.5%).

Comparison With Economic Indicators (See Appendix: Table 3)

- Metro-North's observed increase in commutation ridership to/from Manhattan (+1.3%) continues to outpace the corresponding trends in NY City employment (+0.9%) and is comparable to Financial Activities Sector employment (+1.6%).
- Metro-North's observed increase in intermediate ridership (+3.3%) also continues to outpace suburban employment (+0.5% to +0.6%).

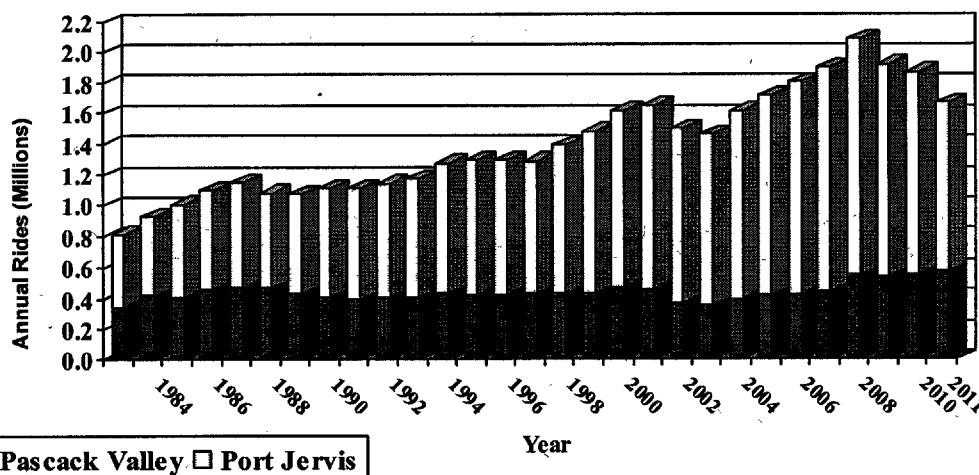
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3. WEST OF HUDSON RIDERSHIP

Ridership trends on the Metro-North portion of the **West of Hudson** lines decreased during CY 2011 primarily due to the three month suspension of service on the Port Jervis Line to repair extensive damage to the infrastructure caused by Tropical Storm Irene. (See Appendix: Table 9)

- **Total West of Hudson** ridership decreased 11.1% during the past year. The three month suspension of service on the Port Jervis Line due to Tropical Storm Irene reduced ridership by approximately 200,000 rides, and December ridership remained well below pre-service disruption levels. Had this event not occurred, total West of Hudson ridership would have increased by approximately 1% vs. 2010 levels. Total annual ridership was approximately 1.7 million rides. Despite this decrease, West of Hudson ridership has still increased by 106% since 1983⁽¹⁾.
- **Port Jervis Line** ridership decreased sharply during CY 2011 (-17.2% vs. 2010). Annual Port Jervis Line ridership was approximately 1.1 million rides and has increased by 136% since 1983. Service on the Port Jervis Line was restored in late November. Based on counts conducted during early December, ridership on the Port Jervis Line remains 25% below pre-service disruption levels. Had this event not occurred, Port Jervis Line ridership would have remained essentially unchanged from 2010 levels. Ridership is expected to return to normal levels by mid-2012.
- **Pascack Valley Line** ridership increased during 2011 (+2.9%), albeit at a slower rate than observed during CY 2010 when ridership increased by 4.8%. Annual Pascack Valley Line ridership was the highest in Metro-North history with approximately 584,000 rides. Ridership on the Pascack Valley Line is now 66% above 1983 levels.

ANNUAL RIDERSHIP WEST OF HUDSON 1983-2011



⁽¹⁾ 1983 ridership reflects impact of NJ Transit strike.

FALL 2011 RIDERSHIP

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1. OVERVIEW

Fall Metro-North ridership consists of two distinct time periods: (1) the regular Fall season between Labor Day and Thanksgiving; and (2) the holiday period between Thanksgiving and New Year's Day. The results for each of these time periods are reported separately in the following sections. These time periods are focused on separately in this report because of their significant size relative to overall annual ridership levels and their distinct natures. In addition, Fall ridership data represents the most current information available for analyzing ridership trends.

2. REGULAR FALL PERIOD (Labor Day-Thanksgiving)

- **Total Weekly Ridership to/from GCT** increased 3.2% between Fall 2010 and Fall 2011; this rate of growth is higher than the 2.4% ridership increase observed during Fall 2010.
- Ridership increases occurred in all time periods to/from GCT: (See Appendix: Table 4)
 - **Weekday ridership** increased 3.3%
 - **AM Peak** ridership increased 3.6%
 - **PM Peak** ridership increased 2.6%
 - **AM Reverse** ridership increased 1.0%, and continues to be at its highest level in Metro-North history
 - **Weekday Off-Peak** ridership increased 3.9%
 - **Weekend ridership** increased 2.3%, and continues to be at its highest level in Metro-North history
 - **Saturday** ridership decreased -1.6%
 - **Sunday** ridership increased 7.5%
 - **AM Peak** ridership increased by 3.6%, reflecting a significant improvement compared to Fall 2010 (+0.5%).
 - The largest increases occurred on **AM Peak trains arriving in GCT before 7AM** (+7%).
 - **PM Peak** ridership increased by 2.6%, also reflecting an improvement compared to Fall 2010 (+2.0%).
 - Large increases have occurred on **PM Peak trains departing GCT between 4 and 5:00 PM** (+4%) and **trains departing GCT between 7:30 PM and 8 PM** (+4%). (See Appendix: Table 11)
 - **Weekday Off-Peak** ridership increased by 3.9% between Fall 2010 and Fall 2011, a higher rate of growth than observed during the previous Fall (+1.9%).

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- Large increases occurred on **Midday inbound trains arriving at GCT between 4 PM and 7 PM (+6%)** and on **trains arriving at GCT after 10 PM (+5%)**. (See Table 10)
- Large increases occurred on **morning outbound trains departing GCT between 9 AM and 10 AM (+12%)**. Increases also occurred on **late night outbound trains departing GCT between 8 PM and 10 PM (+9%)**. (See Appendix: Table 11)
- **Weekend ridership** increased between Fall 2010 and Fall 2011 (+2.3%). This increase reflects a continuation of the long term weekend ridership growth trends. However, all of the observed ridership growth occurred on Sunday.
 - **Saturday ridership** decreased during the past year (-1.6%). Decreases occurred in both inbound (-1.4%) and outbound (-1.7%) ridership. However, increases occurred on **inbound trains arriving in GCT before 10 AM (+3%)** and on **outbound trains departing GCT between 7 PM and 10 PM (+5%)**. However, **both late night inbound & outbound after 10 PM** decreased by (-11%) and (-5%) respectively (See Appendix: Table 12)
 - **Sunday ridership** increased rapidly during the past year (+7.5%). Large increases occurred in both inbound (+7.2%) and outbound (+7.9%) ridership. The largest increases occurred on **inbound trains arriving in GCT before 10 AM (+24%)** and on **outbound trains departing GCT between 5 AM and 1 PM (+12%)**. (See Appendix: Table 13)
 - Increases occurred in **inbound trips by suburban residents** into the city (+3.8%, corresponding to approximately 3,500 additional rides each weekend). However, **outbound trips by New York City residents** remain essentially unchanged (+0.1%). (See Appendix: Figure 2)
- **Reverse Commutation ridership** (which includes both the Manhattan and Bronx reverse markets) increased 3.1% between Fall 2010 and Fall 2011, which is a continuation of the ridership increases observed during 2010 (+4.6%). However, significantly different trends occurred in Manhattan vs. the Bronx reverse commutation ridership: (See Appendix: Table 7)
 - **Reverse Commutation from Manhattan** increased 4.3%:
 - Reverse Commutation from GCT increased 1.0%. Increases occurred on both the Hudson Line (+3%) and New Haven Line (+1%), and the Harlem line remained unchanged.
 - Reverse Commutation from Harlem-125th Street increased by 17%. Large double digit increases occurred on both the Hudson and New Haven lines, while ridership increased at a more modest rate on the Hudson Line (+6.0%).

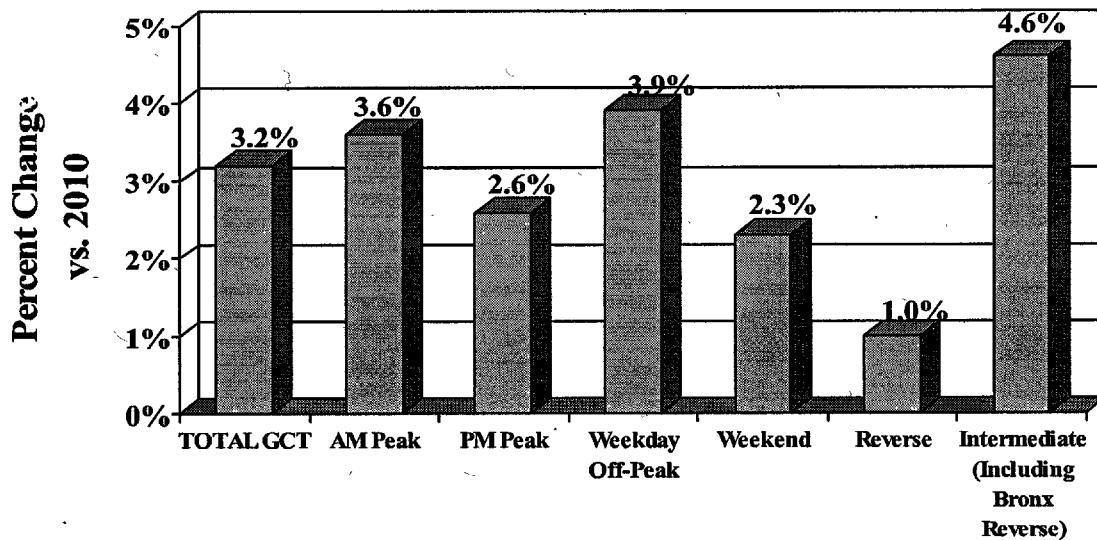
2011 ANNUAL METRO-NORTH RIDERSHIP REPORT

- **Reverse Commutation from Fordham** decreased 0.7%, reflecting offsetting trends on the Harlem and New Haven lines:
 - Ridership decreased on the New Haven Line (-4%), while ridership increased on the Harlem Line (+4%).
- **Intermediate** ridership (i.e., trips not starting or ending in Manhattan, including reverse travel from the Bronx) increased by 4.6% between Fall 2010 and Fall 2011. Increases occurred in both Commutation (+4.1%) and Non-Commutation (+5.2%) ridership.
- Intermediate commutation travel to key suburban employment centers increased by 9% during the past year, with mostly positive trends at the various locations. (See Appendix: Table 8)

- White Plains	+ 12%
- Stamford	+ 8%
- Greenwich	+ 4%
- <u>Port Chester</u>	+ 22%
▼ Total	+ 9%

- Large increases occurred in inbound ridership to Greenwich (+23%) and White Plains (+22%) and inbound and outbound ridership to Port Chester (+22%).

Ridership Growth By Market
Fall 2011 vs. Fall 2010



2011 ANNUAL METRO-NORTH RIDERSHIP REPORT

3. **HOLIDAY PERIOD** (Thanksgiving-New Year's)

Metro-North experienced positive ridership results during the Fall Holiday period, reflecting the combination of high quality train service, expanded/targeted service in key time periods, and promotion of this service:

- **Thanksgiving Weekend** ridership was 6% higher than 2010 levels, corresponding to approximately 25,000 additional rides over the four-day weekend. In addition, ridership on Thanksgiving Day was significantly higher than 2010 levels (+8.0%). Highest ridership levels in Metro-North History occurred on both Thanksgiving Day and Thanksgiving Weekend.
- Ridership on **December Weekends** was 11% higher than December 2010 ridership levels. Ridership increased 5% on Saturdays and increased 19% on Sundays. Weekend ridership was the highest in MNR history and was significantly higher than last year primarily due to mild weather and an improving regional economy.
- **Christmas-New Year's Holiday week** midday inbound (10 AM - 2 PM) off-peak ridership was approximately 20% higher than 2009 (no comparison is available for 2010 due to the two-day December Blizzard). Ridership was approximately 140% higher than normal Fall 2011 levels, corresponding to approximately 69,000 additional rides during the week.
- Early morning outbound ridership (i.e., between Midnight and 6:20 AM) on **New Year's Eve** was 24,200 or 23% higher than 2010 levels, corresponding to approximately 4,500 additional rides which is the highest ridership during this period since 1998. Ridership for the entire New Year's Eve period was approximately 121% higher than normal Fall 2011 levels, corresponding to approximately 46,700 additional rides. New Year's Eve ridership was 9% higher than 2010.

MAJOR INITIATIVES/FACTORS IMPACTING RIDERSHIP

2011 ANNUAL METRO-NORTH RIDERSHIP REPORT

1. SERVICE DELIVERY

Metro-North continued to deliver a high quality service which contributed to the turnaround in ridership trends during the past year. This high quality service is most evident in the 96.9% on-time performance for CY 2011.

2. MNR SERVICE PLAN INITIATIVES

Targeted special schedules were designed to meet ridership levels for holiday travel and specific events.

East of Hudson Service Initiatives

Ridership continued to rebound from the recession in 2011. Increasing ridership in certain market segments, resulted in conditions exceeding our service guidelines; in addition two major new facilities opened in 2011: a new station in Fairfield, Connecticut on the New Haven Line, with parking capacity for up to 1,400 vehicles, and the new 730-space parking facility expansion at Cortlandt station. To meet this demand, necessary service expansion was initiated.

In October, new AM and PM peak service was initiated on the upper Hudson Line in preparation for the upcoming parking improvements at Cortlandt station. Also in October, post-PM peak outbound Hudson Line service was enhanced in response to increasing ridership, which had been resulting in crowded trains in this time period.

Fairfield Metro Station

For the first time in 30 years, Metro-North opened a new main line station on the New Haven Line. Located between Fairfield and Bridgeport stations, the new Fairfield Metro Station opened on December 5th, adding capacity for up to 1400 new parking spaces. In its first week, over 500 AM peak customers used the new station, greatly easing some of the pent-up demand for parking at the Fairfield station.

Yankees-East 153rd Street Station

Metro-North's new station at Yankees-East 153rd Street continued to generate new ridership, both in daily customers and Yankees baseball fans. In its second full year of operation, over 760,000 trips were generated to and from the new station with corresponding annual revenue of \$5.2 million, including game-day service, special events such as concerts, and daily service.

Meadowlands Sports Complex Football Trains

Meadowlands football service ridership in 2011 was consistent with the results from the 2010 totals. In addition, for the first time, we operated Meadowlands Direct Service to a post-season playoff game, when the New York Giants played the Atlanta Falcons on

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January 8, 2012, For the entire 2011 regular and post-season, we carried over 4,000 riders to NFL football games at the Meadowlands on the direct New Haven Line service.

3. CONNECTING SERVICES

Connecting services ridership continued to be impacted by the regional economic slowdown during 2011. Annual ridership on all connecting services was approximately 3.5 million, which was unchanged from 2010 levels. 2011 ridership results for select connecting services were as follows:

Metro-North Managed Connecting Services

- **Hudson Rail Link** to Riverdale and Spuyten Duyvil. 2011 Ridership averaged 1417 daily rides (-4% vs. 2010).
- **Haverstraw-Ossining Ferry** service to Ossining. 2011 Ridership averaged 447 daily rides (+2% vs. 2010).
- **Newburgh-Beacon Ferry** service to Beacon. 2011 Ridership averaged 302 daily rides (-1% vs. 2010).
- **Total Annual Ridership** on MNR-Managed and Contracted Connecting Services was approximately **555,000** (-2% vs. 2010).

Select Dedicated Connecting Feeder Services

- **Ulster-Poughkeepsie LINK Service** to Poughkeepsie Station. 2011 Ridership averaged 181 rides for the weekday service (+9% vs. 2010) and 67 rides on the weekend service (-2% vs. 2010).
- **Tappan ZEEExpress** to Tarrytown. 2011 Ridership averaged 941 weekday rides (-3% vs. 2010). Saturday ridership averaged 266 (+3% vs. 2010).
- **Newburgh-Beacon Shuttle** bus service between Route 17K Park-&-Ride lot in Newburgh and Beacon Station. 2011 Ridership averaged 187 daily rides (-5% vs. 2010).
- **Dutchess LOOP Commuter Connections** to Poughkeepsie, New Hamburg and Beacon. 2011 Ridership averaged 89 daily rides (+3% vs. 2010).
- **Croton Falls Shuttle** provides peak feeder service from Mahopac to Croton Falls Station. 2011 Ridership averaged 35 daily rides (+12% vs. 2010).
- **Ridgefield-Katonah Shuttle**. 2011 Ridership averaged 204 daily rides (+4% vs. 2010).
- **Greenwich Commuter Connection**. 2011 Ridership averaged 173 daily rides (+15% vs. 2010).
- **Danbury-Brewster Shuttle** between Danbury, Connecticut and Brewster Station. 2011 Ridership averaged 349 daily rides (+19% vs. 2010).

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4. SPECIAL EVENTS

- Special events during the year 2011 contributed to our ridership and revenue base, accounting for approximately **276,800 incremental rides⁽¹⁾** (+12% vs. 2010) and over **\$2.1 Million** in net revenue (+19% vs. 2010).

<u>Description</u>	<u>Ridership</u>	<u>Gross Revenue</u>
Big East Conference	2,600	\$ 23,400
St. Patrick's Day	34,500	\$ 310,500
July 4 th	8,900	\$ 80,100
New York Marathon	6,900	\$ 62,100
Yankee Stadium Non-Baseball Events: ⁽²⁾		
-Paul McCartney Concerts	17,500	\$ 175,000
-Army/Rutgers Football Game	3,600	\$ 36,000
-Pinstripe Bowl	2,200	\$ 22,000
-Big 4 Heavy Metal Concert	5,300	\$ 53,000
Thanksgiving Weekend	141,500	\$1,273,500
Christmas Tree Lighting	7,100	\$ 63,900
New Year's Eve	46,700	\$ 420,300
Total (January-December)	276,800	\$2,519,800
Total Net Revenue ⁽³⁾		\$2,138,500

⁽¹⁾ Reflects incremental change vs. normal Spring or Fall ridership levels.

⁽²⁾ In 2011, there were three concerts and two football games, whose ridership is reflected here. For game day results see page 15.

⁽³⁾ Reflects gross revenue minus operating expenses associated with each special event.

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5. PROMOTIONS

- Promotion Programs during 2011 have also contributed to ridership and revenue growth, generating over **82,000 rides** (+20% vs. 2010) and approximately **\$494,000** (+39% vs. 2010) in revenue.

Each year, Metro North's Getaways Program develops and promotes close to 100 discount day trip and overnight packages to the region's popular attractions and recreational activities. Cross-marketing and promotional campaigns are also developed throughout the year with corporate partners, show promoters, media outlets and MTA sister agencies. Outbound Getaway packages were up 77% in 2011, with many outbound packages showing significant increases, including: Clearwater Festival (227%); Overnight packages (129%); Hudson River Museum (79%) and Empire City (73%). Several Inbound packages also showed increases in 2011, including: GLBT EXPO (1130%); Empire State Observatory (185%); Metropolitan Museum of Art (73%) and *The New York Times* Travel Show (60%).

<u>Description</u>	<u>Ridership</u>	<u>Revenue</u>
Auto Show	4,900	\$ 34,400
Dia: Beacon	17,200	\$197,600
Empire City	25,700	\$ 76,200
Mohegan Sun	2,200	\$ 19,700
Rye Playland	13,600	\$ 42,900
Other	18,600	\$123,200
Total 2011	82,200	\$494,000

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6. ADVERTISING

In addition to excellent service delivery and infrastructure improvements, the advertising program is a major component in retaining our ridership and revenue base. In 2011, Metro-North ran targeted campaigns in high growth-potential markets.

- Discretionary
 - Major campaigns targeting off-peak inbound and weekend customers promoted the convenience of the train for travel to New York City. Media included outdoor billboard executions and large poster installments at area shopping malls throughout the territory.
- Holiday Inbound
 - A Holiday online and print campaign promoted Metro-North, highlighting the convenience of avoiding heavy traffic.
- Special Events
 - Special events such as St. Patrick's Day, the 4th of July, Thanksgiving and New Year's Eve are a traditional revenue source and were emphasized in the 2011 marketing program.
- Outbound/Inbound Getaways
 - Outbound/Inbound Getaway packages were advertised with campaigns selling the variety of choices, all at discounts.
- Train Service Enhancement Campaigns
 - Yankees-E. 153rd Street Station and frequent service to baseball games was the focus of a major campaign. The neighborhood convenience of the station was also promoted.
 - Regional ticketing for Meadowlands football games, as well as the select direct service from the New Haven Line, was also heavily marketed.
- New York State Connecting Services
 - Various campaigns supported the Haverstraw-Ossining Ferry, the Newburgh-Beacon Ferry, and connecting bus services including the New Fairfield Southeast shuttle.
- Connecticut Campaigns
 - A print campaign was developed to promote the Danbury-Brewster Shuttle, and intrastate rail travel within Connecticut was widely marketed.

7. SALES OUTREACH

- In addition to traditional advertising, the 2011 Sales Outreach program established a presence at major business conferences, corporate and community events, and regional festivals. MNR was present at Lime Rock Park, Ulster and Dutchess County Fairs, New York Auto Show, Clearwater Festival, *The New York Times* Travel Show, Earth Day at GCT and many others.
- Sales Outreach events in 2011 also included visits to major employers, colleges, and hospitals within the MNR service territory.

APPENDIX

2011 ANNUAL METRO-NORTH RIDERSHIP REPORT

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Graphs

- Figure 1: East of Hudson Ridership Growth: 2008-2011
Figure 2: Weekend Trends By Market

Tables in Report

- Table 1: 2011 Annual Ridership Summary
Table 2: Historical Annual East of Hudson Ridership
Table 3: Key 2011 Comparisons
Table 4: To/From GCT
Table 5: Annual Trends By Market
Table 6: Annual Trends By Line Segment to/from Manhattan
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Table 8: Key Intermediate Fall Ridership
Table 9: Historical Annual West of Hudson Ridership
Table 10: Weekday Inbound Trends by Time Period
Table 11: Weekday Outbound Trends by Time Period
Table 12: Saturday Trends by Time Period
Table 13: Sunday Trends by Time Period

RIDERSHIP GROWTH EAST OF HUDSON 2008 - 2011

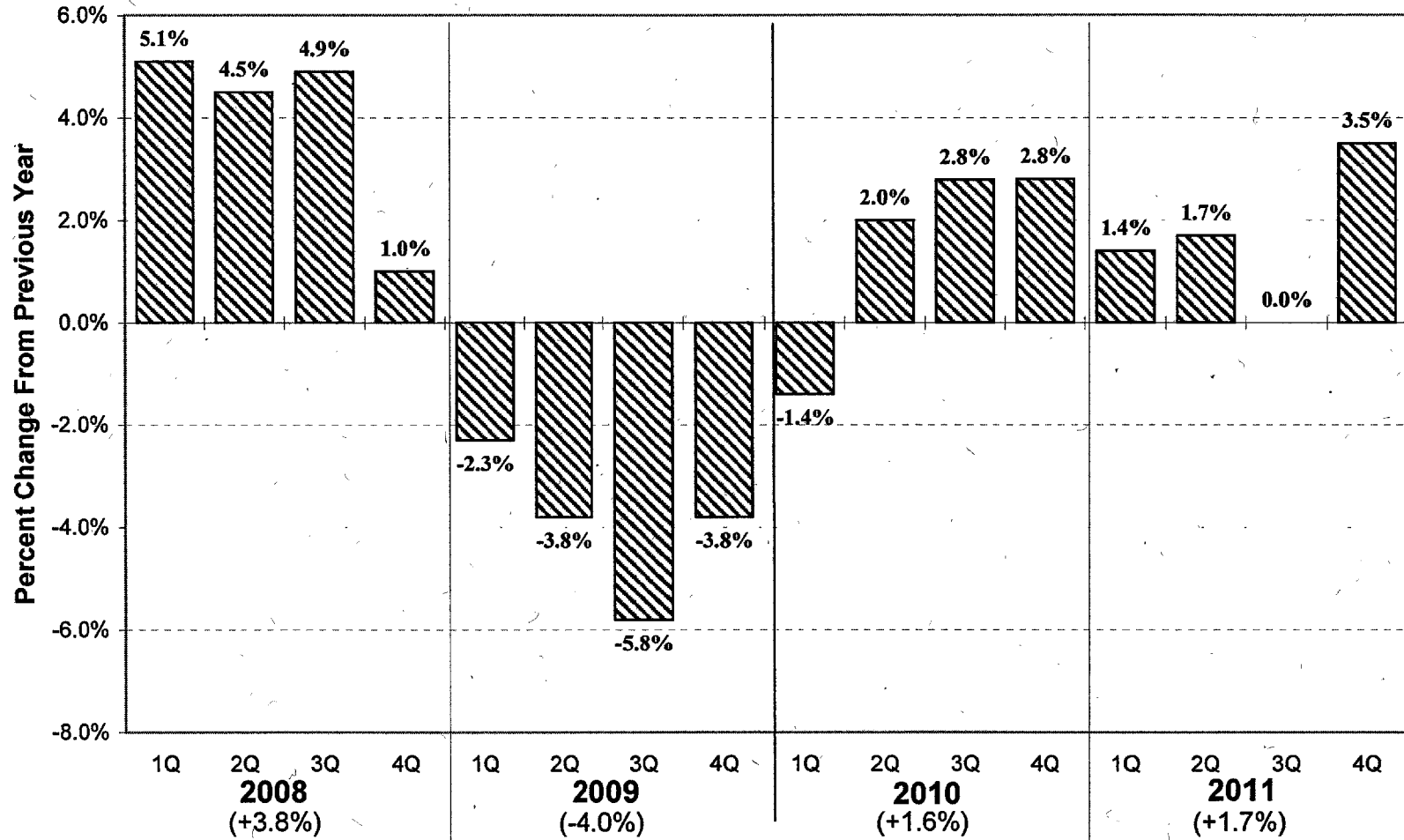


FIGURE 1

WEEKEND TRENDS BY MARKET EAST OF HUDSON FALL 2011 VS. FALL 2010

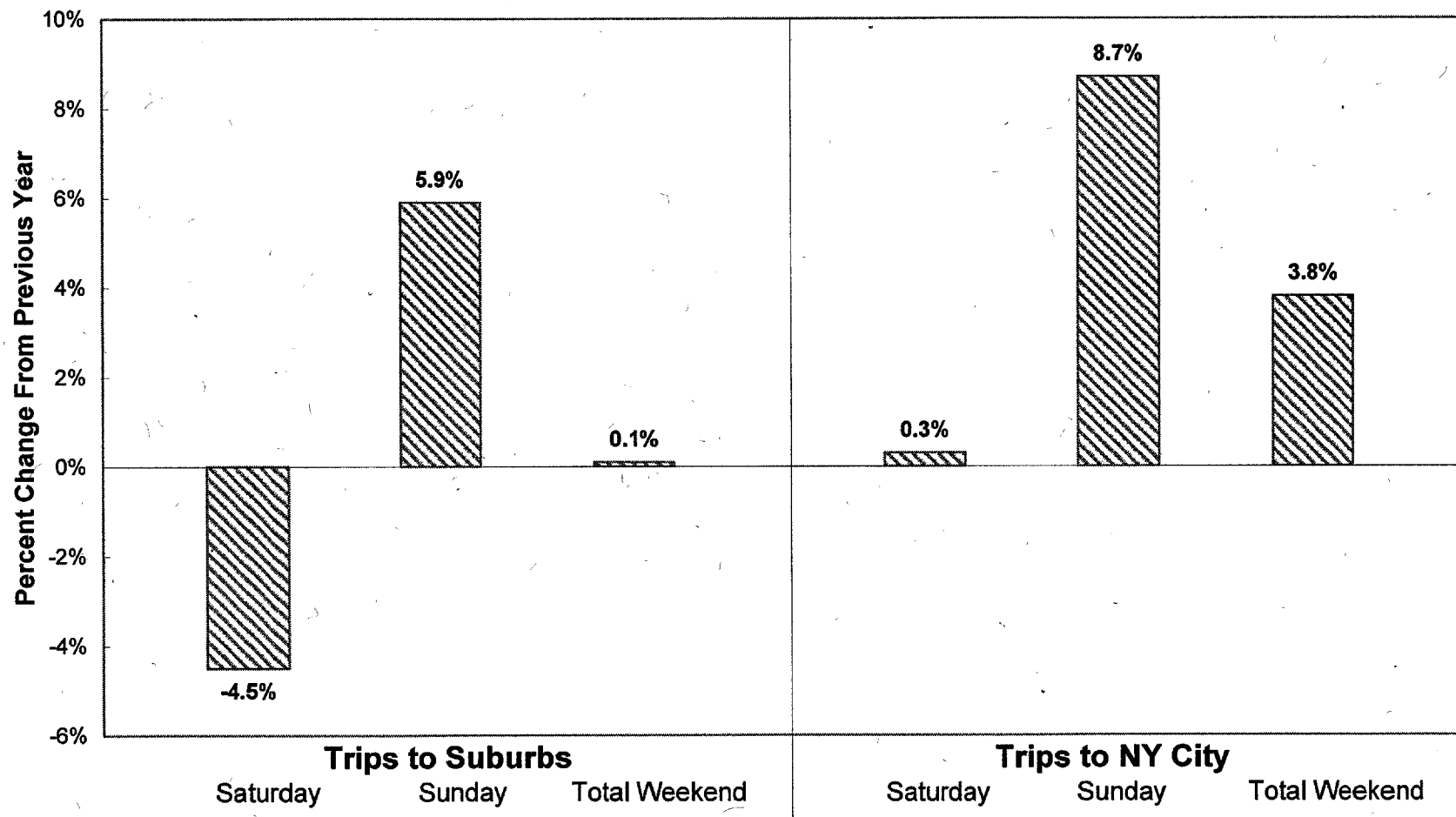


FIGURE 2

Table 1
2011 ANNUAL RIDERSHIP SUMMARY

	2011 ANNUAL RIDERSHIP	2010 ANNUAL RIDERSHIP (1)	CHANGE VS. 2010	
			AMOUNT	PERCENT
<u>I) EAST OF HUDSON</u>				
Harlem Line	26,364,150	26,173,314	190,836	0.7%
Hudson Line	15,760,094	15,623,505	136,589	0.9%
New Haven Line	38,240,135	37,247,687	992,448	2.7%
TOTAL EAST OF HUDSON	80,364,379	79,044,506	1,319,873	1.7%
<u>II) WEST OF HUDSON</u>				
Port Jervis Line	1,089,224	1,315,040	(225,816)	-17.2%
Pascack Valley Line	584,183	567,773	16,410	2.9%
TOTAL WEST OF HUDSON	1,673,407	1,882,813	(209,406)	-11.1%
TOTAL MN RAIL RIDERSHIP	82,037,786	80,927,319	1,110,467	1.4%
<u>III) CONNECTING SERVICES PROVIDED BY MNR CONTRACTORS</u>				
Hudson Rail Link	363,030	374,576	(11,546)	-3.1%
Haverstraw-Ossining Ferry	114,552	112,028	2,524	2.3%
Newburgh-Beacon Ferry	77,699	77,556	143	0.2%
TOTAL CONNECTING SERVICES	555,281	564,160	(8,879)	-1.6%
TOTAL MNR SYSTEM	82,593,067	81,491,479	1,101,588	1.4%

(1) 2010 ridership figures have been restated to reflect the 2011 calendar.

Table 2
HISTORICAL ANNUAL EAST OF HUDSON RIDERSHIP
(Based on Ticket Sales Data)
1983 - 2011

YEAR	HARLEM LINE			HUDSON LINE			NEW HAVEN LINE			TOTAL EAST OF HUDSON		
	Total Rides	% Change vs. Prev. Year	% Change vs. 1983	Total Rides	% Change vs. Prev. Year	% Change vs. 1983	Total Rides	% Change vs. Prev. Year	% Change vs. 1983	Total Rides	% Change vs. Prev. Year	% Change vs. 1983
1983 (1)	13,298,648	-----	-----	7,206,601	-----	-----	19,965,130	-----	-----	40,470,379	-----	-----
1984 (2)	15,430,756	16.0%	16.0%	8,469,329	17.5%	17.5%	23,014,181	15.3%	15.3%	46,914,266	15.9%	15.9%
1985	16,573,447	7.4%	24.6%	8,982,267	6.1%	24.6%	23,705,949	3.0%	18.7%	49,261,663	5.0%	21.7%
1986	17,643,070	6.5%	32.7%	9,363,475	4.2%	29.9%	24,750,694	4.4%	24.0%	51,757,239	5.1%	27.9%
1987	18,527,032	5.0%	39.3%	9,879,790	5.5%	37.1%	25,395,159	2.6%	27.2%	53,801,981	4.0%	32.9%
1988 (3)	18,886,777	1.9%	42.0%	10,100,457	2.2%	40.2%	25,522,340	0.5%	27.8%	54,509,574	1.3%	34.7%
1989	19,376,302	2.6%	45.7%	10,456,840	3.5%	45.1%	26,068,820	2.1%	30.6%	55,901,962	2.6%	38.1%
1990	19,243,844	-0.7%	44.7%	10,519,589	0.6%	46.0%	26,764,364	2.7%	34.1%	56,527,797	1.1%	39.7%
1991	18,968,063	-1.4%	42.6%	10,335,374	-1.8%	43.4%	26,677,194	-0.3%	33.6%	55,980,631	-1.0%	38.3%
1992	19,163,964	1.0%	44.1%	10,497,834	1.6%	45.7%	26,766,186	0.3%	34.1%	56,427,984	0.8%	39.4%
1993	19,732,533	3.0%	48.4%	10,902,088	3.9%	51.3%	27,147,722	1.4%	36.0%	57,782,343	2.4%	42.8%
1994	20,805,249	5.4%	56.4%	11,530,739	5.8%	60.0%	28,319,707	4.3%	41.8%	60,655,695	5.0%	49.9%
1995 (4)	20,811,260	0.0%	56.5%	11,613,711	0.7%	61.2%	28,499,726	0.6%	42.7%	60,924,697	0.4%	50.5%
1996	21,100,921	1.4%	58.7%	11,654,337	0.3%	61.7%	28,881,241	1.3%	44.7%	61,636,499	1.2%	52.3%
1997	21,490,250	1.8%	61.6%	11,748,777	0.8%	63.0%	29,324,454	1.5%	46.9%	62,563,481	1.5%	54.6%
1998	22,347,894	4.0%	68.0%	12,311,898	4.8%	70.8%	30,362,063	3.5%	52.1%	65,021,855	3.9%	60.7%
1999	23,210,661	3.9%	74.5%	12,765,657	3.7%	77.1%	31,094,818	2.4%	55.7%	67,071,136	3.2%	65.7%
2000	24,260,291	4.5%	82.4%	13,490,935	5.7%	87.2%	32,494,767	4.5%	62.8%	70,245,993	4.7%	73.6%
2001	24,646,907	1.6%	85.3%	13,846,907	2.6%	92.1%	32,932,154	1.3%	64.9%	71,425,968	1.7%	76.5%
2002	24,520,582	-0.5%	84.4%	14,011,218	1.2%	94.4%	33,104,880	0.5%	65.8%	71,636,680	0.3%	77.0%
2003	24,004,514	-2.1%	80.5%	13,738,727	-1.9%	90.6%	32,759,176	-1.0%	64.1%	70,502,417	-1.6%	74.2%
2004	24,038,871	0.1%	80.8%	13,615,526	-0.9%	88.9%	33,102,219	1.0%	65.8%	70,756,616	0.4%	74.8%
2005	24,754,160	3.0%	86.1%	14,137,886	3.8%	96.2%	33,891,520	2.4%	69.8%	72,783,566	2.9%	79.8%
2006	25,396,654	2.6%	91.0%	14,712,165	4.1%	104.1%	34,935,154	3.1%	75.0%	75,043,973	3.1%	85.4%
2007	26,418,859	4.0%	98.7%	15,451,901	5.0%	114.4%	36,360,339	4.1%	82.1%	78,231,099	4.2%	93.3%
2008	27,390,484	3.7%	106.0%	16,180,171	4.7%	124.5%	37,895,827	4.2%	89.8%	81,466,482	4.1%	101.3%
2009	26,163,326	-4.5%	96.7%	15,497,254	-4.2%	115.0%	36,314,980	-4.2%	81.9%	77,975,560	-4.3%	92.7%
2010 (5)	26,173,314	0.0%	96.8%	15,623,505	0.8%	116.8%	37,247,687	2.6%	86.6%	79,044,506	1.4%	95.3%
2011	26,364,150	0.7%	98.2%	15,760,094	0.9%	118.7%	38,240,135	2.7%	91.5%	80,364,379	1.7%	98.6%

Notes:

- (1) Six week UTU strike March-April 1983
- (2) Completion of Upper Harlem Electrification 1984.
- (3) Ridership figures reflect impact of one-day strikes in September and November, 1988
- (4) 1995 ridership figures reflect impact of service disruptions on 11/28 and 12/1
- (5) 2010 ridership figures have been restated to reflect the 2011 calendar.

Ridership Calculations:

- (a) Ridership calculated using existing multipliers for commutation tickets (Calculated based on number of work days and non-work days in each month)
- (b) Ridership totals include intermediate riders and passengers purchasing cash fares

FARE INCREASE HISTORY

DATE	NYS	CONN
1/84	20%	20%
1/86	11%	11%
1/90	15%	-----
7/91	-----	11%
1/92	-----	5%
1/93	-----	5%
1/94	-----	5%
11/95	9%	-----
1/96	-----	5%
1/97	-----	5%
1/98	-----	5%
5/03	25%	-----
7/03	-----	15%
1/05	-----	5.5%
3/05	5% Avg Yield	-----
3/08	4% Avg Yield	-----
6/09	10%	-----
12/10	7.5% Avg Yield	-----

Table 3
KEY 2011 COMPARISONS

I) OTHER TRANSIT AGENCIES

	% Change vs. 2010
METRO-NORTH (1)	1.7%
LIRR (2)	-0.5%
NJT Rail (3)	-3.2%
NYCT Subway (4)	2.5%
MTA Bridges and Tunnels (5)	-2.2%

II) REGIONAL ECONOMIC INDICATORS

	% Change vs. 2010
MNR COMMUTATION RIDERSHIP TO/FROM MANHATTAN (1)	1.3%
Total NY City Employment (6)	0.9%
Private Sector Employment (6)	1.4%
Financial Activities Sector Employment (6)	1.6%
Professional and Business Services Sector Employment (6)	3.2%
MNR NON-COMMUTATION RIDERSHIP TO/FROM MANHATTAN (1)	1.4%
NY City Retail Sales (7)	NA
MNR INTERMEDIATE RIDERSHIP (1)	3.3%
Westchester-Putnam-Rockland Employment (6)	0.6%
Bridgeport-Stamford-Norwalk Employment (6)	0.5%

Notes:

- (1) Metro-North ridership trends reflect total monthly ridership, as reported by Revenue Accounting, based on data through December.
- (2) LIRR ridership trends reflect total monthly ridership, as reported by the LIRR, based on data through December.
- (3) NJ Transit ridership trends reflect total quarterly ridership, as reported by NJT, based on data through December.
- (4) NY City Subway trends reflect average weekday ridership, based on data through December.
- (5) MTA Bridges and Tunnels trends reflect average daily vehicles, based on data through December.
- (6) Regional employment trends reflect March 2010 rebenchmarking and are based on data through December.
(December data is preliminary)
- (7) Retail sales data is no longer available.

Table 4
TO/FROM GCT

	HISTORICAL TRENDS				
TIME PERIOD	FALL 2011 RIDERSHIP	FALL 2010 RIDERSHIP	PERCENT CHANGE	% CHANGE FALL 2010 vs. FALL 2009	% CHANGE FALL 2009 vs. FALL 2008
AM PEAK TRAINS					
Hudson	16,310	15,859	2.8%	0.2%	-8.2%
Harlem	25,688	24,775	3.7%	0.0%	-5.3%
New Haven	31,340	30,141	4.0%	1.0%	-3.9%
AM PEAK	73,338	70,775	3.6%	0.5%	-5.4%
PM PEAK TRAINS					
Hudson	15,239	14,595	4.4%	0.6%	-6.2%
Harlem	22,374	21,911	2.1%	1.1%	-5.8%
New Haven	27,548	26,990	2.1%	3.5%	-2.9%
PM PEAK	65,161	63,496	2.6%	2.0%	-4.7%
AM REVERSE PEAK TRAINS (2)					
Hudson	645	626	3.0%	0.8%	-3.0%
Harlem	2,066	2,067	0.0%	3.4%	-10.3%
New Haven	3,464	3,423	1.2%	13.5%	-5.5%
AM REVERSE PEAK	6,175	6,116	1.0%	8.5%	-7.0%
WEEKDAY OFF-PEAK TRAINS					
Hudson	11,485	10,987	4.5%	0.8%	-3.4%
Harlem	21,019	20,194	4.1%	1.6%	-4.7%
New Haven	29,543	28,510	3.6%	2.5%	-0.5%
WEEKDAY OFF-PEAK	62,047	59,691	3.9%	1.9%	-2.5%
WEEKDAY TOTALS					
Hudson	43,679	42,067	3.8%	0.5%	-6.2%
Harlem	71,147	68,947	3.2%	0.9%	-5.4%
New Haven	91,895	89,064	3.2%	2.7%	-2.6%
WEEKDAY TOTALS	206,721	200,078	3.3%	1.6%	-4.4%
WEEKEND TOTALS					
Hudson	36,597	36,578	0.1%	11.0%	-3.4%
Harlem	47,674	46,186	3.2%	5.5%	-3.3%
New Haven	71,895	69,832	3.0%	7.6%	-3.2%
WEEKEND TOTAL	156,166	152,596	2.3%	7.7%	-3.3%
WEEKLY TOTALS					
Hudson	254,992	246,913	3.3%	1.9%	-5.9%
Harlem	403,409	390,921	3.2%	1.4%	-5.2%
New Haven	531,370	515,152	3.1%	3.3%	-2.7%
WEEKLY TOTAL	1,189,771	1,152,986	3.2%	2.4%	-4.2%

(1) Based on GCT counts for a 100% ridership sample of inbound and outbound trains. Total weekly ridership was calculated as follows:

[(5 x Weekday) + Weekend] Fall 2010 counts reflect impacts of October 2010 schedule change.

(2) Reflects totals from GCT only. Total reverse commutation ridership is shown in Table 6.

Table 5
ANNUAL TRENDS BY MARKET
 (Based on Ticket Sales Data)

	COMMUTATION (3) 2011 vs. 2010	NON- COMMUTATION (4) 2011 vs. 2010	TOTAL MNR 2011 vs. 2010
1) TO/FROM MANHATTAN			
Hudson	0.1%	0.8%	0.4%
Harlem	0.7%	1.0%	0.8%
New Haven	2.3%	1.9%	2.1%
TO/FROM MANHATTAN	1.3%	1.4%	1.3%
2) INTERMEDIATE			
Hudson	5.8%	3.7%	4.5%
Harlem	-1.0%	1.5%	0.3%
New Haven	4.5%	4.9%	4.7%
INTERMEDIATE	2.9%	3.6%	3.3%
3) TOTAL EAST OF HUDSON			
Hudson	0.5%	1.4%	0.9%
Harlem	0.5%	1.1%	0.7%
New Haven	2.7%	2.6%	2.7%
TOTAL EAST OF HUDSON	1.5%	1.9%	1.7%

Notes:

- (1) Changes in ridership by market segment, adjusted for calendar impacts, derived from ticket sales.
- (2) Reflects January-December annualized growth rate.
- (3) Totals include trips made with monthly or weekly commutation tickets
- (4) Totals include trips made with ten-trip peak, ten-trip off-peak, one way peak, one-way off-peak, senior citizen/disabled and miscellaneous one way tickets.

Table 6
**ANNUAL TRENDS BY LINE SEGMENT
 TO/FROM MANHATTAN**
 (Based on Ticket Sales Data)

	COMMUTATION (3) 2011 vs. 2010	NON- COMMUTATION (4) 2011 vs. 2010	TOTAL MNR 2011 vs. 2010
HUDSON LINE			
Bronx	-4.6%	3.2%	-1.8%
Lower Hudson	1.4%	1.0%	1.3%
Upper Hudson	-1.1%	0.2%	-0.5%
TOTAL HUDSON LINE	0.1%	0.8%	0.4%
HARLEM LINE			
Bronx	0.0%	9.1%	5.5%
Lower Harlem	1.1%	0.5%	0.9%
Upper Harlem	0.5%	0.2%	0.4%
Wassaic Branch	-8.1%	-4.3%	-5.6%
TOTAL HARLEM LINE	0.7%	1.0%	0.8%
NEW HAVEN LINE			
Inner New Haven	1.2%	0.6%	1.0%
Outer New Haven	3.9%	3.1%	3.5%
New Canaan Branch	2.7%	0.9%	2.3%
Danbury Branch	-2.9%	-9.1%	-4.8%
Waterbury Branch	2.6%	-6.6%	-5.4%
TOTAL NEW HAVEN LINE	2.3%	1.9%	2.1%
TOTAL TO/FROM MANHATTAN	1.3%	1.4%	1.3%

Notes:

- (1) Changes in ridership by market segment, adjusted for calendar impacts, derived from ticket sales.
- (2) Reflects January-December annualized growth rate.
- (3) Totals include trips made with monthly or weekly commutation tickets.
- (4) Totals include trips made with ten-trip peak, ten-trip off-peak, one way peak, one-way off-peak, senior citizen/disabled and miscellaneous one way tickets.

Table 7

REVERSE PEAK COMMUTATION AM OUTBOUND TRAINS

I) FROM GCT (5AM - 9AM)

	FALL 2011	FALL 2010	% Change
HUDSON LINE	645	626	3.0%
HARLEM LINE	2,066	2,067	0.0%
NEW HAVEN LINE	3,464	3,423	1.2%
GCT TOTAL	6,175	6,116	1.0%

II) FROM HARLEM-125TH STREET (5AM - 9AM)

	FALL 2011	FALL 2010	% Change
HUDSON LINE	264	187	41.2%
HARLEM LINE	656	619	6.0%
NEW HAVEN LINE	1020	854	19.4%
HARLEM-125TH STREET TOTAL	1,940	1,660	16.9%

III) FROM THE BRONX AND LOWER WESTCHESTER (1)

STATION	FALL 2011	FALL 2010	% Change
FORDHAM (HARLEM)	1,226	1,176	4.3%
FORDHAM (NEW HAVEN)	1,490	1,558	-4.4%
FORDHAM TOTAL	2,716	2,734	-0.7%
MOUNT VERNON EAST	512	518	-1.2%
NEW ROCHELLE	371	338	9.8%

IV) COMBINED TOTAL

11,714	11,366	3.1%
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(1) Includes trains arriving at White Plains and Stamford between approximately 7 AM and 10 AM

Table 8

KEY INTERMEDIATE FALL RIDERSHIP

MORNING INBOUND (1)	FALL 2011	FALL 2010	%Change
WHITE PLAINS	426	350	22%
STAMFORD	2,741	2,599	5%
GREENWICH	550	448	23%
PORT CHESTER	94	79	19%
TOTAL	3,811	3,476	10%

MORNING OUTBOUND (1)	FALL 2011	FALL 2010	%Change
WHITE PLAINS	2,979	2,688	11%
STAMFORD	2,584	2,336	11%
GREENWICH	795	843	-6%
PORT CHESTER	476	389	22%
TOTAL	6,834	6,256	9%

BOTH DIRECTIONS (1)	FALL 2011	FALL 2010	%Change
WHITE PLAINS	3,405	3,038	12%
STAMFORD	5,325	4,935	8%
GREENWICH	1,345	1,291	4%
PORT CHESTER	570	468	22%
TOTAL	10,645	9,732	9%

(1) Includes trains arriving in station between approximately 7 AM and 10 AM.

Table 9
HISTORICAL ANNUAL WEST OF HUDSON RIDERSHIP
(Based on Ticket Sales Data)
1983 - 2011

YEAR	PORT JERVIS LINE			PASCACK VALLEY LINE			TOTAL WEST OF HUDSON		
	Total Rides	% Change vs. Prev. Year	% Change vs. 1983	Total Rides	% Change vs. Prev. Year	% Change vs. 1983	Total Rides	% Change vs. Prev. Year	% Change vs. 1983
1983 (1)	461,490	----	----	351,965	----	----	813,455	----	----
1984	516,296	11.9%	11.9%	417,345	18.6%	18.6%	933,641	14.8%	14.8%
1985	599,702	16.2%	29.9%	408,617	-2.1%	16.1%	1,008,319	8.0%	24.0%
1986	636,847	6.2%	38.0%	460,116	12.6%	30.7%	1,096,963	8.8%	34.9%
1987	674,040	5.8%	46.1%	470,657	2.3%	33.7%	1,144,697	4.4%	40.7%
1988 (2)	619,018	-8.2%	34.1%	463,059	-1.6%	31.6%	1,082,077	-5.5%	33.0%
1989	638,741	3.2%	38.4%	433,848	-6.3%	23.3%	1,072,589	-0.9%	31.9%
1990	710,645	11.3%	54.0%	403,024	-7.1%	14.5%	1,113,669	3.8%	36.9%
1991	715,002	0.6%	54.9%	397,349	-1.4%	12.9%	1,112,351	-0.1%	36.7%
1992	735,644	2.9%	59.4%	405,421	2.0%	15.2%	1,141,065	2.6%	40.3%
1993	769,372	4.6%	66.7%	403,922	-0.4%	14.8%	1,173,294	2.8%	44.2%
1994	848,953	10.3%	84.0%	427,087	5.7%	21.3%	1,276,040	8.8%	56.9%
1995	868,787	2.3%	88.3%	423,815	-0.8%	20.4%	1,292,602	1.3%	58.9%
1996	871,848	0.4%	88.9%	424,252	0.1%	20.5%	1,296,100	0.3%	59.3%
1997	862,118	-1.1%	86.8%	428,201	0.9%	21.7%	1,290,319	-0.4%	58.6%
1998	966,970	12.2%	109.5%	429,205	0.2%	21.9%	1,396,175	8.2%	71.6%
1999	1,048,634	8.4%	127.2%	433,725	1.1%	23.2%	1,482,359	6.2%	82.2%
2000	1,145,002	9.2%	148.1%	473,609	9.2%	34.6%	1,618,611	9.2%	99.0%
2001	1,192,779	4.2%	158.5%	462,305	-2.4%	31.3%	1,655,084	2.3%	103.5%
2002 (3)	1,131,932	-5.1%	145.3%	372,197	-19.5%	5.7%	1,504,129	-9.1%	84.9%
2003	1,107,828	-2.1%	140.1%	357,405	-4.0%	1.5%	1,465,233	-2.6%	80.1%
2004 (4,5)	1,217,730	9.9%	163.9%	400,429	12.0%	13.8%	1,618,159	10.4%	98.9%
2005	1,308,830	7.5%	183.6%	414,945	3.6%	17.9%	1,723,775	6.5%	111.9%
2006	1,383,368	5.7%	199.8%	423,136	2.0%	20.2%	1,806,504	4.8%	122.1%
2007	1,459,730	5.5%	216.3%	443,038	4.7%	25.9%	1,902,768	5.3%	133.9%
2008	1,535,758	5.2%	232.8%	553,347	24.9%	57.2%	2,089,105	9.8%	156.8%
2009	1,381,829	-10.0%	199.4%	541,758	-2.1%	53.9%	1,923,587	-7.9%	136.5%
2010 (6)	1,315,040	-4.8%	185.0%	567,773	4.8%	61.3%	1,882,813	-2.1%	131.5%
2011 (7,8)	1,089,224	-17.2%	136.0%	584,183	2.9%	66.0%	1,673,407	-11.1%	105.7%

Notes

- (1) NJ Transit strike March 1983
(2) Significant ridership loss on Port Jervis Line due to trackwork delays 1988
(3) Suspension of PATH service to Lower Manhattan after World Trade Center attack. Fall 2001
(4) Restoration of PATH service to Lower Manhattan Fall 2003
(5) Opening of Secaucus Junction December 2003
(6) 2010 ridership figures have been restated to reflect the 2010 calendar
(7) Three-month suspension of Port Jervis Line service due to catastrophic damage from Hurricane Irene.

FARE INCREASE HISTORY

DATE	PERCENT
1/86	11%
1/90	15%
11/95	9%
5/03	25%
3/05	5% Avg Yield
3/08	4% Avg Yield
6/09	10%
12/10	7.5% Avg Yield

Table 10
WEEKDAY INBOUND TRENDS BY TIME PERIOD (1)

TIME PERIOD	HUDSON LINE			HARLEM LINE			NEW HAVEN LINE			METRO-NORTH TOTALS		
	FALL '11	FALL '10	% Change	FALL '11	FALL '10	% Change	FALL '11	FALL '10	% Change	FALL '11	FALL '10	% Change
AM PEAK INBOUND												
5 AM - 7 AM	1,877	1,725	8.8%	2,128	1,975	7.7%	3,186	3,010	5.8%	7,191	6,710	7.2%
7 AM - 7:30 AM	1,274	1,252	1.8%	3,341	3,208	4.1%	3,419	3,275	4.4%	8,034	7,735	3.9%
7:30 AM - 8 AM	2,521	2,530	-0.4%	3,497	3,331	5.0%	4,887	4,746	3.0%	10,905	10,607	2.8%
8 AM - 8:30 AM	3,985	4,055	-1.7%	5,784	5,493	5.3%	7,424	7,004	6.0%	17,193	16,552	3.9%
8:30 AM - 9 AM	3,946	3,394	16.3% (2)	5,747	5,577	3.0%	6,188	6,067	2.0%	15,881	15,038	5.6% (2)
9 AM - 9:30 AM	1,596	1,797	-11.2% (2)	3,972	3,996	-0.6%	3,947	3,777	4.5%	9,515	9,570	-0.6% (2)
9:30 AM - 10 AM	1,111	1,106	0.5%	1,219	1,195	2.0%	2,289	2,262	1.2%	4,619	4,563	1.2%
AM PEAK TOTAL	16,310	15,859	2.8%	25,688	24,775	3.7%	31,340	30,141	4.0%	73,338	70,775	3.6%
OFF-PEAK INBOUND												
10 AM - 11 AM	951	928	2.5%	2,137	2,137	0.0%	2,316	2,287	1.3%	5,404	5,352	1.0%
11 AM - 1 PM	1,058	1,090	-2.9%	1,614	1,641	-1.6%	3,117	3,219	-3.2%	5,789	5,950	-2.7%
1 PM - 4 PM	1,181	1,132	4.3%	1,855	1,850	0.3%	2,283	2,259	1.1%	5,319	5,241	1.5%
4 PM - 7 PM	1,442	1,398	3.1%	3,068	2,925	4.9%	4,691	4,326	8.4%	9,201	8,649	6.4%
7 PM - 10 PM	470	430	9.3%	1,372	1,333	2.9%	2,203	2,132	3.3%	4,045	3,895	3.9%
10 PM - 2 AM	264	223	18.4%	335	316	6.0%	503	515	-2.3%	1,102	1,054	4.6%
OFF-PEAK INBOUND TOTAL	5,366	5,201	3.2%	10,381	10,202	1.8%	15,113	14,738	2.5%	30,860	30,141	2.4%
WEEKDAY INBOUND TOTAL	21,676	21,060	2.9%	36,069	34,977	3.1%	46,453	44,879	3.5%	104,198	100,916	3.3%

Notes:

(1) - Based on GCT counts for a 100% ridership sample for all peak and off-peak trains

(2) - These percent changes may reflect the impacts of ridership shifts due to the following schedule changes which have occurred during the past year:

- Additional Hudson Line inbound service.

Table 11
WEEKDAY OUTBOUND TRENDS BY TIME PERIOD (1)

TIME PERIOD	HUDSON LINE			HARLEM LINE			NEW HAVEN LINE			METRO-NORTH TOTALS		
	FALL '11	FALL '10	% Change	FALL '11	FALL '10	% Change	FALL '11	FALL '10	% Change	FALL '11	FALL '10	% Change
PM PEAK OUTBOUND												
4 PM - 4:30 PM	1,021	951	7.4%	1,204	1,123	7.2%	1,401	1,396	0.4%	3,626	3,470	4.5%
4:30 PM - 5 PM	1,567	1,462	7.2%	2,485	2,500	-0.6%	1,879	1,789	5.0%	5,931	5,751	3.1%
5 PM - 5:30 PM	2,409	2,281	5.6%	3,213	3,188	0.8%	5,123	4,999	2.5%	10,745	10,468	2.6%
5:30 PM - 6 PM	3,915	3,904	0.3% (2)	3,862	3,729	3.6%	5,795	5,835	-0.7%	13,572	13,468	0.8% (2)
6 PM - 6:30 PM	2,565	2,317	10.7% (2)	4,336	4,144	4.6%	5,416	5,489	-1.3%	12,317	11,950	3.1% (2)
6:30 PM - 7 PM	1,598	1,609	-0.7%	2,739	2,716	0.8%	3,279	3,002	9.2%	7,616	7,327	3.9%
7 PM - 7:30 PM	1,309	1,248	4.9%	3,284	3,236	1.5%	2,873	2,837	1.3%	7,466	7,321	2.0%
7:30 PM - 8 PM	855	823	3.9%	1,251	1,275	-1.9%	1,782	1,643	8.5%	3,888	3,741	3.9%
PM PEAK TOTAL	15,239	14,595	4.4%	22,374	21,911	2.1%	27,548	26,990	2.1%	65,161	63,496	2.6%
AM REVERSE PEAK/OFF-PEAK OUTBOUND												
5 AM - 9 AM (AM Reverse Peak)	645	626	3.0%	2,066	2,067	0.0%	3,464	3,423	1.2%	6,175	6,116	1.0%
9 AM - 10 AM	242	191	26.7%	469	419	11.9%	593	556	6.7%	1,304	1,166	11.8%
10 AM - 1 PM	655	655	0.0%	1,235	1,247	-1.0%	1,539	1,552	-0.8%	3,429	3,454	-0.7%
1 PM - 3 PM	1,068	1,002	6.6%	1,626	1,592	2.1%	2,149	2,105	2.1%	4,843	4,699	3.1%
3 PM - 4 PM	886	820	8.0%	1,697	1,615	5.1%	2,167	2,077	4.3%	4,750	4,512	5.3%
8 PM - 9 PM	856	885	-3.3% (2)	2,105	1,970	6.9%	3,047	2,776	9.8%	6,008	5,631	6.7% (2)
9 PM - 10 PM	994	649	53.2% (2)	1,471	1,364	7.8%	2,121	2,105	0.8%	4,586	4,118	11.4% (2)
10 PM - 2 AM	1,418	1,584	-10.5% (2)	2,035	1,785	14.0%	2,814	2,601	8.2%	6,267	5,970	5.0% (2)
OTHER OUTBOUND TOTAL	6,764	6,412	5.5%	12,704	12,059	5.3%	17,894	17,195	4.1%	37,362	35,666	4.8%
WEEKDAY OUTBOUND TOTAL	22,003	21,007	4.7%	35,078	33,970	3.3%	45,442	44,185	2.8%	102,523	99,162	3.4%

Notes

(1) - Based on GCT counts for a 100% ridership sample for all peak and off-peak trains.

(2) - These percent changes may reflect the impacts of ridership shifts due to the following schedule changes which have occurred during the past year:

- Additional Upper Hudson Line inbound and outbound service.

Table 12
SATURDAY TRENDS BY TIME PERIOD (1)

TIME PERIOD	HUDSON LINE			HARLEM LINE			NEW HAVEN LINE			METRO-NORTH TOTALS		
	FALL '11	FALL '10	% Change	FALL '11	FALL '10	% Change	FALL '11	FALL '10	% Change	FALL '11	FALL '10	% Change
SATURDAY INBOUND												
5 AM - 10 AM	1,338	1,360	-1.6%	1,761	1,765	-0.2%	2,577	2,402	7.3%	5,676	5,527	2.7%
10 AM - 1 PM	2,726	2,650	2.9%	3,297	3,227	2.2%	6,034	5,983	0.9%	12,057	11,860	1.7%
1 PM - 4 PM	1,761	2,017	-12.7%	2,671	2,742	-2.6%	3,843	3,731	3.0%	8,275	8,490	-2.5%
4 PM - 7 PM	2,007	2,105	-4.7% (2)	2,888	2,740	5.4%	3,583	3,584	0.0%	8,478	8,429	0.6% (2)
7 PM - 10 PM	1,432	1,586	-9.7% (2)	1,908	2,018	-5.5%	2,475	2,646	-6.5%	5,815	6,250	-7.0% (2)
10 PM - 2 AM	658	797	-17.4%	1,047	1,201	-12.8%	1,326	1,411	-6.0%	3,031	3,409	-11.1%
INBOUND TOTAL	9,922	10,515	-5.6%	13,572	13,693	-0.9%	19,838	19,757	0.4%	43,332	43,965	-1.4%
SATURDAY OUTBOUND												
5 AM - 10 AM	1,127	1,304	-13.6%	1,353	1,353	0.0%	1,540	1,585	-2.8%	4,020	4,242	-5.2%
10 AM - 1 PM	1,246	1,436	-13.2%	1,687	1,790	-5.8%	2,490	2,458	1.3%	5,423	5,684	-4.6%
1 PM - 4 PM	1,680	1,732	-3.0%	2,102	2,152	-2.3%	2,899	2,862	1.3%	6,681	6,746	-1.0%
4 PM - 7 PM	2,359	2,418	-2.4%	3,189	3,122	2.1%	4,937	5,007	-1.4%	10,485	10,547	-0.6%
7 PM - 10 PM	1,611	1,487	8.3% (2)	2,078	2,157	-3.7%	3,745	3,461	8.2%	7,434	7,105	4.6% (2)
10 PM - 2 AM	1,865	2,048	-8.9% (2)	2,758	2,842	-3.0%	3,730	3,909	-4.6%	8,353	8,799	-5.1% (2)
OUTBOUND TOTAL	9,888	10,425	-5.2%	13,167	13,416	-1.9%	19,341	19,282	0.3%	42,396	43,123	-1.7%
SATURDAY TOTAL	19,810	20,940	-5.4%	26,739	27,109	-1.4%	39,179	39,039	0.4%	85,728	87,088	-1.6%

Notes

(1) - Based on GCT counts for a 100% ridership sample for all trains.

(2) - These percent changes may reflect the impacts of ridership shifts due to the following schedule changes which have occurred during the past year:
- Additional Upper Hudson Weekend Thru Service.

Table 13
SUNDAY TRENDS BY TIME PERIOD (1)

TIME PERIOD	HUDSON LINE			HARLEM LINE			NEW HAVEN LINE			METRO-NORTH TOTALS		
	FALL '11	FALL '10	% Change	FALL '11	FALL '10	% Change	FALL '11	FALL '10	% Change	FALL '11	FALL '10	% Change
SUNDAY INBOUND												
5 AM - 10 AM	912	782	16.6%	1,234	1,006	22.7%	1,684	1,309	28.6%	3,830	3,097	23.7%
10 AM - 1 PM	2,171	1,941	11.8%	2,783	2,548	9.2% (2)	4,813	4,426	8.7%	9,767	8,915	9.6% (2)
1 PM - 4 PM	1,712	1,699	0.8%	2,252	2,034	10.7% (2)	3,472	3,432	1.2%	7,436	7,165	3.8% (2)
4 PM - 7 PM	1,958	1,715	14.2% (2)	2,188	2,120	3.2%	2,937	2,902	1.2%	7,083	6,737	5.1% (2)
7 PM - 10 PM	1,210	1,186	2.0% (2)	1,495	1,457	2.6%	2,452	2,427	1.0%	5,157	5,070	1.7% (2)
10 PM - 2 AM	460	426	8.0%	545	525	3.8%	900	891	1.0%	1,905	1,842	3.4%
INBOUND TOTAL	8,423	7,749	8.7%	10,497	9,690	8.3%	16,258	15,387	5.7%	35,178	32,826	7.2%
SUNDAY OUTBOUND												
5 AM - 10 AM	1,052	879	19.7%	968	883	9.6%	1,266	1,133	11.7%	3,286	2,895	13.5%
10 AM - 1 PM	1,450	1,180	22.9%	1,619	1,453	11.4%	2,456	2,321	5.8%	5,525	4,954	11.5%
1 PM - 4 PM	1,540	1,566	-1.7%	1,912	1,770	8.0% (2)	2,943	2,821	4.3%	6,395	6,157	3.9% (2)
4 PM - 7 PM	2,303	2,222	3.6%	3,069	2,641	16.2% (2)	5,173	4,729	9.4%	10,545	9,592	9.9% (2)
7 PM - 10 PM	1,301	1,216	7.0% (2)	1,959	1,814	8.0%	3,198	3,071	4.1%	6,458	6,101	5.9% (2)
10 PM - 2 AM	718	826	-13.1% (2)	911	826	10.3%	1,422	1,331	6.8%	3,051	2,983	2.3% (2)
OUTBOUND TOTAL	8,364	7,889	6.0%	10,438	9,387	11.2%	16,458	15,406	6.8%	35,260	32,682	7.9%
SUNDAY TOTAL	16,787	15,638	7.3%	20,935	19,077	9.7%	32,716	30,793	6.2%	70,438	65,508	7.5%

Notes

(1) - Based on GCT counts for a 100% ridership sample for all trans.

(2) - These percent changes may reflect the impacts of ridership shifts due to the following schedule changes which have occurred during the past year

- Additional Upper Hudson Weekend Thru Service.

- Additional Upper Harlem Sunday Service.

Metro-North Railroad

Human Resources & Diversity 2011 Report

MTA Metro-North Committee Meeting

March 26, 2012

Metro-North Railroad Workforce

12/31/11 - 5,983

Agreement (Collective Bargaining Agreement)	5,047	84.4%
Non-agreement	936	15.6%
Male	5,238	87.5%
Female	745	12.4%
40 and over	4,311	72.1%
55 and over	1,360	22.7%
White	4,038	67.5%
Minority	1,944	32.5%
Black	1,248	20.9%
Hispanic	457	7.7%
Asian	167	2.8%
American Indian/Alaskan Native	10	0.2%
NHOPI*	0	0.0%
Other*	62	1.0%

*Native Hawaiian or Other Pacific Islander (NHOPI) and Other are new EEO categories defined in the 2000 census.

Metro-North Railroad Retirement Eligibility

	2012	2013	2014	2015	2016	2017	
Potential Retirement Eligibility*							
Agreement	175	431	128	140	132	156	
Management	40	119	37	37	35	47	
Total	215	550	165	177	167	203	
% of total workforce**	3.6%	9.2%	2.8%	3.0%	2.8%	3.4%	
Actual 2011 Retirement							
Agreement	148						
Management	38						
Total	186						
% of total workforce	3.1%						

***Retirement Eligibility is based on 30 years of service and 60 years of age**

****Percentages are based on year-end 2011 workforce**

Metro-North Railroad

Supervisors by Race and Gender

	Total		Male		Female	
Total Supervisory Staff	1,377		1,202	87.3%	175	12.7%
Minority	338	24.5%				
White	1,039	75.5%*	943	90.9%	96	9.2%
Black	200	14.5%	157	78.5%	43	21.5%
Hispanic	75	5.4%	57	76.0%	18	24.0%
Asian	51	3.7%	35	68.6%	16	31.4%
American Indian/Alaskan Native	2	0.1%	2	100%	0	0.0%
NHOPI	0	n/a	0	n/a	0	n/a
Other	10	0.7%	8	80.0%	2	20.0%

***2010 White supervisory staff was reduced from 76.7%.**

****2010 Minority supervisory staff increased from 23.3%.**

Metro-North Railroad

2011 New Hires by Race and Gender

	Total		Male		Female	
Total New Hires	323		283	87.6	40	12.4
Minority	110	34.1%*				
White	213	65.9%**	196	92.0%	17	8.0%
Black	60	18.9%	46	76.7%	14	23.3%
Hispanic	32	9.9%	28	87.5%	4	12.5%
Asian	13	4.0%	9	69.2%	4	30.8%
American Indian/Alaskan Native	2	0.6%	2	100%	0	0.0%
NHOPI*	0	0.0%	0	0.0%	0	0.0%
Other*	3	0.9%	2	66.6%	1	33.4%

*2010 Minority hiring was increased from 28.9%.

**2010 White hiring was reduced from 71.1%.

Metro-North Railroad Complaints Filed 2011

Internal Employee Relations Complaints	110
Internal Discrimination Complaints Title VII / Title VI	45
External Discrimination Complaints Title VII / ADA / ADEA	6

Metro-North Railroad

The Employee Relations & Diversity Department's Mission:

To create an inclusive environment at MTA Metro-North Railroad where the diversity of *all* people is valued and respected.

Our mission supports these Vision 2013 Goals:

- Increase employee teamwork, development, and improve communications
- Provide timely and effective communication to customers and external stakeholders

Metro-North Railroad

Diversity & Inclusion Initiatives 2011

Recruitment: Goal – Increase Diverse Representation

- Continue HR partnership to increase representation across job groups
- Expand Recruitment Resource Database of Academic, Diversity & Industry organizations
- Enhance Alumni Relations Corps Database
- Support HR by providing a strong diversity presence at recruitment events and initiatives

Outreach: Goal – Create Inclusive Organization

- Launched Inclusion Council Pilot - Project Proposals under review
- Continue Communications Campaign
- Continue ongoing events to advance employee engagement and inclusion

Metro-North Railroad

Diversity & Inclusion Initiatives 2011

Education: Goal - Improve Cultural Competency

- Expand Curriculum and Scheduling of Inclusive Management Training Series
- Conducting Inclusive Education Workshops

Compliance: Goal – Efficient, Effective Protocols

- Testing new Case Management Tracking System
- Examine, implement and ensure compliance with revised Title VI Federal Circular anticipated Spring 2012
- Evaluate employee relations and diversity functions and organization with respect to best practices and industry standards



Long Island Rail Road

INFORMATION

ITEMS

**ANNUAL
LONG ISLAND RAIL ROAD
RIDERSHIP REPORT**

Long Island Rail Road
March 2012

TABLE OF CONTENTS

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II.	2011 Annual Ridership (Based on Ticket Sales).....
III.	2011 Ridership Book (Based on Train Counts).....
IV.	Major Initiatives Impacting Ridership.....
V.	Appendix.....

INTRODUCTION

This report summarizes Long Island Rail Road's annual ridership trends for 2011 based on ticket sales data and the results of train-by-train counts conducted during the mid-week and on weekends in the Spring and Fall 2011 season.

The first section of this report summarizes 2011 annual ridership trends based on ticket sales data, while the second section of the report details Spring and Fall 2011 ridership trends based on train-by-train counts for an average weekday and weekend. Ticket sales data provides comprehensive information regarding overall Long Island Rail Road ridership trends. However, in order to obtain specific travel patterns by train, origin/destination station and time period, a detailed process of regularly counting customers is required.

The counts are also essential for making operational decisions about consist adjustments and schedule/frequency of service modifications. They are conducted during the Spring (March through May) and Fall months (i.e., from early September through mid-November in order to avoid the impacts of seasonality. Additional information from seasonal and holiday counts are also factored in. Every revenue train is counted on board east/west of Jamaica Station.

LIRR 2011 ANNUAL RIDERSHIP

(Based On Ticket Sales)

1. LIRR OVERALL 2011 RIDERSHIP TRENDS

The LIRR experienced strong growth during the 4th Quarter of 2011 (gain of 740,000 new customers) rebounding significantly and closing the year with an upward trend of 2.7 percent growth for the fourth quarter, indicating a promising ridership trend for 2012. A recent spike in gas prices and a mild winter in 2012 also bodes well for the increased ridership trend to continue.

Ticket sales for 2011 exceeded ticket sales in 2010 by 0.5 percent. The fourth quarter ridership increase occurred despite residual impacts of a sluggish Long Island economy and the dual sting of recent fare increases and service cutbacks on several key LIRR branches due to earlier budget shortfalls.

Total 2011 LIRR annual ridership was 81.0 million passengers. Overall LIRR ridership was down by 0.5 percent (loss of 414K passengers) in 2011. In addition to the declining Long Island employment picture, a number of unexpected events also played a role, including an Amtrak derailment in one of the East River tunnels, a series of severe winter snowstorms, an ice storm and a hurricane. In addition, the LIRR continued to experience the impact of the service reduction program from 2010, as part of an effort to close MTA's \$900 million budget gap. LIRR customers also absorbed the latest fare increase (December 30, 2010) following multiple fare increases in prior years.

Despite these challenges, LIRR customers returned in significant numbers during weekends and during the 2011 holiday season with both sectors showing growth.

Service Reduction Impact

- Prior service reductions continued to affect frequency of service. Total estimated loss of ridership was 313,330. These changes included the elimination of the following services:
 - Half-hourly service on Port Washington branch (Loss of 226,600 annual passengers)
 - Brooklyn overnight service (Loss of 41,610 annual passengers)
 - West Hempstead weekend service (Loss 3,300 annual passengers)
 - Ronkonkoma PM Peak Train (Loss of 17,900 annual passengers)
 - Long Beach AM Peak Train (Loss of 13,000 annual passengers)
 - Montauk PM Peak Train (Loss of 10,920 annual passengers)
- We will closely assess the impact of service reductions on frequency of service and monitor compliance of service guidelines.

Event Impact

- In 2011, a sequence of unexpected events had a negative impact on LIRR ridership (estimated loss of 458,516 rides):
 - Amtrak Derailment (Loss of 50,482 passengers)

- January Blizzard (Loss of 61,729 passengers)
- February Ice Storm (Loss of 14,737 passengers)
- Hurricane Irene (Loss of 331,568 passengers)

Other Factors Impacting Ridership

- 2011 fraudulent credit card ticket purchases resulted in a significant decline in paid ridership.
- Mets ridership has been dropping for the past few years.
- Reductions of 2010 LI Bus service had a continuing impact in providing service to Jones Beach Theater customers.

Market Segment Overview

- Annual revenue was \$571.4 million compared to \$523.2 million in 2010 (+9.2%).
- Annual ticket sales were 30.8 million tickets compared to 30.6 million tickets in 2010 (+0.5%).
- Commutation ridership experienced a greater loss (-0.8%) than the Non-Commutation ridership (-0.1%), reflecting the weakness of the Long Island economy (Long Island employment dropped -0.3%).
- Weekday (West of Jamaica) ridership declined 0.5%, while weekend ridership increased 0.9%.
- 2011 LIRR's Leisure business experienced ridership growth (+2.1%), despite the overall declining ridership trend in 2011, generating \$2.1 million revenue (+10.8%) due to a comprehensive mix of promotional Getaways and Packages.
- In 2011 the Long Island Rail Road continued its successful program providing service to the Meadowland's MetLife Stadium carrying 17,035 LIRR customers and generating \$223,761 revenue.
- The New York Racing Association agreed to subsidize the rail service to the Belmont Park. The LIRR carried about 40,000 customers to the spring and fall meets at Belmont.

2012 Outlook

The year started with a favorable ridership performance in January following a five-month consecutive increasing trend that started in September of 2011. January 2012 ridership increased 6.4% (vs. January 2011) marking the highest growth since February 2008. Improved OTP performance, mild winter weather and positive impact of rebounding NYC economy are the contributing factors to higher ridership expectations. The opening of the new Barclays Arena in Brooklyn in the fall of 2012 and the Barclays PGA Golf tournament at Bethpage Black are expected to provide new ridership growth opportunities.

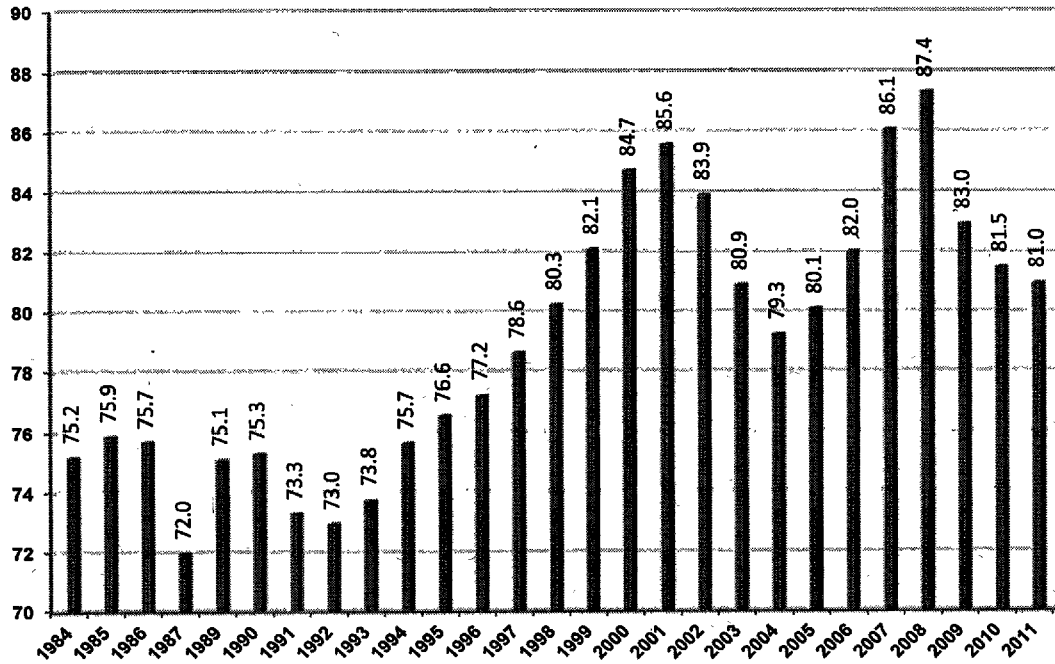
We will be monitoring the regional and Long Island economy to evaluate its impact on the Commutation market. The recent upward pressure on gas prices is expected to

have a positive impact on railroad ridership - especially for leisure travel. The LIRR will build on its successful promotional Getaways & Packages in recent years by introducing new attractive NYC & LI offers and further promoting value-added deals.

2. SUMMARY

- Total 2011 annual ridership was 81.0 million passengers; down 0.5% from 2010. (see Figure 1)

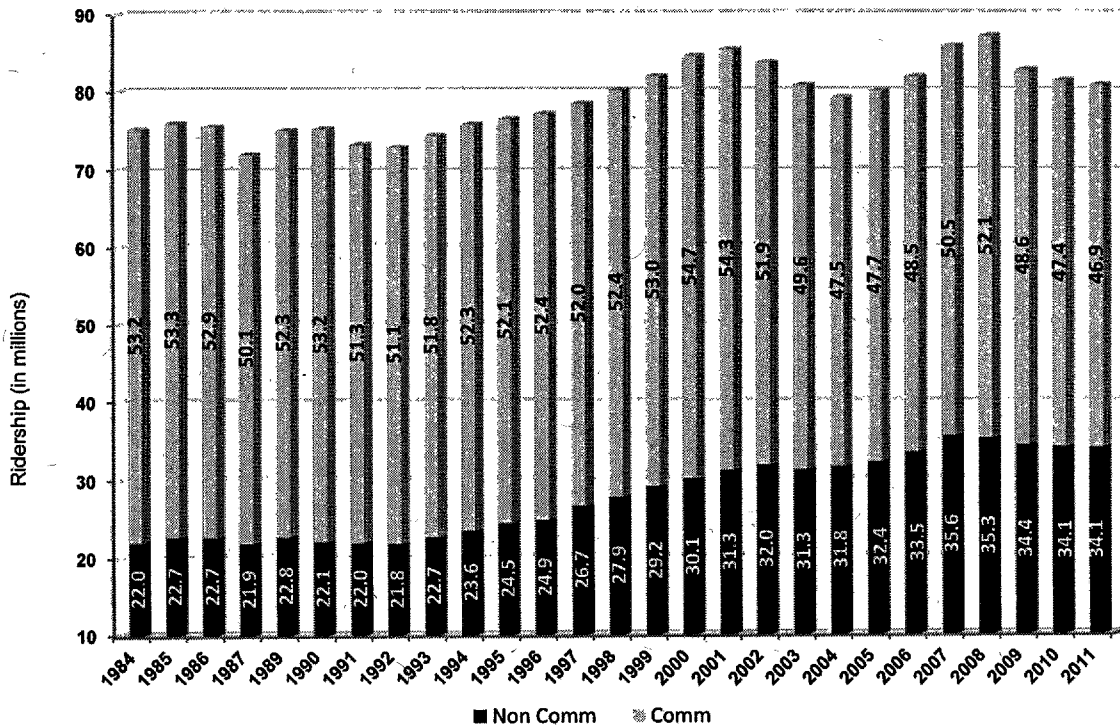
1984 – 2011 Total Ridership * (Figure 1)



*Fare increases occurred in 2003 (+25%), 2005 (5%), 2008 (4%), 2009 (10%) and 2011 (8%) that was implemented on December 30, 2010.

By Ticket Category (Commutation/Non-Commutation) 1984 -2011

Commutation / Non Commutation Ridership (Figure 2)



- **Commutation ridership** decreased during the past year (-0.8%). (See Figure 2) ⁽¹⁾
- **Non-Commutation ridership** decreased slightly during the past year (-0.1%).

(1) The trends shown were calculated based on ticket sales data and therefore reflect aggregate annual ridership trends by ticket type used, not by the time period of travel. (i.e., commutation ridership consists of trips made with monthly and weekly commutation tickets which are used on both peak and off-peak trains, while non-commutation ridership consists of trips made with one-way and ten-trip tickets which are also used on both peak and off-peak trains)

Comparison With Other Transit Agencies

Long Island Rail Road's ridership trends (-0.5%) are less favorable than MNR (+1.7%) and NYCT Subway (+2.3%), but better than the NJ TRANSIT Rail (-3.2%), MTA Bus (-4.5%) and MTA Bridges & Tunnels (-2.2%). Correspondingly, the 2011 average daily traffic for the following MTA Bridges and Tunnels has declined: Bronx-Whitestone Bridge (-3.9%), Throgs Neck Bridge (-1.1%) and Queens Midtown Tunnel (-0.6%).

Comparison With Economic Indicators

Long Island Rail Road's total ridership (-0.5%) lags behind the corresponding trend in NY City employment (+0.9%). In addition, Nassau/Suffolk employment was slightly down (-0.3%)

Percent Change vs. Previous Year

<u>Time Period</u>	<u>Total LIRR Ridership</u>	<u>Total NY Employment</u>	<u>Financial Activities Sector Employment</u>
CY 2008	+1.5%	+0.5%	-0.8%
CY 2009	-5.0%	-2.5%	-6.5%
CY 2010	-1.7%	-0.3%	-1.3%
CY 2011	-0.5%	+0.9%	+1.6%

Ridership By Branch

Ridership decreased in seven LIRR branches with the Port Washington Branch decreasing -3.5% reflecting the largest decline in actual ridership (-411,551 customers). This decline is attributed to the service reductions that took place in 2010 (elimination of half-hourly off-peak service). Ridership increased in five LIRR Branches including the Long Beach Branch showing the largest percent increase (+1.7%). (See Table 1) This increase is attributed to summer weekend ridership gains and strong sales of the Beach package.

RIDERSHIP BY BRANCH
2011 VS. 2010
(Table 1)

	2011	2010	2011 VS. 2010
Branch Description	RIDERSHIP	RIDERSHIP	% Change
Babylon Branch	17,189,766	17,125,653	0.4%
City Zone Branch	7,433,360	7,743,030	(4.0%)
Far Rockaway Branch	5,233,302	5,272,811	(0.7%)
Greenport Branch **	42,947	48,463	(11.4%)
Hempstead Branch	3,712,086	3,755,007	(1.1%)
Long Beach Branch	4,656,845	4,577,162	1.7%
Montauk Branch**	1,996,420	2,034,462	(1.9%)
Oyster Bay Branch	1,617,502	1,593,586	1.5%
Port Jefferson Branch*	17,568,174	17,392,339	1.0%
Port Washington Branch**	11,394,238	11,805,789	(3.5%)
Ronkonkoma Branch	9,441,741	9,359,982	0.9%
West Hempstead Branch **	696,621	847,110	(17.8%)
Total	80,983,003	81,555,393	(0.7%)

*Port Jefferson Branch includes the electric service portion of the branch with Mineola, Hicksville and Huntington Stations.

**These branches experienced service cuts as part of MTA's budget reduction program.

LIRR 2011 RIDERSHIP BOOK

(Based On Train Counts)

1. OVERVIEW

Long Island Rail Road Spring/Fall ridership consists of on-board train counts on all revenue trains East/West of Jamaica Station. In 2011 all trains were counted one to six times during the Spring and then again during the Fall season. The resulting Spring & Fall counts were averaged to obtain over-the-year ridership.

It should be noted that due to the physical characteristics of the Long Island Rail Road, all Branches, with the exception of the Port Washington Branch, converge at Jamaica Station and then diverge to three western terminals (Penn Station, Atlantic Terminal and Hunterspoint Avenue/Long Island City Terminals). The East and West of Jamaica counts are reported separately in the following sections.

A brief summary of East of Jamaica Station ridership will precede a more detailed analysis of West of Jamaica Station ridership.

2. EAST OF JAMAICA STATION

Highlights

- The Babylon Branch has the most LIRR customers (63,820), followed by the Ronkonkoma Branch servicing 44,710 customers on an average day (see Appendix Figure 4; A breakdown of all LIRR Branches by day part is provided in Appendix Figures 4 – 10).
- The AM and PM Reverse Peak ridership declined.
- Weekday ridership decreased.
- Weekend ridership increased (both on Saturdays and Sundays).

Total Ridership East of Jamaica

- **Total Weekly LIRR East of Jamaica Ridership** decreased 0.8% between 2010 and 2011.

East of Jamaica Ridership in all time periods (See Appendix Table 2)

- **Weekday** ridership decreased 0.9%
- **AM Peak** ridership decreased 0.7%
- **PM Peak** ridership decreased 0.3%
- **Reverse Peak** ridership decreased 2.9%
- **Weekday Off-Peak** ridership decreased 1.6%

- **Weekend** ridership increased 0.1% from 2010
- **Saturday** increased 0.05%
- **Sunday** increased 0.2%
- **Peak** ridership decreased 0.5% from 2010
- **AM Peak** decreased 0.7%

- **PM Peak** decreased 0.3%
- **Reverse Peak** ridership decreased 2.9% from 2010
- **AM Reverse** decreased 2.3%
- **PM Reverse** decreased 3.3%

3. WEST OF JAMAICA STATION

Highlights

- Weekday ridership decreased to/from Penn Station and Atlantic Terminal with Atlantic Terminal showing the highest percentage decline. HPA/LIC weekday ridership increased slightly but has the smallest customer base.
- Ridership decreased during the AM & PM Peak periods. However, the largest decrease occurred during the last half hour of the AM Peak period and the first hour of the PM Peak period – potentially because customers switched to earlier off-peak trains.
- Total weekday off-peak ridership decreased (largest decrease occurred during midday).
- Total weekend ridership increased. Weekend ridership to/from Penn Station increased both on Saturday and Sunday. Atlantic Terminal ridership decreased on Saturday with Sunday's ridership increasing slightly.
- Total Reverse Peak ridership decreased. Penn Station and Atlantic Terminal ridership decreased.
- New Year's Eve and New Year's Day ridership to/from Penn Station experienced significant growth. New Year's Eve ridership increased (+25%; +7,175 customers) and New Year's Day ridership increased (+35%; +7,370 customers) during the 2011 holiday travel period.

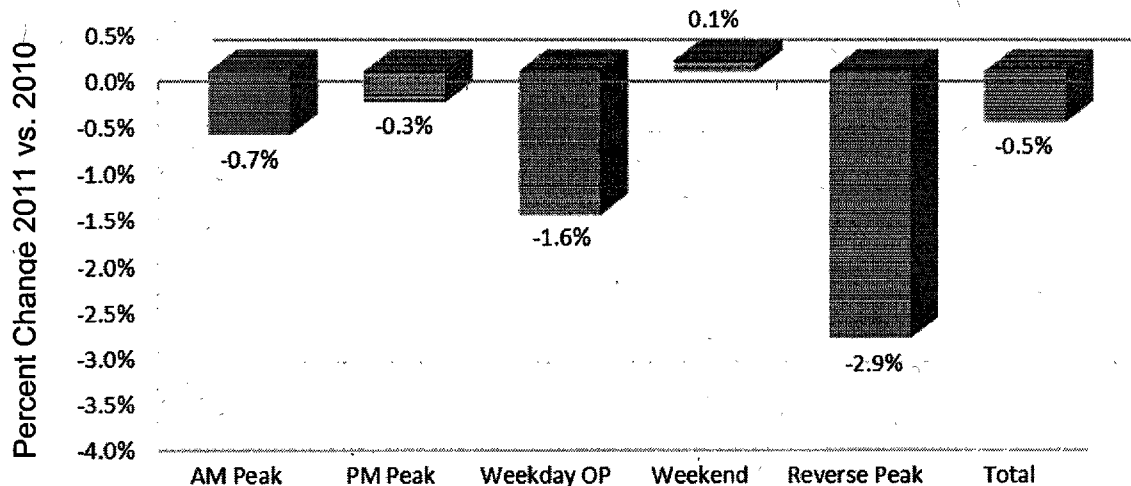
Total Weekly LIRR Ridership West Of Jamaica

- **Total Weekly LIRR West of Jamaica Ridership** decreased 0.4% between 2010 and 2011. (See Appendix Table 3)

Total Weekday Ridership to/from Western Terminals

- **Total Weekday Ridership** to/from Penn Station decreased 0.5% between 2010 and 2011.
- **Total Weekday Ridership** to/from Atlantic Terminal decreased 1.3% between 2010 and 2011.
- **Total Weekday Ridership** to/from HPA/LIC increased 0.8% between 2010 and 2011.

Ridership Growth by Market (Figure 3)



Based on east of Jamaica counts, all travel segments reflect a decrease in ridership comparisons except the weekend segment that increased slightly (see Figure 3).

West of Jamaica Ridership in all time periods (See Appendix Table 4)

- **Weekday** ridership decreased 0.5%
- **AM Peak** ridership decreased 0.3%
- **PM Peak** ridership decreased 0.2%
- **Reverse Peak** ridership decreased 2.6%
- **Weekday Off-Peak** ridership decreased 1.2%

- **Weekend** ridership increased 0.9%
- **Saturday** ridership increased 1.1%
- **Sunday** ridership increased 0.8%

- **AM Peak** ridership decreased by 0.3%
- The largest decrease occurred on AM Peak trains arriving in Western Terminals between 9:31 AM and 10:00 AM (-1.6%).
- **AM Peak** ridership to Penn Station decreased 0.3%
- **AM Peak** ridership to Atlantic Terminal increased 0.2%
- **AM Peak** ridership to HPA/LIC decreased 1.1%

- **PM Peak** ridership decreased by 0.2%
- The largest decrease occurred on PM Peak trains departing Western Terminals between 4:31 and 5:00 PM (-0.8%)
- **PM Peak** ridership from Penn Station decreased 0.1%

- **PM Peak** ridership from Atlantic Terminal decreased 1.9%
- **PM Peak** ridership from HPA/LIC increased 2.8%
- **Weekday Off-Peak** ridership decreased by 1.2% between 2010 and 2011.
- The largest decrease occurred on Midday (10 AM to 4 PM) inbound trains arriving at Western terminals between 12:01 PM and 1 PM (-5.5%).
- The largest decrease occurred on Midday (10 AM to 4 PM) outbound trains departing Western Terminals between 2:01 PM and 3 PM (-4.3%).
- **Off-Peak** ridership to/from Penn Station decreased 1.1%
- **Off-Peak** ridership to/from Atlantic Terminal decreased 2.3%
- **Off-Peak** ridership to/from HPA/LIC increased 8.3%
- **Weekend** ridership increased between 2010 and 2011 by 0.9%
- **Weekend** ridership to/from Penn Station increased 1.1%
- **Weekend** ridership to/from Atlantic Terminal decreased 0.4%
- **Saturday** ridership increased during the past year (1.1%). Inbound ridership increased (1.9%) and outbound ridership increased (0.3%).
- The largest decreases occurred on inbound trains arriving in Western Terminals before 9 PM and 3 AM (-4.6%) and on outbound trains departing Western Terminals between 9 AM and 12 PM (-2.9%). Increases occurred on inbound trains arriving in Western Terminals between 3 AM and 12 PM (+6.5%) and on outbound trains departing Western Terminals between 12 AM and 9 AM (+4.2%) (See Appendix Table 5)
- **Saturday** ridership to/from Penn Station increased 1.4%
- **Saturday** ridership to/from Atlantic Terminal decreased 2.3%
- **Sunday** ridership increased during the past year (0.8%). Inbound ridership increased (2.7%) and outbound ridership decreased (1.0%).
- Increases occurred on inbound trains arriving in Western Terminals in all time periods (3.4%) with the exception between 12 AM and 3 AM which decreased (7.9%). The largest decrease in outbound ridership from Western Terminals occurred between 9 AM and 12 PM (3.8%) (See Appendix Table 5)
- **Sunday** ridership to/from Penn Station increased 0.6%
- **Sunday** ridership to/from Atlantic Terminal increased 2.0%
- **Reverse Peak Ridership** to/from Western Terminals decreased 2.6% (See Appendix Table 3)
- **Reverse AM Peak** ridership from Western Terminals decreased 4.1% between 2010 and 2011. (Eastbound 4:50 AM to 9:30 AM)
- **Reverse AM Peak** ridership from Penn Station increased 1.4%
- **Reverse AM Peak** ridership from Atlantic Terminal decreased 17.6%

- **Reverse PM Peak** ridership to Western Terminals decreased 1.5% between 2010 and 2011. (Westbound 4:30 PM to 7:30 PM)
- **Reverse PM Peak** ridership to Penn Station decreased 3.5%
- **Reverse PM Peak** ridership to Atlantic Terminal increased 8.6%

4. HOLIDAY PERIOD (Thanksgiving-New Year's)

The Long Island Rail Road experienced higher overall ridership during the 2011 Year-End Holiday period. Customers reacted positively to expanded train service during key time periods, good on-time performance, and mild weather. The increase in overall additional customers during these holidays demonstrated the effectiveness of the Long Island Rail Road's strategies & extra service.

Thanksgiving Day ridership from Jamaica Station to Penn Station between 7 AM and 10:30 AM was higher (+3%) than 2010. There were an additional 410 customers. Ridership from Penn Station Eastbound between 10 AM and 2:30 PM was lower (-8.0%) than 2009 (last time counts were conducted) resulting in 3,165 less customers. Overall ridership resulted in 2,757 less customers.

On **New Year's Evening** inbound ridership to Penn Station (between 4 PM and 10 PM) was +25.0% higher than 2010 resulting in 7,175 more customers.

Early morning outbound ridership from Penn Station (between Midnight and 6:30 AM) on **New Year's Day** was +35.0% higher than 2011 resulting in 7,370 more customers.

MAJOR INITIATIVES IMPACTING RIDERSHIP

1. SERVICE DELIVERY

For 2011, LIRR's on-time performance improved compared to 2010, reaching 93.7% up from 2010's 92.7%. LIRR's on-time performance was negatively impacted by a series of weather related conditions such as Hurricane Irene, snow blizzards and an ice storm.

2. CUSTOMER SATISFACTION

The Long Island Rail Road Customer Satisfaction Overall score is 78% down from 89% in 2010. Lower satisfaction was mainly attributed to service disruptions caused by the Amtrak derailment and unusually harsh winter weather. The largest declines were observed on the Long Beach Branch (-30%) and West Hempstead Branch (-22%). Both of these branches experienced service reductions due to budget cuts. Safety from Accidents On-Board Trains (93%) and Conductor Courtesy and Responsiveness (92%) both received the highest scores.

3. MEADOWLANDS PROGRAM

The LIRR continued its successful program in 2011 providing service to the Meadowland's MetLife Stadium carrying 17,035 customers (down from 22,905 customers in 2010 due to less special events/concerts) and generating \$223,761 (down from \$281,971 in 2010).

4. SPECIAL EVENTS

Special events during 2011 contributed to our ridership and revenue base accounting for approximately 256K **incremental rides** ⁽¹⁾ and **\$1.8 Million** in revenue.

<u>Description</u>	<u>Ridership</u>	<u>Gross Revenue</u>
Belmont Service ⁽²⁾	39,300	\$255,744
Mets Opening Day ⁽²⁾	8,980	\$66,847
Montauk Summer ⁽¹⁾	146,000	\$1,056,302
Thanksgiving Day to Parade ⁽¹⁾	11,080	\$77,177
Thanksgiving Day from Parade ⁽¹⁾	28,145	\$196,042
New Year's Eve ⁽¹⁾	22,625	\$157,593
Total	256,130	\$1,809,705

5. PROMOTIONS

Promotional programs, managed by the LIRR Market Development Department, have contributed to increasing 2011 ridership with over 384,000 customers (+2.1% vs. 2010) and generating revenue growth in 2011 with a total of **\$2.1 million** in net revenue (+10.8% vs. 2010) through a successful mix of promotional Deals & Getaways.

⁽¹⁾ Reflects incremental change vs. normal 2011 Ridership Book.

⁽²⁾ Reflects actual ridership to/from event.

⁽³⁾ No counts were conducted for St. Patrick's Day 2011.

<u>Description</u>	<u>Top Programs</u>	<u>Ridership</u>	<u>Net Revenue</u>
Beach Getaways	Long Bch, Jones Bch, FI	165,580	\$ 965,722
Group Travel	Schools, Libraries	100,179	\$ 343,926
Package Tickets	Holiday Shows, Free Rail	28,912	\$ 195,718
LI Getaways	Splish Splash, Opus	25,264	\$ 144,049
Belmont	Stakes, Spring & Fall Meet	39,279	\$ 255,744
NYC Getaways	Auto Show, Harry Potter	22,994	\$ 149,824
Hamptons Reserve	Cannonball Fridays	2,098	\$ 38,288
Totals		384,306	\$ 2,093,271

6. ADVERTISING

In addition to LIRR's focus on quality service delivery and infrastructure improvements, marketing plans, including an annual advertising program, are a significant component of our strategy to increase ridership and revenue. Although the advertising budget was maintained at previously reduced levels, the LIRR ran targeted print/radio/web campaigns supported by social media.

- **NYC/LI Getaways**
 - Outbound/Inbound Getaway packages were advertised with print, on-line and social media campaigns, supported by brochures, webpages, web stories, press releases and station announcements. Several promotional events were held at Penn Station, and cross-promotion was done at major events to promote the "Take the Train To ..." message.
- **Discretionary**
 - With a limited budget, press releases and web stories were used to garner free media coverage for new promotional offers, which were also supported by social and in-system media. Radio was used to promote Long Island's major asset and LIRR's prime seller: Beach Packages. Some radio was used for our Meadowlands service.

- **Holiday Inbound**
 - A "Holiday in the City" campaign promoted taking the train to all the excitement in the City, supported by online and print ads, promotional events on property and at Tanger Deer Park.
- **Infrastructure Improvement Campaigns**
 - Advertising was also used to communicate other track work programs, such as the Amityville Cutover and the Hill Road Bridge Replacement improvements.

7. SALES OUTREACH

- The LIRR, along with the North Fork Promotion Council and the Long Island Wine Council implemented a "North Fork Wine Train" on Friday afternoons from Memorial Day to Labor Day on the Ronkonkoma to Greenport train. Each week wines were featured from various LI vineyards for sale to customers. This initiative was created to help promote LI's wine region and the North Fork, since LIRR weekend service was cut on from Columbus Day through Memorial Day weekend.
- In addition to traditional advertising, the 2011 Sales Outreach program established a presence at major conferences, corporate and community events including the Long Island Convention & Visitors Bureau, the East End/North Fork Promotional Group, Fire Island Promotional Group, and the Chambers of Commerce offices in our region.
- Promotional tables were manned at events such as the Annual Oyster Festival and some of the major shows at the Javits Center including: Auto Show, NY Times Travel Show and GLBT Expo.
- Sales outreach also includes visits to schools for safety and group travel. A bi-annual newsletter is printed and distributed to over 7K school teachers and other group leaders.
- Social media posts were completed on a regular basis for Facebook, Twitter and YouTube. The LIRR utilizes a segmented approach to obtain followers for our LIRRTrain2Game and LIRR Deals4U twitter accounts. Emails/blasts are also sent to groups in various segments.
- A tourism cart continued to provide literature at our new Atlantic Terminal.

- Staples Marketing is a LIRR marketing/sales outreach program to increase train usage in Nassau County as a way to reduce air-pollutants from transportation-related sources and achieve federal air-quality standards via a federal Congestion Mitigation & Air Quality Improvement grant (CMAQ). Staples Marketing has successfully contacted over 1,100 businesses, including universities, hospitals, local business and employee trade fairs to promote the transit benefit pre-tax program that offers significant tax savings for employees and employers.

APPENDIX

LIST OF RIDERSHIP TABLES AND GRAPHS

Graphs

Figure 1: 1984 –2011 Total Ridership

Figure 2: 1984 –2011 Commutation / Non Commutation Ridership

Figure 3: Ridership Growth by Market

Figure 4: Daily Branch Travel 2011 - East of Jamaica

Figure 5: Daily Branch Travel Westbound Customers 2011 - East of Jamaica

Figure 6: Daily Branch Travel Eastbound Customers 2011 - East of Jamaica

Figure 7: AM Peak Customers 2011 - East of Jamaica

Figure 8: PM Peak Customers 2011 - East of Jamaica

Figure 9: Saturday Branch Travel Weekend - 2011 – East of Jamaica

Figure 10: Sunday Branch Travel Weekend - 2011 – East of Jamaica

Tables

Table 1: Ridership by Branch 2011 vs. 2010

Table 2: 2011 LIRR Ridership Summary East of Jamaica

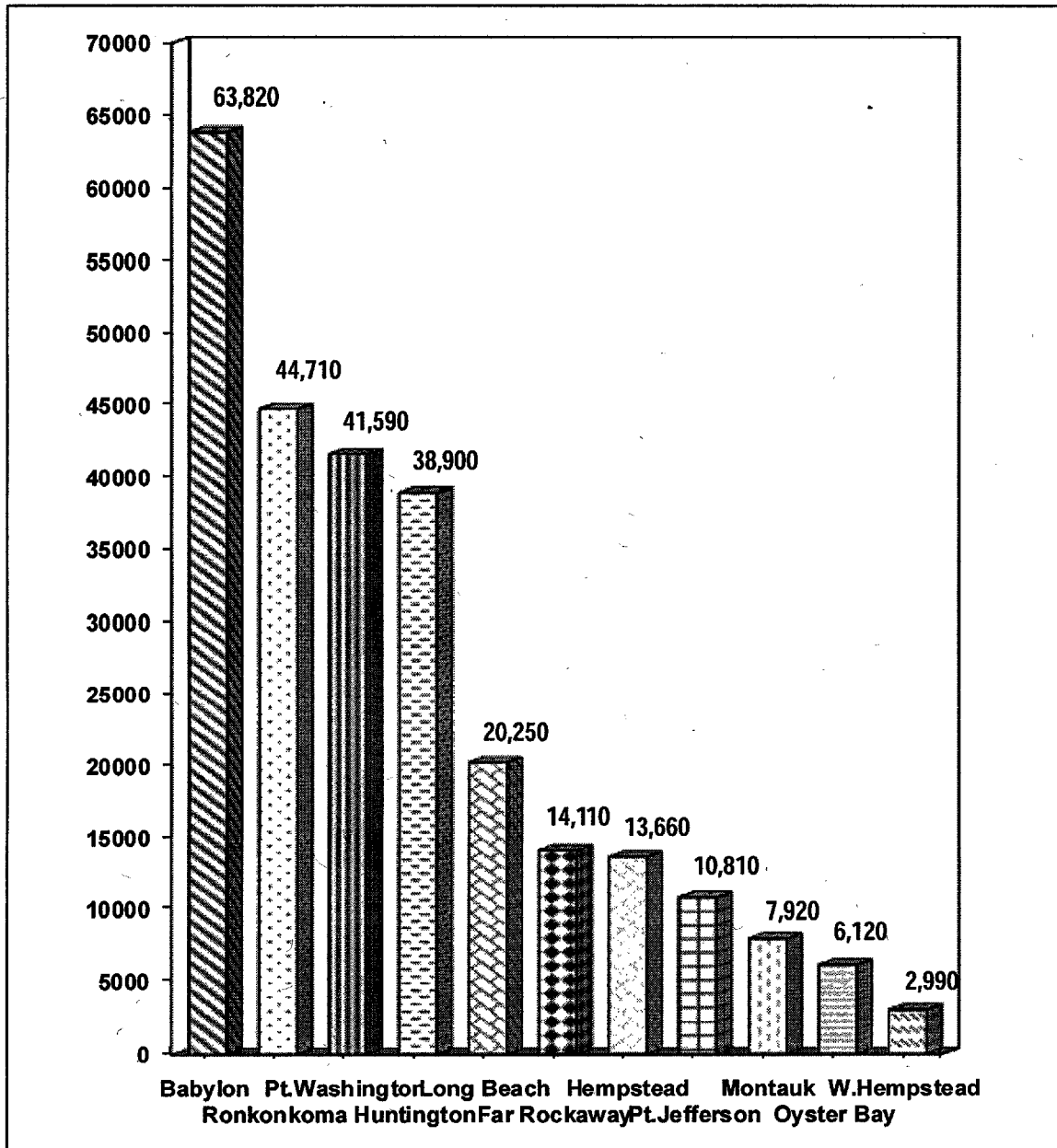
Table 3: Ridership To/From Western Terminals

Table 4: Weekday Trends by Time Period

Table 5: Weekend Trends by Time Period

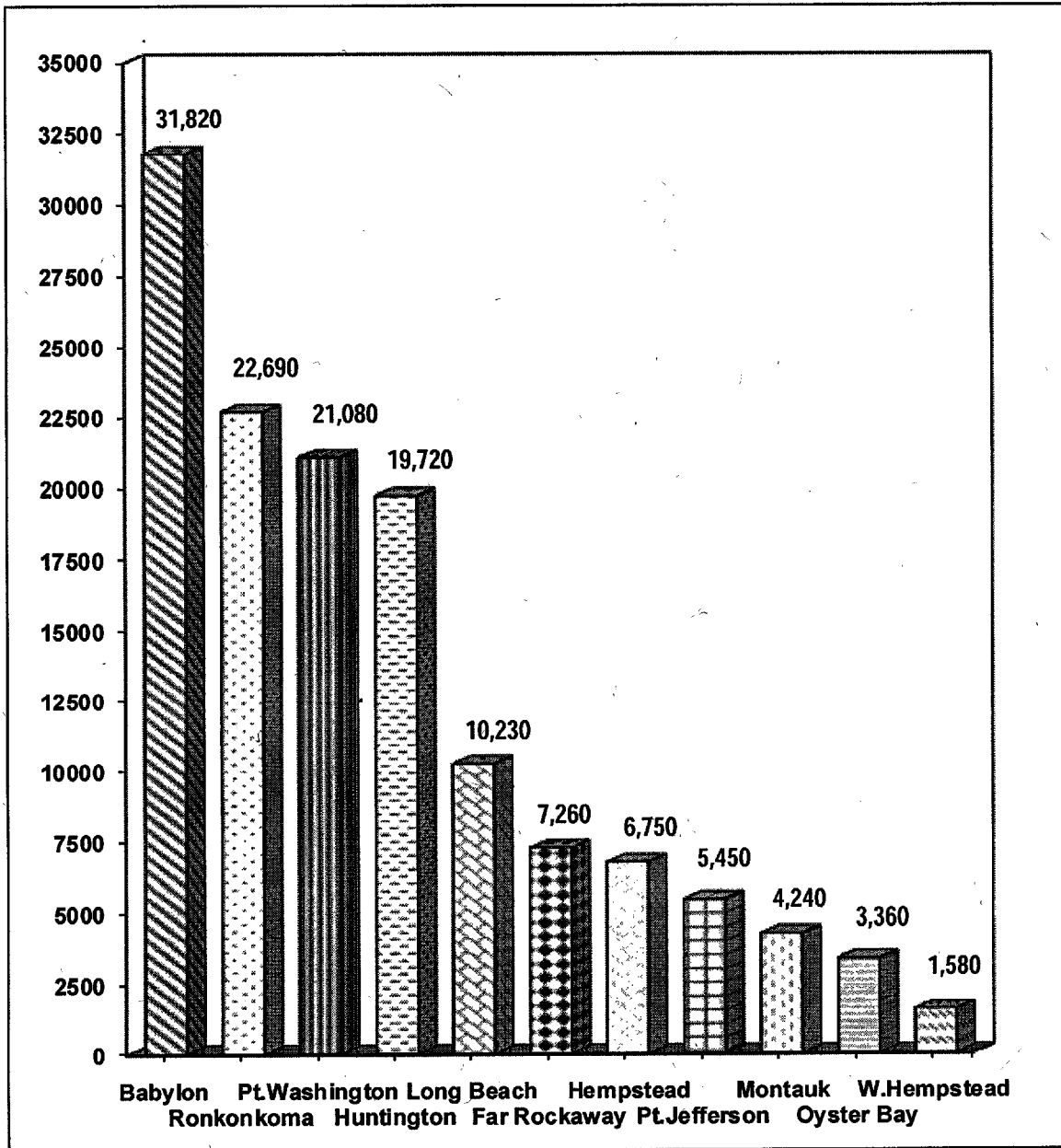
Table 6: Reverse Travel Weekday - 2011 Reverse AM and PM Peak

**Daily Branch Travel –
2011 East of Jamaica
Figure 4**

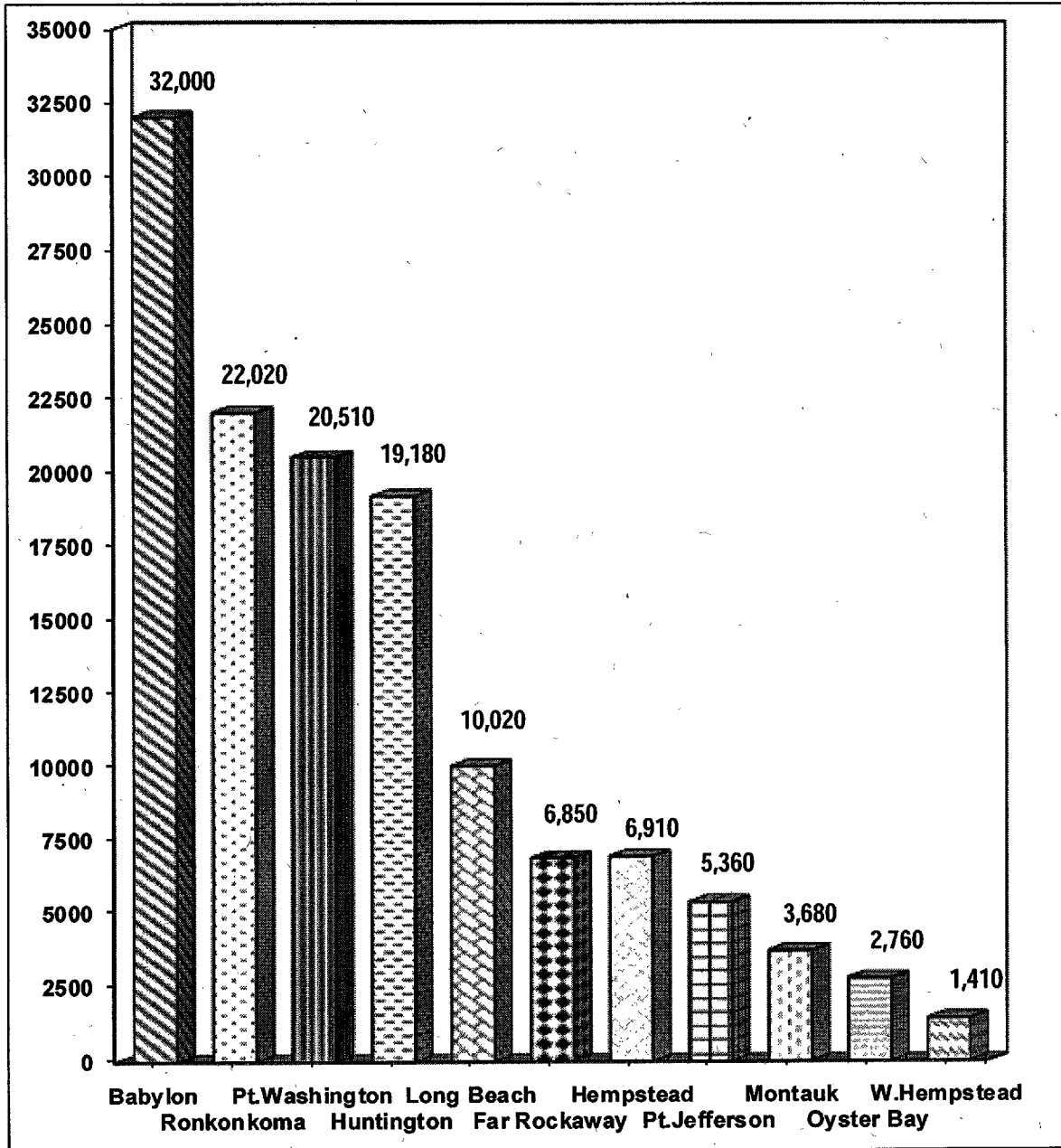


Daily Branch Travel Westbound Customers – 2011 East of Jamaica

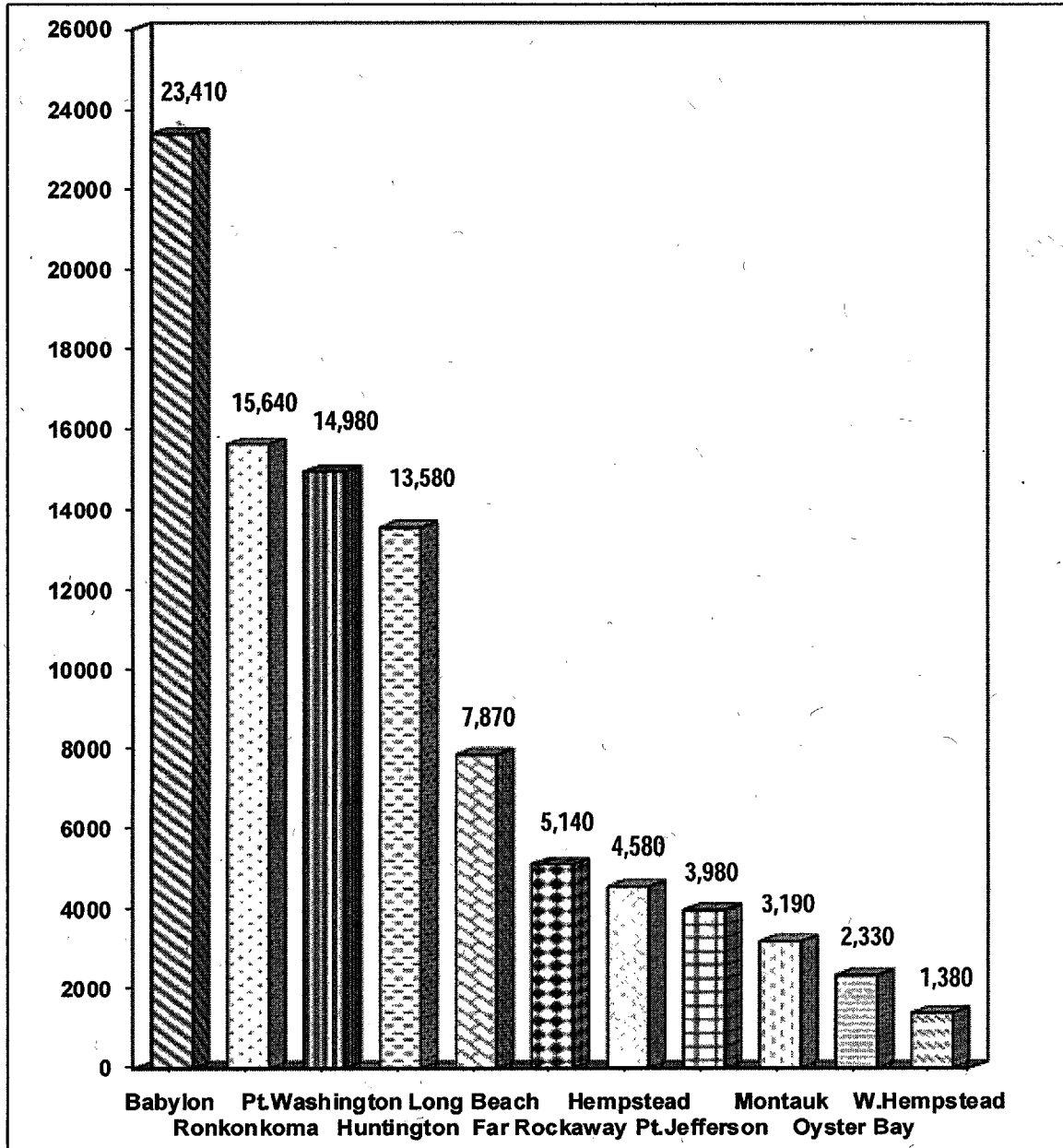
Figure 5



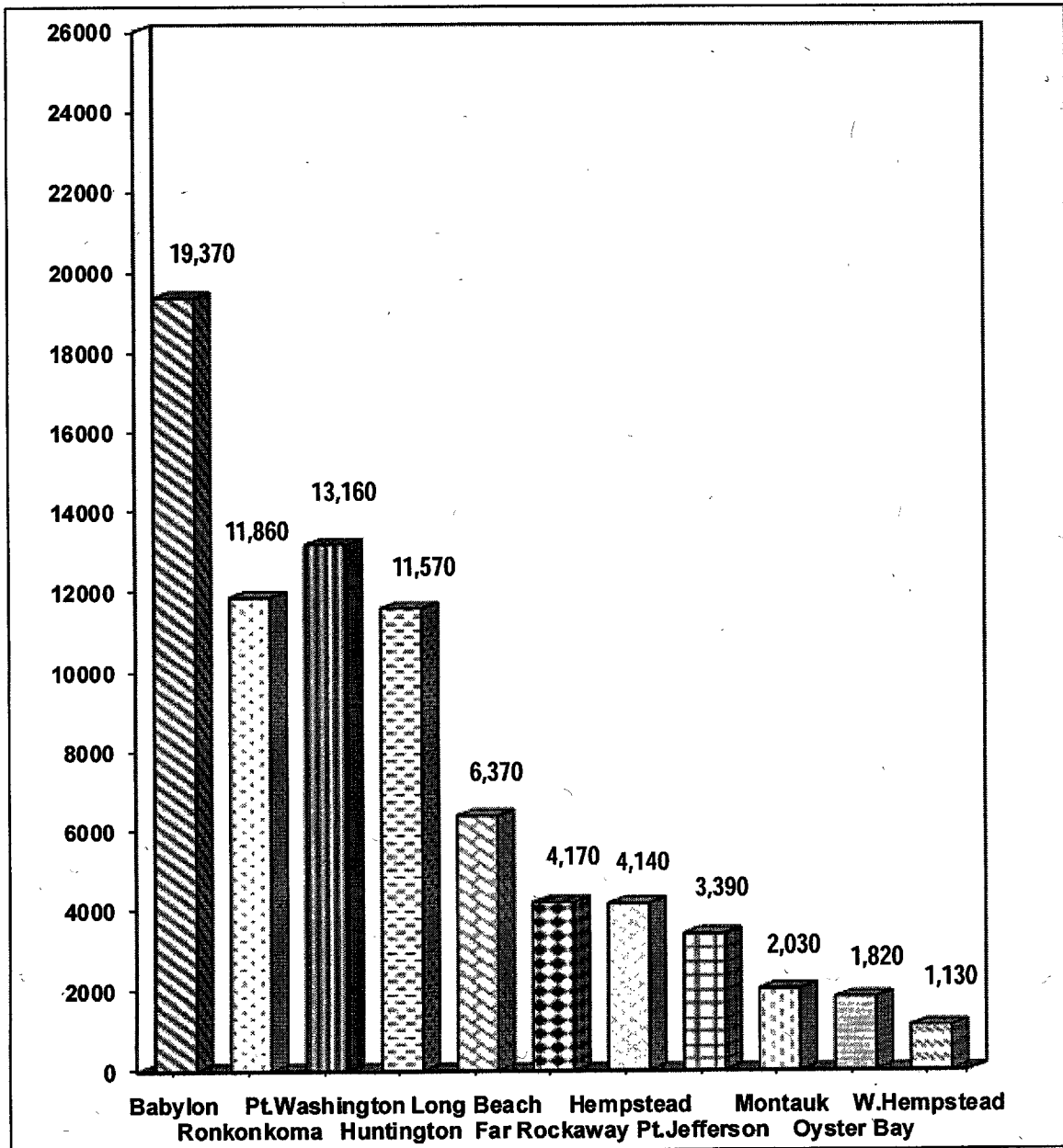
**Daily Branch Travel Eastbound Customers –
2011 East of Jamaica
Figure 6**



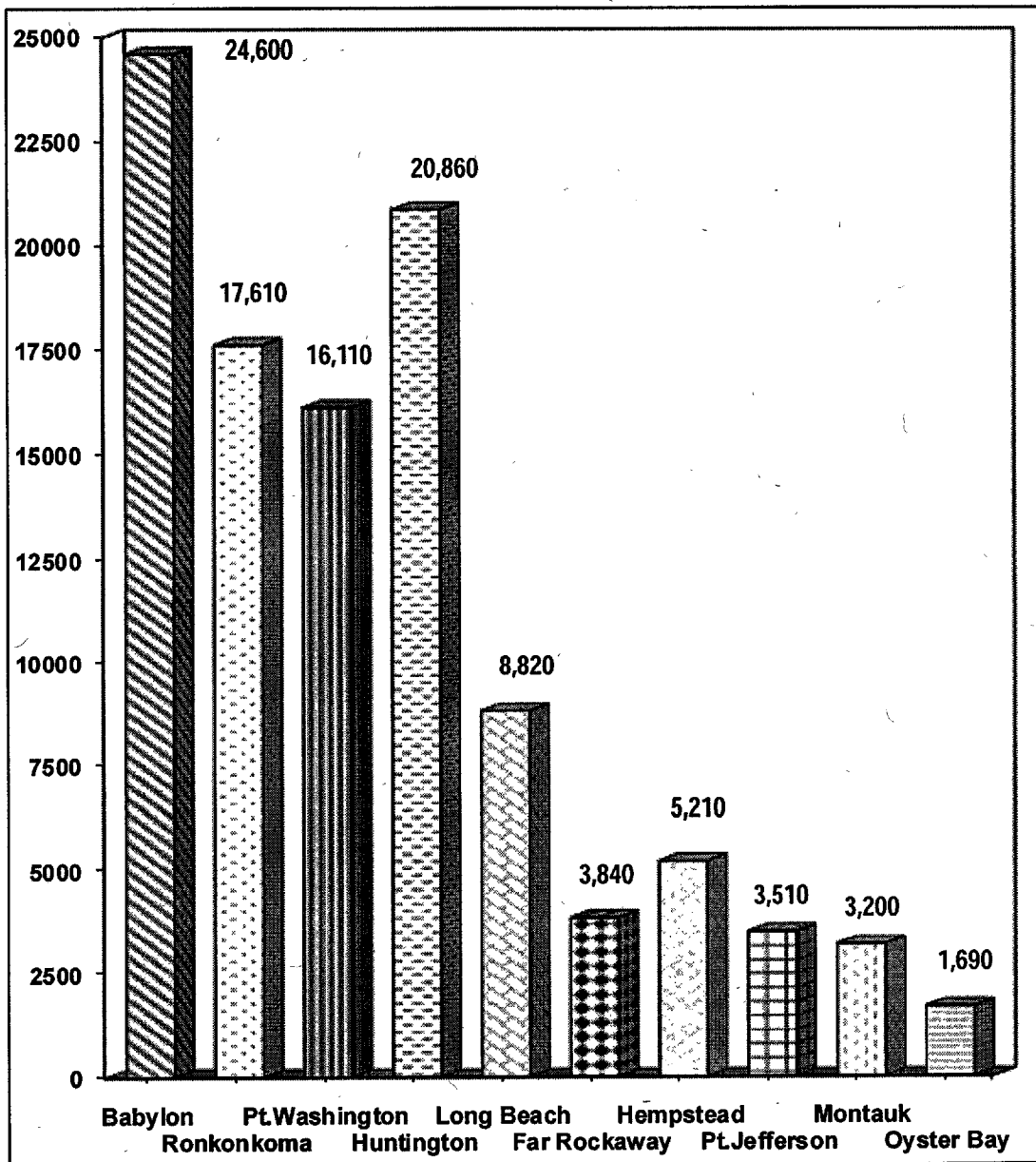
**AM Peak Customers –
2011 East of Jamaica
Figure 7**



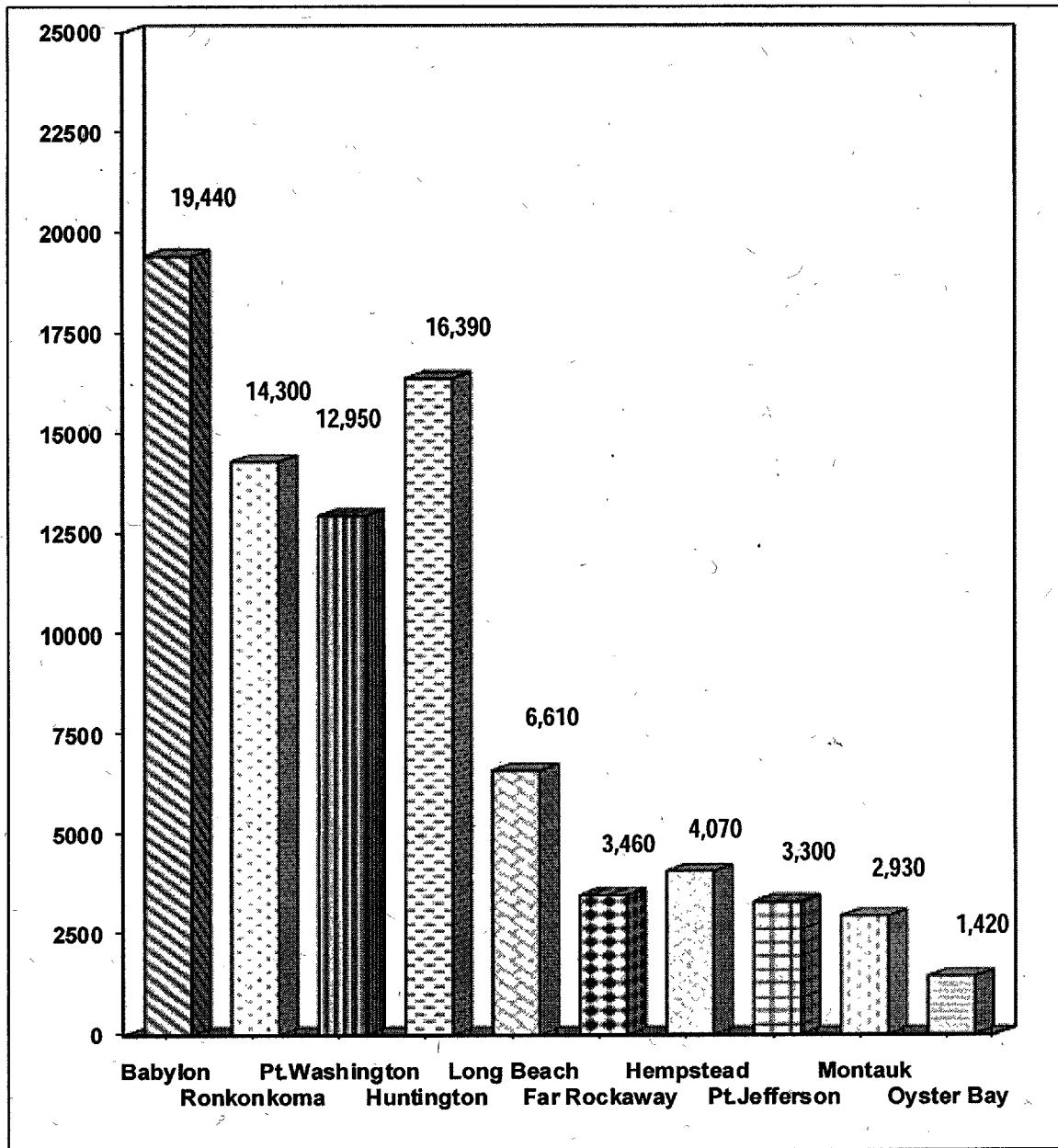
**PM Peak Customers –
2011 East of Jamaica
Figure 8**



**Saturday Branch Travel Weekend –
2011 East of Jamaica
Figure 9**



**Sunday Branch Travel Weekend –
2011 East of Jamaica
Figure 10**



LIRR Ridership Summary East of Jamaica

Table 2

	2010	2011	% Change
AM Rush Hours	96,050	95,390	-0.69%
PM Rush Hours	78,230	77,970	-0.33%
Off-Peak Weekdays	86,410	85,070	-1.55%
Average Daily	260,690	258,430	-0.87%
Saturday	100,920	100,970	0.05%
Sunday	80,470	80,630	0.20%
AM Branch:			
Babylon	23,820	23,410	-1.72%
Montauk Diesel	3,240	3,190	-1.54%
Hicks/Huntington	13,700	13,580	-0.88%
Pt. Jefferson Diesel	4,010	3,980	-0.75%
Port Washington	15,140	14,980	-1.06%
Ronkonkoma	15,770	15,640	-0.82%
East of Ronkonkoma	40	40	0.00%
Long Beach	7,900	7,870	-0.38%
Hempstead	4,500	4,580	1.78%
Far Rockaway	5,080	5,140	1.18%
Oyster Bay	2,240	2,330	4.02%
West Hempstead	1,350	1,380	2.22%
PM Branch:			
Babylon	19,490	19,370	-0.62%
Montauk Diesel	2,050	2,030	-0.98%
Hicks/Huntington	11,300	11,570	2.39%
Pt. Jefferson Diesel	3,620	3,390	-6.35%
Port Washington	13,320	13,160	-1.20%
Ronkonkoma	11,960	11,860	-0.84%
East of Ronkonkoma	40	40	0.00%
Long Beach	6,430	6,370	-0.93%
Hempstead	4,240	4,140	-2.36%
Far Rockaway	4,250	4,170	-1.88%
Oyster Bay	1,790	1,820	1.68%
West Hempstead	1,150	1,130	-1.74%

	AM Rush		Daily Arrivals	
	2010	2011	2010	2011
Penn Station	81,330	81,080	110,940	110,130
Atlantic Terminal	9,090	9,110	13,160	13,110
Hunterspoint & LIC	2,790	2,760	2,790	2,760

To/From Western Terminals

Table 3

Time period		2010	2011	% Change
AM Peak Trains				
Penn Station		81,330	81,080	-0.3%
Atlantic Terminal		9,090	9,110	0.2%
HPA/LIC		2,790	2,760	-1.1%
AM Peak		93,210	92,950	-0.3%
PM Peak Trains				
Penn Station		68,860	68,770	-0.1%
Atlantic Terminal		6,300	6,180	-1.9%
HPA/LIC		2,120	2,180	2.8%
PM Peak		77,280	77,130	-0.2%
AM Reverse Peak Trains				
Penn Station		4,340	4,400	1.4%
Atlantic Terminal		1,760	1,450	-17.6%
HPA/LIC		0	0	
AM Reverse Peak		6,100	5,850	-4.1%
PM Reverse Peak Trains				
Penn Station		7,630	7,360	-3.5%
Atlantic Terminal		1,510	1,640	8.6%
HPA/LIC		0	0	
PM Reverse Peak		9,140	9,000	-1.5%
Reverse Totals		15,240	14,850	-2.6%
Weekday Off-Peak Trains				
Penn Station		68,980	68,230	-1.1%
Atlantic Terminal		9,190	8,980	-2.3%
HPA/LIC		120	130	8.3%
Weekday Off-Peak		78,290	77,340	-1.2%
Weekday Totals		248,780	247,420	-0.5%
Weekend Totals				
Penn Station		156,630	158,300	1.1%
Atlantic Terminal		15,870	15,810	-0.4%
HPA/LIC		0	0	
Weekend Total		172,500	174,110	0.9%
Weekly Total*		1,416,400	1,411,210	-0.4%

derived from Weekday times 5 plus weekend

Weekday Trends by Time Period

Table 4

AM Peak Weekday Inbound By Time Period

Time Period	Penn Station			Atlantic Terminal			HPA/LIC		
	2010	2011	% Change	2010	2011	% Change	2010	2011	% Change
6:01-6:30	4,640	4,620	-0.4%	180	180	0.0%	0	0	0.0%
6:31-7:00	6,020	6,090	1.2%	620	650	4.8%	180	170	-5.6%
7:01-7:30	11,510	11,340	-1.5%	1,340	1,390	3.7%	0	220	0.0%
7:31-8:00	12,170	12,390	1.8%	2,250	2,300	2.2%	860	690	-19.8%
8:01-8:30	17,940	17,660	-1.6%	1,840	1,850	0.5%	790	750	-5.1%
8:31-9:00	15,740	15,690	-0.3%	1,290	1,180	-8.5%	670	660	-1.5%
9:01-9:30	8,210	8,250	0.5%	1,020	1,030	1.0%	170	160	-5.9%
9:31-10:00	5,100	5,040	-1.2%	550	530	-3.6%	120	110	-8.3%
AM Peak Total	81,330	81,080	-0.3%	9,090	9,110	0.2%	2,790	2,760	-1.1%

Off-Peak Weekday Inbound By Time Period

Time Period	Penn Station			Atlantic Terminal		
	2010	2011	% Change	2010	2011	% Change
12:01-1	200	200	0.0%	0	0	0.0%
1:01-2	120	90	-25.0%	0	0	0.0%
2:01-3	110	100	-9.1%	0	0	0.0%
3:01-4	30	30	0.0%	0	0	0.0%
4:01-5	350	350	0.0%	0	40	0.0%
5:01-6	1,490	1,590	6.7%	150	130	-13.3%
10:01-11	4,490	4,350	-3.1%	230	200	-13.0%
11:01-12	3,050	3,130	2.6%	330	330	0.0%
12:01-1	2,470	2,340	-5.3%	270	250	-7.4%
1:01-2	2,040	2,070	1.5%	240	240	0.0%
2:01-3	1,760	1,720	-2.3%	250	230	-8.0%
3:01-4	1,760	1,690	-4.0%	240	230	-4.2%
4:01-5	2,140	2,040	-4.7%	490	450	-8.2%
5:01-6	2,460	2,370	-3.7%	460	500	8.7%
6:01-7	2,670	2,590	-3.0%	370	370	0.0%
7:01-8	1,690	1,620	-4.1%	490	490	0.0%
8:01-9	840	840	0.0%	200	190	-5.0%
9:01-10	760	730	-3.9%	120	110	-8.3%
10:01-11	770	760	-1.3%	160	170	6.3%
11:01-12	410	440	7.3%	70	70	0.0%
Off-Peak Inbound Total	29,610	29,050	-1.9%	4,070	4,000	-1.7%
Weekday Inbound Total	110,940	110,130	-0.7%	13,160	13,110	-0.4%

PM Peak Weekday Outbound By Time Period

Time Period	Penn Station			Atlantic Terminal			HPA/LIC		
	2010	2011	% Change	2010	2011	% Change	2010	2011	% Change
4:01-4:30	4,130	4,110	-0.5%	580	580	0.0%	380	370	-2.6%
4:31-5:00	7,620	7,540	-1.0%	770	790	2.6%	160	150	-6.3%
5:01-5:30	13,180	13,180	0.0%	1,600	1,570	-1.9%	850	920	8.2%
5:31-6	14,490	14,400	-0.6%	950	960	1.1%	330	330	0.0%
6:01-6:30	10,700	10,720	0.2%	1,310	1,240	-5.3%	280	300	7.1%
6:31-7	8,370	8,490	1.0%	440	430	-2.3%	120	110	-8.3%
7:01-7:30	5,770	5,720	-0.9%	320	320	0.0%	0	0	0.0%
7:31-8	4,600	4,650	1.1%	330	290	-12.1%	0	0	0.0%
PM Peak Total	68,860	68,770	-0.1%	6,300	6,180	-1.9%	2,120	2,180	2.8%

Off-Peak Weekday Outbound By Time Period

Time Period	Penn Station			Atlantic Terminal		
	2010	2011	% Change	2010	2011	% Change
12:01-1	900	950	5.6%	0	0	0.0%
1:01-2	510	490	-3.9%	0	0	0.0%
2:01-3	60	60	0.0%	0	0	0.0%
3:01-4	180	190	5.6%	0	0	0.0%
4:01-5	80	90	12.5%	0	0	0.0%
5:01-6	280	300	7.1%	200	210	5.0%
6:01-7	830	850	2.4%	280	250	-10.7%
7:01-8	1,450	1,410	-2.8%	540	510	-5.6%
8:01-9	1,470	1,530	4.1%	520	540	3.8%
9:01-10	920	950	3.3%	250	260	4.0%
10:01-11	890	850	-4.5%	200	210	5.0%
11:01-12	1,170	1,120	-4.3%	200	240	20.0%
12:01-1	1,490	1,540	3.4%	210	210	0.0%
1:01-2	2,270	2,290	0.9%	240	240	0.0%
2:01-3	4,150	3,940	-5.1%	290	310	6.9%
3:01-4*	7,860	7,830	-0.4%	1,030	900	-12.6%
8:01-9	5,490	5,540	0.9%	640	560	-12.5%
9:01-10	4,320	4,200	-2.8%	230	240	4.3%
10:01-11	3,500	3,460	-1.1%	230	230	0.0%
11:01-12	1,750	1,790	2.3%	60	70	16.7%
Off-Peak Outbound Total	39,370	39,180	-0.5%	5,120	4,980	-2.7%
Weekday Outbound Total	108,230	107,950	-0.3%	11,420	11,160	-2.3%

Weekend Trends by Time Period

Table 5

Saturday Inbound

Time Period	Penn Station			Atlantic Terminal		
	2010	2011	% Change	2010	2011	% Change
12-3:00	920	850	-7.6%	0	0	0.0%
3:01-6:00	540	580	7.4%	30	40	33.3%
6:01-9	4,630	4,940	6.7%	390	430	10.3%
9:01-12	8,590	8,950	4.2%	630	610	-3.2%
12:01-3	8,760	9,060	3.4%	720	660	-8.3%
3:01-6	7,260	7,370	1.5%	880	760	-13.6%
6:01-9	7,880	7,970	1.1%	870	880	1.1%
9:01-12	5,690	5,590	-1.8%	700	700	0.0%
Inbound Total	44,270	45,310	2.3%	4,220	4,080	-3.3%

Saturday Outbound

Time Period	Penn Station			Atlantic Terminal		
	2010	2011	% Change	2010	2011	% Change
12-3:00	4,480	4,720	5.4%	0	0	0.0%
3:01-6:00	1,390	1,450	4.3%	0	0	0.0%
6:01-9	2,010	2,050	2.0%	620	660	6.5%
9:01-12	4,080	3,960	-2.9%	810	790	-2.5%
12:01-3	6,110	6,160	0.8%	810	810	0.0%
3:01-6	9,870	9,920	0.5%	940	930	-1.1%
6:01-9	8,610	8,400	-2.4%	780	740	-5.1%
9:01-12	6,590	6,670	1.2%	530	500	-5.7%
Outbound Total	43,140	43,330	0.4%	4,490	4,430	-1.3%
Saturday Total	87,410	88,640	1.4%	8,710	8,510	-2.3%

Sunday Inbound

Time Period	Penn Station			Atlantic Terminal		
	2010	2011	% Change	2010	2011	% Change
12-3:00	630	580	-7.9%	0	0	0.0%
3:01-6:00	370	370	0.0%	20	30	50.0%
6:01-9	2,500	2,790	11.6%	280	250	-10.7%
9:01-12	6,720	7,000	4.2%	570	580	1.8%
12:01-3	7,490	7,670	2.4%	620	650	4.8%
3:01-6	5,810	5,890	1.4%	740	730	-1.4%
6:01-9	5,720	5,690	-0.5%	770	860	11.7%
9:01-12	2,900	3,000	3.4%	530	550	3.8%
Inbound Total	32,140	32,990	2.6%	3,530	3,650	3.4%

Sunday Outbound

Time Period	Penn Station			Atlantic Terminal		
	2010	2011	% Change	2010	2011	% Change
12-3:00	5,470	5,320	-2.7%	0	0	0.0%
3:01-6:00	1,710	1,760	2.9%	0	0	0.0%
6:01-9	1,800	1,630	-9.4%	360	360	0.0%
9:01-12	3,540	3,400	-4.0%	660	640	-3.0%
12:01-3	5,230	5,160	-1.3%	770	750	-2.6%
3:01-6	7,830	7,760	-0.9%	770	830	7.8%
6:01-9	7,800	7,620	-2.3%	730	710	-2.7%
9:01-12	3,900	4,020	3.1%	340	380	11.8%
Outbound Total	37,080	36,670	-1.1%	3,630	3,650	0.6%
Sunday Total	69,220	69,660	0.6%	7,160	7,300	2.0%

Reverse Travel Weekday 2011

Reverse AM and PM Peak

East of Jamaica

Table 6

	Eastbound Trains	A.M. Passengers	Westbound Trains	P.M. Passengers
Babylon	9	1,570	8	1,930
Montauk	3	240	3	300
Huntington	5	1,270	3	1,410
Port Jefferson	2	470	1	260
Port Washington	6	1,010	8	1,800
Ronkonkoma	6	1,990	4	2,340
Long Beach	5	430	3	510
Hempstead	5	830	4	700
Far Rockaway	5	520	5	740
Oyster Bay	2	320	3	430
West Hempstead	2	50	2	50
Total	50	8,700	44	10,470

Morning Reverse Peak - Eastbound 4:50am-9:30am

Evening Reverse Peak - Westbound 4:30pm-7:30pm



Staff Summary

Subject APRIL TRACK WORK PROGRAM						Date MARCH 26, 2012	
Department SR. VICE PRESIDENT – OPERATIONS						Vendor Name	
Department Head Name M. GELORMINO <i>Michael Gelormino</i>						Contract Number	
Department Head Signature						Contract Manager Signature	
Project Manager Name							
Board Action						Internal Approval	
Order	To	Date	Approval	Info	Other	Order	Approval
1	LI COMM	3/26				4	President <i>[Signature]</i>
						3	Executive VP <i>acc</i>
						2	VP Mktg & PA <i>[Signature]</i>

PURPOSE:

This is to inform the Long Island Committee of the MTA Long Island Rail Road's plan to adjust schedules to support bridge rehabilitation projects in the month of April 2012.

TRACK WORK PROGRAM

- Montauk Branch – Single main track will be out of service between Speonk and Montauk for 72 hours for three separate weeks Tuesday through Friday April 10-13, 17-20 and again April 24-27 for the waterproofing of Shinnecock Canal Bridge and jacking/lifting of North Highway and Montauk Highway bridges in Hampton Bays.

DISCUSSION

Montauk Branch Bridge Rehabilitation – Montauk Branch April 10-13, 17-20, and 24-27

Phase II of a three phase Bridge rehabilitation project in Hampton Bays will require single main track to be out of service between Speonk and Montauk for three separate weeks during the month of April (April 10-13, 17-20, and 24-27) for 72 hours from 2:13 a.m. Tuesday through 2:30 a.m. Friday. The first phase of this project successfully occurred in October of 2011 and the final phase is scheduled for this fall. Because there will be no track available for train movement during this project, customers traveling on the Montauk branch east of Speonk will be impacted. The LIRR will provide busses to/from train connections during the project, the same as occurred last fall. On Tuesday, nine trains will be affected. On Wednesday and Thursday, ten trains will be affected each day. On Friday, one train will be affected. Customers may experience up to 37 minutes of additional travel time depending upon their origin or destination. This is a \$20 million project covering a two year period to put bridges in a state of good repair. Repairs include waterproofing deck and jacking/lifting of the bridges.

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.

Long Island Rail Road

Human Resources and Diversity 2011 Report

Page 122

Metro-North/Long Island Committee
March 2012

Long Island Rail Road Workforce

12/31/11 – 6,309

Page 129

Agreement (covered by a CBA)	5,597	88.7%
Non-agreement	712	11.3%
By Gender		
Male	5,352	84.8%
Female	957	15.2%
By Age		
40 and over	3518	55.8%
55 and over	734	11.6%

By Race		
White	4,290	68%
Minority	2,019	32%
Black	1,128	17.9%
Hispanic	605	9.6%
Asian	206	3.3%
*American Indian/Alaskan Native	13	0.2%
NHOPI	1	0.0%
Other	66	1%

***Native Hawaiian or Other Pacific Islander (NHOPI) and Other are new EEO categories defined in the 2000 census.**

2010 Total Workforce – 6,461

Long Island Rail Road Retirement Eligibility

	2011	2012	2013	2014	
*Potential Retirement Eligibility					
Agreement	441	385	391	368	
Management	129	133	87	75	
Total	570	518	478	443	
% of total workforce**	8.8%	8.2%	7.6%	7.0%	
Actual Retirement					
Agreement	155				
Management	30				
Total	185				
% of total workforce**	3%				
* Based on 20 years of service and 50 years of age and 5 years of service with 60 years of age					
** 2012 - 2014 percentages are based on year-end 2011 workforce					

Long Island Rail Road

2011 Supervisors by Race and Gender

Page 125

	Total		Male		Female	
Total Supervisory Staff	2,310		1,872	81%	438	19%
White	1,749	75.7%	1,466	83.8%	283	16.2%
Black	298	12.9%	191	64.1%	107	35.9%
Hispanic	168	7.3%	141	83.9%	27	16.1%
Asian	74	3.2%	60	81.1%	14	18.9%
American Indian/Alaskan Native	2	0.1%	2	100%	0	0%
NHOPI*	0	0%	0	0.0%	0	0%
Other*	19	0.8%	12	63.2%	7	36.8%
Total Supervisory Staff			White		Minority	
2010	2,302		1,755	76.2%	547	23.8%
2011	2,310		1,749	75.7%	561	24.3%

*Native Hawaiian or Other Pacific Islander (NHOPI) and Other are new EEO categories defined in the 2000 census.

Long Island Rail Road

2011 New Hires by Race and Gender

Page 126

	Total		Male		Female	
Total New Hires	112		80	71.4%	32	28.6%
White	50	44.6 %	42	37.5%	10	8.9%
Black	30	26.8%	16	14.3%	14	12.5%
Hispanic	17	15.2%	13	11.6%	4	3.6%
Asian	10	8.9%	7	6.3%	3	2.7%
American Indian/Alaskan Native	0	0.0%	0	0.0%	0	0.0%
NHOPI*	0	0%	0	0%	0	0.0%
Other*	5	4.5%	4	3.6%	1	0.9%
Total New Hires			White		Minority	
2010	9		4	53.8%	5	46.2%
2011	112 (+92%)		50	44.6%	62	55.4%

*Native Hawaiian or Other Pacific Islander (NHOPI) and Other are new EEO categories defined in the 2000 census.

Long Island Rail Road 2011 New Hires (cont.)

Total New Hires - 9		Total New Hires - 112*	
<u>Age Range</u>	<u>Hires</u>	<u>Age Range</u>	<u>Hires</u>
20-29	2	20-29	47
30-39	2	30-39	27
40-49	3	40-49	22
50-59	2	50-59	12
60-69	0	60-69	2

*2 new hires were 19 years old.

Long Island Rail Road Complaints Filed 2011

Internal Employee Relations Complaints - Total	20
Internal Discrimination Complaints Title VII / Title VI	15
External Discrimination Complaints Title VII / ADA / ADEA	4

Long Island Rail Road

The Office of Diversity Management's Mission:

To create an inclusive environment at Long Island Rail Road where the diversity of *all* people is valued and respected.

Our mission supports LIRR Core Values and Corporate Mission Statement:

- ♦ Maintain a work environment in which the contributions of all employees are recognized and respected. Provide an environment that is inclusive and that enables each employee to achieve their full potential.
- ♦ Provide excellent rail transportation service which exceeds Customer expectations and is worthy of the Public's trust and support.

Long Island Rail Road Diversity & Inclusion Initiatives 2011

Recruitment: Goal – Increase Diverse Representation

- ◆ Ensured diverse candidate pool by approving applicant flow for position vacancies
- ◆ Concurred on all new hires and promotions

Outreach: Goal – Create Inclusive Organization

- ◆ Hosted year-end Diversity Day event to advance employee engagement
- ◆ Served as Chair for the Long Island Rail Road Diversity Council

Long Island Rail Road Diversity & Inclusion Initiatives 2011

Education: Goal - Improve Cultural Competency

- ◆Conducted Inclusive Leadership and Management training
- ◆Conducted Inclusive Education training
- ◆Provided ad-hoc Respect in the Workplace/Diversity training

Long Island Rail Road 2012 Diversity Goals

Recruitment

- ◆ Partner with HR to increase representation across job groups
- ◆ Provide strong diversity presence at recruitment events and initiatives

Outreach

- ◆ Sponsor and host inclusion and outreach events

Education

- ◆ Expand Inclusive Management & Supervision Training
- ◆ Continue to provide Diversity and Respect in the Workplace training

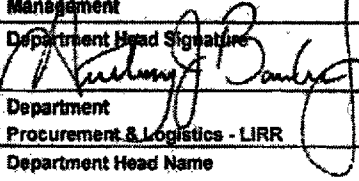
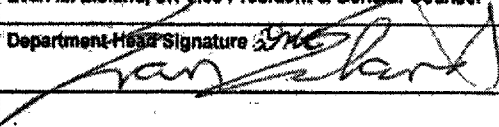

Compliance

- ◆ Continue to refine complaint protocols and processes
- ◆ Annual Title VI and Title VII submissions

**METRO-NORTH/LONG
ISLAND COMMITTEES**

**PROCUREMENTS FOR
BOARD ACTION**

MARCH 28, 2012

Subject Request for Authorization to Award Various Procurements						Date March 6, 2012			
Department Procurement & Material Management - MNR						Department Law and Procurement - MTACC			
Department Head Name Anthony J. Bombace, Jr., Sr. Director, Procurement & Material Management						Department Head Name Evan M. Eisland, Sr. Vice President & General Counsel			
Department Head Signature 						Department Head Signature 			
Department Procurement & Logistics - LIRR									
Department Head Name Dennis L. Mahon, Chief Procurement & Logistics Officer									
Department Head Signature 									
Board Action						Internal Approvals			
Order	To	Date	Approval	Info	Other	Order	Approval	Approval	
1	MNR/LIRR Committee	3-28-12	X			1	President, MNR	X	
2	MTA Board	3-28-12	X			2	President, LIRR	X	
						3	President, MTACC	X	

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

DISCUSSION:

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

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

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

MNR proposes to award Competitive procurements in the following categories:

<u>Schedules Requiring Two-Thirds Vote (or more, where noted)</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule G: Miscellaneous Service Contracts	2	\$13,208,363
SUBTOTAL:	2	\$13,208,363

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

MTACC proposes to award Competitive Procurements in the following categories:

<u>Schedules Requiring Majority Vote</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule I: Modifications to Purchase & Public Work Contracts	2	\$1,312,404
SUBTOTAL:	2	\$1,312,404

MNR proposes to award Ratifications in the following categories: NONE

LIRR proposes to award Ratifications in the following categories: NONE

	<u># of Actions</u>	<u>\$ Amount</u>
MTACC proposes to award Ratifications in the following categories: Schedule K: Ratification of Completed Procurement Actions	1	\$355,477
SUBTOTAL:	1	\$355,477

TOTAL:	5	\$14,876,244
---------------	----------	---------------------

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.

MARCH 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 Co. | \$3.8 Million (estimated) |
| Ram Industrial Svc. | \$4.2 Million (estimated) |
| Sherwood Electromotion Inc. | \$4.3 Million (estimated) |

Repair and Return of DC-Powered Traction Motors-MNR

Approval is requested to award 3 competitively solicited, 5-year miscellaneous service agreements (4 bids received) for the pick-up, repair, and delivery of DC-powered traction motors used on MNR's M-3 and M-2/M-4/M-6 Commuter Railcar Fleets. These agreements are required to maintain MNR's M-3 fleet's long-term operation and the M-2/M-4/M-6 fleet until their anticipated retirement in 2014. The scope of services includes but is not limited to, armature testing and rewind, installation of coils, and repair, recondition and rebuild of motor assemblies. These repairs ensure the efficient, timely, and safe operation of the respective fleets. MNR does not have the capabilities to perform this work.

In order to ensure that MNR has an appropriate inventory of working traction motors particularly during the winter (when failure rates on these older cars spike because of snow/ice ingestion) and to protect against any one vendor not meeting production capacity, MNR Procurement structured the solicitation to allow for award to more than one qualified contractor. The solicitation of potential bidders included both advertisements placed in required publications as well as additional direct outreach to vendors known to perform this unique type of work. Further, the solicitation was based on historical data of the estimated amount of traction motor assemblies requiring various repairs during a 5-year period, taking into account the year-by-year reduction of the M-2/4/6 fleets as the M-8 cars arrive, and the increase in M-3 traction motor repairs as that fleet ages.

Four vendors responded to the solicitation, and 3 of the 4 were deemed responsive and responsible. Walco Electric Company, Ram Industrial Services Inc., and Sherwood Electromotion Inc., the incumbent vendors for this work, submitted bids in accordance with the solicitation and awards to each are requested at this time. The estimated individual award amounts are based on the projected distribution of work to the different vendors and their unit costs. The actual distribution of work to the vendors will be based on cost, operational requirements, and vendor capacity, with the goal of meeting service requirements at the lowest possible cost. MNR's Maintenance of Equipment Department in coordination with MNR's Procurement and Material Management Department manages the distribution of motors and the work performed. As this Board authorization shall not guarantee any one vendor a fixed amount of work, the overall budget may be reallocated as necessary to ensure the most economical repair of these motors.

Unit prices for the new agreements are fixed for the first 2 years, with the 3rd through 5th years' prices adjusted in accordance with pre-designated tables of escalation formulae published by the Bureau of Labor Statistics. The cost of these services has increased 1% per year comparing the midpoint of the two contracts.

The estimated annual cost for the first 3 years of these new agreements shall be \$2.98M, reducing to \$1.68M each year over the last 2 years (through December 2016) or an estimated total of \$12.3M. In contrast, the 5-year cost under the prior agreements was \$20M. The prices for the new agreements are deemed fair and reasonable for the work to be performed. These agreements are to be funded by the MNR Operating Budget.

2. Sissco Material Handling, Inc \$908,363 (not-to-exceed)
Inspection, Maintenance and Parts Replacement -MNR & LIRR Portable Railcar Floor Jacks, Overhead Cranes, Turntables and Car Hoists

Competitively solicited (1 bid received), negotiated, miscellaneous service contract for a 3-year period for preventative and remedial maintenance, inspection services and parts replacement for MNR's portable railcar floor jacks and LIRR's overhead cranes, turntables and car hoists. MNR currently has 27 machines located in the New Haven, Stamford, North White Plains and Harmon facilities. LIRR has 11 machines located in the Morris Park, Richmond Hill and Long Island City facilities. The LIRR machines are larger, older and require more detailed maintenance, repair and parts replacement than the MNR machines.

Sissco Material Handling was the sole bidder for the solicitation, and is a new vendor for these services. Whiting, the incumbent vendor and the OEM for the machines, did not respond to the solicitation. A comparison of prices paid in the previous agreement (2008-2011) with the new 3-year agreement reflects a significant decrease. The cost of these services has decreased approximately 10% per year comparing the midpoint of the two contracts. Further, all replacement parts to be used in the agreement are at-cost with no additional markup. The total award for both Railroads is not-to-exceed \$908,363 for the 3-year period (MNR = \$298,217 and LIRR = \$610,146). This procurement is funded by each Railroad's Operating Budget.



March 2012

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote

I. Modifications To Purchase and Public Work Contracts

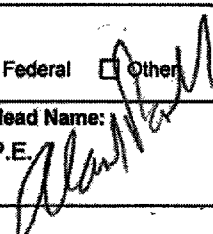
(Staff Summaries required for individual change orders greater than \$250K. Approval without Staff Summary required for change orders greater than 15% of the adjusted contract amount which are also at least \$50K)

1. Tutor Perini Corporation \$987,904 Staff Summary Attached
Contract No. CH053
Modification No. 71
Pursuant to Article IX of the All-Agency Procurement Guidelines, Board approval is requested to modify the contract to add the location Amtrak Signal and Communications utility lines. This is a scope and budget transfer from Force Account Package FHA02.
2. Granite-Traylor-Frontier ("GTF"), JV \$324,500 Staff Summary Attached
Contract No. CQ031
Modification No. 61
Pursuant to Article IX of the MTA All-Agency Procurement Guidelines, MTACC seeks Board approval to modify the contract to provide additional geotechnical and structural instrumentation as well as improvements to the structure of the GM Bridge.

Schedule I: Modifications to Purchase and Public Work Contracts



Item Numbers 1

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

Contract Number	AWO/Modification #
CH053	71
Original Amount:	
\$ 139,280,000	
Prior Modifications:	
\$ 31,468,739	
Prior Budgetary Increases:	
0	
Current Amount:	
\$ 170,748,739	
This Request	\$ 987,904
% of This Request to Current Amount:	
.01%	
% of Modifications (including This Request) to Original Amount:	
23.3%	

Discussion:

This contract is for the construction of various civil infrastructure elements in Harold Interlocking and to expand the existing LIRR/Amtrak right-of-way to enable mainline track diversions and facilitate the future construction of tunnels for the East Side Access ("ESA") Project. Pursuant to Article IX of the MTA All-Agency Procurement Guidelines, MTACC seeks Board approval of a modification to add work related to the location of Amtrak Signal and Communications utility lines. This is a scope and budget transfer.

Amtrak Force Account Package FHA02 showed conduit and wire for future Amtrak Signal and Communications in Sunnyside Yard for the Q-Tower interlock running in a cable trough which would be at grade level. The revised plans for the West Bound Bypass track structure ("WBY") to be constructed under future Contract CH057, calls for it to be constructed in the location of the cable trough. This will require the signal and communications cables to be located above future WBY in an aerial structure in lieu of the at grade cable trough. In addition, Amtrak forces can no longer perform this work due to the complexity of this steel fabricated structure and lack of resources. Therefore, MTACC has determined that this work should be transferred to Contract CH053 since its contractor is already mobilized on-site, has the required experience and capability to perform the work.

The Contractor submitted a cost proposal of \$1,229,627 while MTACC's project estimate was \$912,227. Negotiations were held, and the parties agreed to a cost of \$987,904 which is considered fair and reasonable as it falls within an acceptable parameter of the estimate. There is no time impact associated with the modification. The budget for this work will be transferred from package FHA02. An errors and omission analysis will be conducted to determine if the cost for this modification are recoverable from the designer.

Schedule I: Modifications to Purchase and Public Work Contracts

Item Numbers 2

Vendor Name (& Location)	
Granite-Traylor-Frontier ("GTF"), Joint Venture	
Description	
Queens Bored Tunnels and Structures	
Contract Term (including Options, if any)	
9/28/09 – 4/30/12	
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
Funding Source	
<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name:	
East Side Access, A. Paskoff, P.E.	

Contract Number	AWO/Modification #
CQ031	61
Original Amount: \$ 659,200,700	
Prior Modifications: \$ 103,614,739 (includes an option of \$58,400,700)	
Prior Budgetary Increases: 0	
Current Amount: \$ 762,815,439	
This Request	\$ 324,500
% of This Request to Current Amount: 0.43%	
% of Modifications (including This Request) to Original Amount: 158%	

Discussion:

The work under the subject contract generally consists of construction of four soft-ground bored tunnels and demolition of surface structures for the East Side Access project. Pursuant to Article IX of the All-Agency Procurement Guidelines, MTACC seeks Board approval of a modification to provide additional geotechnical and structural instrumentation as well as improvements to the structure of the GM Bridge ("Bridge").

Under the Contract, the Contractor is required to submit a monitoring plan detailing the geotechnical and structural instrumentation which is to be installed on the Bridge and how movements will be monitored during the underpinning operations prior to Tunnel Boring Machine ("TBM") tunneling operations proceed underneath it. Based on further analysis on the ground stability in the area, the potential for settlement of the bridge piers, as well as a request from the bridge owner, MTACC has determined that the Contractor should provide additional measures to protect the Bridge. The protective measures include removal of the column foundation (including excavation, shoring and partial demolition of concrete), removal and replacement of gabion slope protection, lead abatement, adjustments to the lateral bracing at all piers and additional instrumentation.

The Contractor submitted a cost proposal in the amount of \$408,079. MTACC's estimate was \$319,142. Negotiations were held and the parties agreed to a cost of \$324,500 which is considered to be fair and reasonable as it falls within an acceptable parameter of the estimate. An errors and omissions analysis is required to determine if the cost for this modification is recoverable from the designer. Funding is available through the Contract's contingency.

March 2012

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

K. Ratification of Completed Procurement Actions (Involving Schedule E-J)
(Staff Summaries required for items requiring Board approval.)

3. Tutor Perini Corporation \$355,477 Staff Summary Attached

Contract No. CH053

Modification No. 70

Pursuant to Article IX of the All-Agency Procurement Guidelines, Board is requested to ratify a modification for the replacement of the Mixed-Face Cutterhead for the Microtunnel Boring Machine with a Rock-Face Cutterhead. Funding is available from the Project's contingency

Schedule K: Ratification of Completed Procurement Actions

Item Number 3

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

Contract Number	AWO/Modification #
CH053	70
Original Amount: \$ 139,280,000	
Prior Modifications: \$ 31,468,739	
Prior Budgetary Increases: 0	
Current Amount: \$ 170,748,739	
This Request	\$ 355,477
% of This Request to Current Amount: .01%	
% of Modifications (including This Request) to Original Amount: 22.8%	

Discussion:

This contract is for the construction of various civil infrastructure elements in Harold Interlocking and to expand the existing LIRR/Amtrak right-of-way to enable mainline track diversions and facilitate the future construction of tunnels for the East Side Access ("ESA") Project. Pursuant to Article IX of the MTA All-Agency Procurement Guidelines, MTACC seeks Board ratification of a modification for the substitution of a Rock-Face Cutterhead for the Contract specified Mixed-Face Cutterhead on the Microtunnel Boring Machine ("MTBM").

The Contract Specification required a Mixed-Face Cutterhead for MTBM to do the tunneling in Sunnyside Yard. During the course of the work, large boulders were encountered which caused the Mixed Face Cutterhead to jam and prevented the MTBM to proceed under the tracks. Therefore in order to progress the work, a Rock-Face Cutterhead had to be purchased and installed on the MTBM.

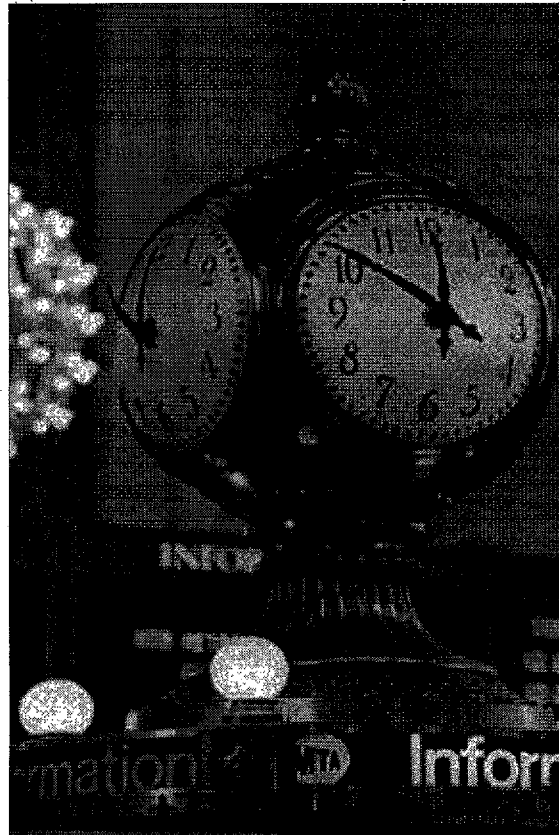
The Contractor submitted a cost proposal of \$374,356 while MTACC's project estimate was \$335,304. Negotiations were held, and the parties agreed to a cost of \$355,477 which is considered fair and reasonable as it falls within an acceptable parameter of the estimate. There is no time impact associated with the modification. The budget for this modification will come from the ESA Project's contingency. An errors and omission analysis will be conducted to determine if the cost for this modification are recoverable from the designer.

The Contractor was directed to proceed with the work in order not to negatively impact the overall project schedule.



Metro-North Railroad

**Status of Operations &
Safety Report
March 2012**



MONTHLY OPERATING REPORT

March 2012

Performance Summary			2012 Data			2011 Data	
			Annual Goal	February	YTD thru February	February	YTD thru February
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	System	Overall	97.8%	98.8%	98.8%	95.4%	94.4%
		AM Peak	97.0%	98.4%	98.6%	91.3%	89.7%
		AM Reverse Peak	97.6%	98.6%	98.4%	94.6%	93.1%
		PM Peak	98.0%	98.8%	99.0%	94.0%	93.8%
		Total Peak		98.6%	98.7%	92.9%	91.9%
		Off Peak Weekday	97.9%	98.6%	98.8%	96.2%	95.7%
		Weekend	97.9%	99.3%	99.1%	98.4%	96.2%
	Hudson Line	Overall	98.2%	98.9%	98.9%	98.1%	97.7%
		AM Peak	98.0%	98.7%	99.1%	95.7%	95.9%
		AM Reverse Peak	98.5%	97.0%	98.0%	94.2%	96.2%
		PM Peak	98.4%	98.9%	98.9%	99.5%	98.7%
		Total Peak		98.6%	98.9%	97.1%	97.1%
		Off Peak Weekday	98.1%	98.7%	98.8%	98.4%	98.2%
		Weekend	98.2%	99.7%	99.3%	99.4%	98.1%
	Harlem Line	Overall	98.3%	98.8%	98.9%	97.7%	97.1%
		AM Peak	98.0%	98.2%	97.9%	98.2%	96.0%
		AM Reverse Peak	98.0%	99.1%	98.1%	98.8%	96.7%
		PM Peak	98.5%	99.6%	99.5%	95.5%	96.0%
		Total Peak		98.9%	98.5%	97.2%	96.1%
		Off Peak Weekday	98.4%	98.6%	99.1%	97.6%	97.6%
		Weekend	98.5%	99.2%	99.1%	98.9%	98.1%
	New Haven Line	Overall	97.2%	98.6%	98.8%	92.1%	90.4%
		AM Peak	95.7%	98.5%	98.8%	82.0%	80.3%
		AM Reverse Peak	96.8%	98.9%	99.0%	90.6%	87.8%
		PM Peak	97.5%	98.3%	98.7%	89.0%	88.9%
		Total Peak		98.4%	98.8%	86.1%	84.9%
		Off Peak Weekday	97.5%	98.5%	98.6%	94.2%	93.2%
		Weekend	97.4%	99.3%	99.0%	97.5%	93.5%
Operating Statistics							
Trains Scheduled				16,872	34,534	15,668	32,405
Avg. Delay per Late Train (min) <small>excluding trains canceled or terminated</small>				13.1	13.1	15.7	16.3
Trains Over 15 min. Late <small>excluding trains canceled or terminated</small>			1,000	39	77	192	546
Trains Canceled			160	10	15	80	153
Trains Terminated			160	9	20	39	83
Percent of Scheduled Trips Completed			99.8%	99.9%	99.9%	99.2%	99.3%
Consist Compliance <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>	System	Overall	98.6%	99.8%	99.8%	97.6%	96.7%
		AM Peak	97.7%	99.5%	99.4%	95.2%	93.2%
		AM Reverse Peak	97.7%	100.0%	100.0%	97.8%	96.6%
		PM Peak	97.3%	99.9%	99.9%	95.2%	93.5%
		Total Peak		99.7%	99.7%	95.6%	93.9%
		Off Peak Weekday	99.3%	99.8%	99.8%	98.7%	98.2%
		Weekend	99.3%	99.8%	99.8%	99.2%	99.0%
	Hudson Line	AM Peak	99.0%	100.0%	100.0%	99.2%	99.3%
		PM Peak	99.0%	100.0%	100.0%	99.5%	99.4%
	Harlem Line	AM Peak	99.0%	99.9%	99.9%	99.2%	98.7%
		PM Peak	99.0%	100.0%	99.9%	98.9%	98.1%
	New Haven Line	AM Peak	96.0%	98.8%	98.6%	87.6%	83.5%
		PM Peak	95.0%	99.9%	99.8%	88.1%	85.2%

Categories of Delay		2012 Data			2011 Data	
		January	February	YTD thru February	February	YTD thru February
Train Delay Incidents Resulting in Late Trains. <i>(Each delay incurred by a late train is considered a separate train delay incident. Therefore, the number of train delay incidents is higher than the number of late trains for the month.)</i>	Maintenance of Way	102	73	175	87	270
	Capital Projects	0	4	4	0	0
	Maintenance of Equipment	71	77	148	330	739
	Operations Services	11	2	13	24	51
	Police Incidents	11	32	43	30	78
	Other	0	4	4	0	0
	Customers	24	11	35	35	68
	3rd Party Operations <i>(Other railroads, marine traffic, etc.)</i>	1	0	1	16	92
	Weather and Environmental	3	16	19	256	700



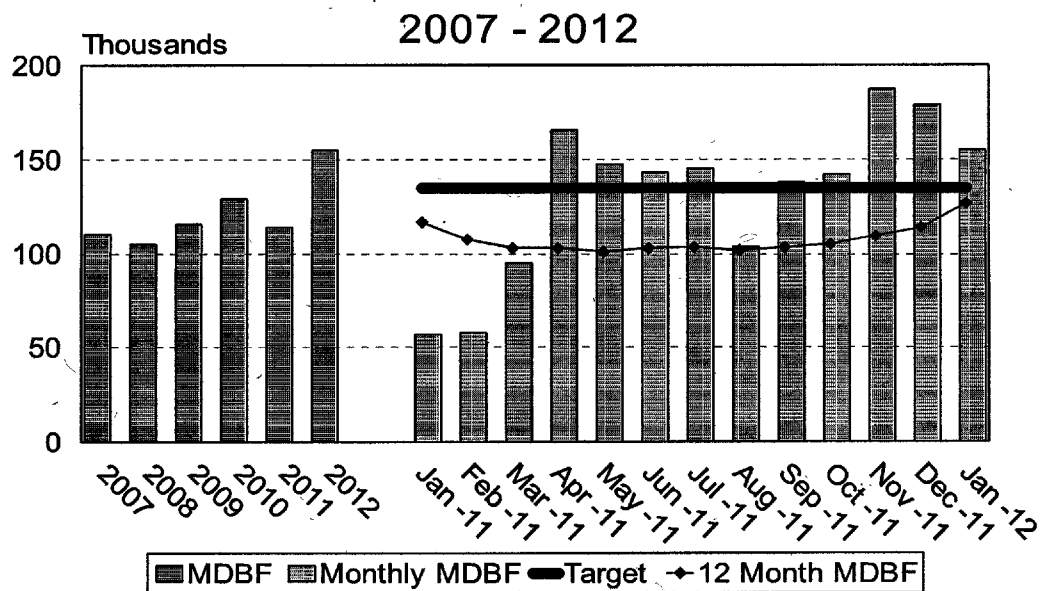
EVENTS RESULTING IN 10 or MORE LATE (L), CANCELED (C) OR TERMINATED (T) TRAINS

Date	Day	DESCRIPTION OF EVENT	Number of Late Trains															TOTAL		
			AM Peak			AM Reverse			PM Peak			Off Peak			Weekend			Late	Cxld	Term
L	C	T	L	C	T	L	C	T	L	C	T	L	C	T	L	C	T			
02/22	Wed	Train 1318 is stopped in 3 pocket at MO (bet. Cp5 and cp106), struck some wires and stopped to inspect equipment.	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	11	0	0
02/23	Thr	All trains operated at restricted speed due to MTAPD chasing a dog between Port Chester and Greenwich.	0	0	0	0	0	0	9	0	0	1	0	0	0	0	0	10	0	0
02/24	Fri	With I-84 and several road being close due to weather conditions, crews reported difficulty getting to their assigned location, causing many cancelled and late trains on the Harlem line.	7	5	0	1	0	0	0	0	0	0	0	0	0	0	0	8	5	0
TOTAL FOR MONTH			7	5	0	1	0	0	9	0	0	12	0	0	0	0	0	29	5	0
																		34		

	Equip- ment Type	Total Fleet Size	2012 Data						2011 Data		
			MDBF Goal (miles)	Jan MDBF (miles)	Primary Failure Goal	Jan Primary Failures	YTD MDBF thru Jan (miles)	12 month MDBF Rolling Avg (miles)	Jan MDBF (miles)	Jan No. of Primary Failures	YTD MDBF thru Jan (miles)
Mean Distance Between Failures	M2	228	80,000	127,573	11	10	127,573	75,147	33,635	39	33,635
	M4/M6	102	60,000	56,299	9	9	56,299	50,744	16,916	26	16,916
	M8	76	200,000	144,285	2	3	144,285	141,355	N/A	N/A	N/A
	M3	140	120,000	269,065	3	0	269,065	421,415	43,578	6	43,578
	M7	336	440,000	607,722	4	3	607,722	648,147	340,753	5	340,753
	Coach	213	290,000	193,597	5	7	193,597	341,411	279,354	5	279,354
	P-32	31	35,000	45,613	5	4	45,613	37,952	21,187	9	21,187
	BL-20	12	12,000	21,521	3	2	21,521	11,202	8,094	4	8,094
	Fleet	1138	135,000	154,952	42	38	154,952	127,085	56,773	94	56,773
	M2/4/6/8		100,000	100,695	22	22	100,695	69,670	26,948	65	26,948
	M3/7		300,000	697,411	7	3	697,411	603,907	178,658	11	178,658
	Diesel/Coach		120,000	121,590	13	13	121,590	138,611	89,991	18	89,991

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	February	YTD thru February	February	YTD thru February
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%	98.7%	98.1%	94.8%	93.4%
		AM Peak	97.3%	98.9%	98.2%	90.9%	88.9%
		PM Peak	96.8%	99.6%	99.0%	92.6%	92.8%
		Total Peak		99.3%	98.6%	91.8%	90.9%
		Off Peak Weekday	95.9%	98.1%	97.9%	95.4%	94.5%
		Weekend	95.9%	98.8%	97.8%	98.8%	95.4%
	Pascack Line	Overall	97.0%	99.3%	98.9%	97.5%	96.2%
	Valley Line	AM Peak	98.0%	100.0%	98.8%	95.9%	95.4%
		PM Peak	97.5%	99.3%	98.6%	94.7%	96.3%
		Total Peak		99.7%	98.7%	95.4%	95.8%
		Off Peak Weekday	96.5%	99.0%	99.5%	98.1%	96.5%
		Weekend	96.5%	99.5%	98.3%	99.5%	96.0%
	Port Jervis Line	Overall	95.5%	97.7%	96.9%	91.0%	89.5%
		AM Peak	96.0%	97.5%	97.5%	83.3%	79.1%
		PM Peak	96.0%	100.0%	99.6%	90.8%	89.7%
		Total Peak		98.8%	98.5%	87.6%	85.2%
		Off Peak Weekday	95.0%	96.8%	95.5%	91.3%	91.5%
		Weekend	95.0%	97.7%	96.9%	97.6%	94.3%
Operating Statistics							
	Trains Scheduled			1,565	3,211	1,503	3,145
	Avg. Delay per Late Train (min) <small>excluding trains canceled or terminated</small>			23.6	22.6	18.5	18.6
	Trains Over 15 min. Late <small>excluding trains canceled or terminated</small>		80	11	26	28	79
	Trains Canceled			0	2	0	5
	Trains Terminated			1	4	6	14
	Percent of Scheduled Trips Completed		99.8%	99.9%	99.8%	99.6%	99.4%

FEBRUARY 2012 STANDEE REPORT

East of Hudson

			FEB 2011	YTD 2011	FEB 2012	YTD 2012
Daily Average AM Peak	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	3	9	0	0
		Total Standees	3	9	0	0
	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	30	30	2	1
		Total Standees	30	30	2	1
	New Haven Line	Program Standees	554	326 **	0	0
		Add'l Standees	557	454	20	18
		Total Standees	1111	780	20	18
	EAST OF HUDSON TOTAL - AM PEAK		1144	819	22	19
Daily Average PM Peak	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	6	3	0	0
		Total Standees	6	3	0	0
	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	14	26	0	0
		Total Standees	14	26	0	0
	New Haven Line	Program Standees	648	343 **	0	0
		Add'l Standees	404	319	1	2
		Total Standees	1052	662	1	2
	EAST OF HUDSON TOTAL - PM PEAK		1072	691	1	2

West of Hudson

West of Hudson			FEB 2011	YTD 2011	FEB 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	1	1	0	0
		Total Standees	1	1	0	0
	WEST OF HUDSON TOTAL - AM PEAK		1	1	0	0
	Daily Average PM Peak	Port Jervis Line	Program Standees	0	0	0
Add'l Standees			0	0	0	0
Total Standees			0	0	0	0
Pascack Valley Line		Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		Total Standees	0	0	0	0
WEST OF HUDSON TOTAL - PM PEAK		0	0	0	0	

Definitions

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

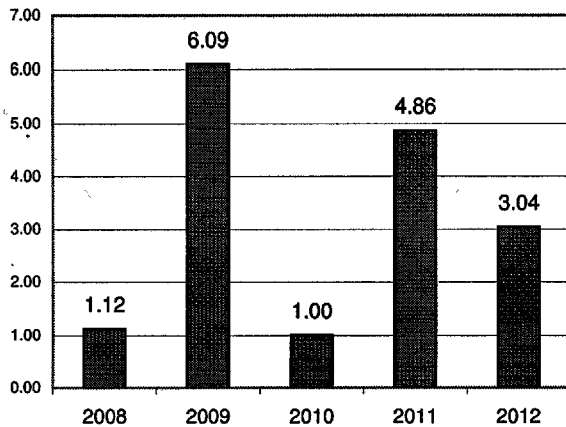
"Program Standees" is the average number of customers in excess of programmed seating capacity.

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

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

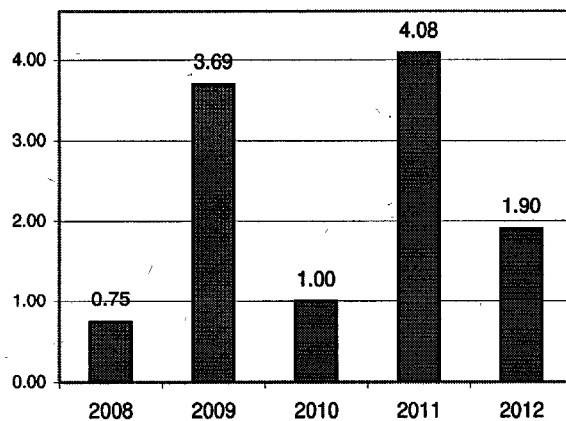
MTA Metro-North Railroad Summary of Employee Injuries thru January



Total Employee Injuries

Year	Total	Total FI*
2008	6	1.12
2009	33	6.09
2010	5	1.00
2011	25	4.86
2012	16	3.04

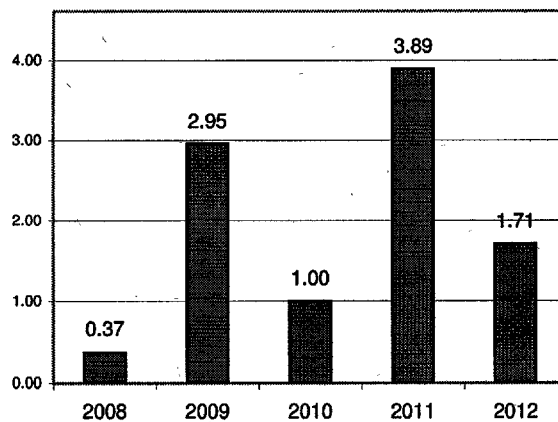
% change from last year: -37.4%
2012 Total FI Goal 2.90



Employee FRA Reportable Injuries

Year	Total	FRA FI*
2008	4	0.75
2009	20	3.69
2010	5	1.00
2011	21	4.08
2012	10	1.90

% change from last year: -53.4%
2012 FRA FI Goal 2.50



Employee Lost Time and Restricted Duty Injuries

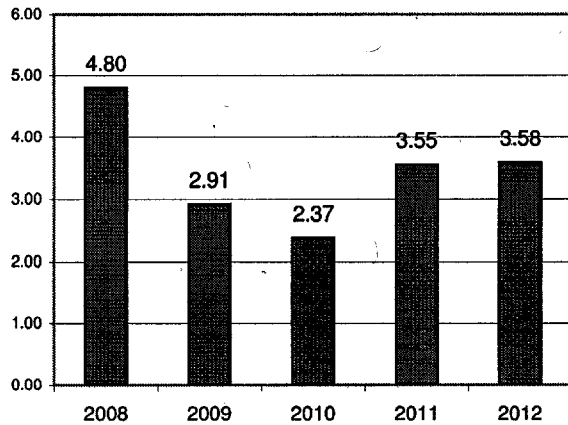
Year	LT	RD	LT FI*	RD FI*	LT&RD FI*
2008	2	0	0.37	0.00	0.37
2009	14	2	2.58	0.37	2.95
2010	4	1	0.80	0.20	1.00
2011	16	4	3.11	0.78	3.89
2012	8	1	1.52	0.19	1.71

% change from last year: -56.0%
2012 LT&RD FI Goal 2.00

* - Injuries per 200,000 hours worked

MTA Metro-North Railroad

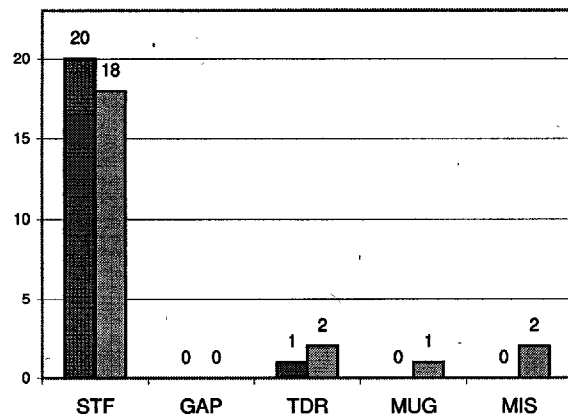
Summary of Customer/Contractor Injuries thru January



Total Customer Injuries

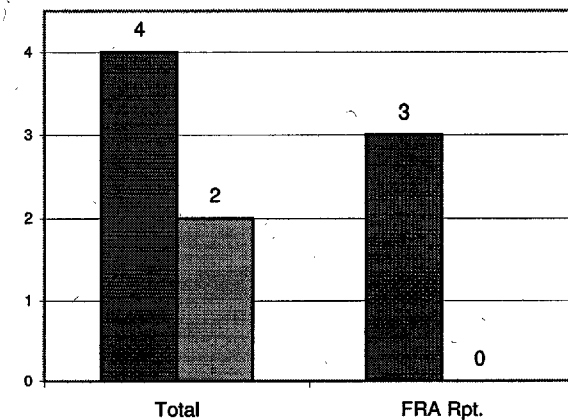
Year	Total	Total FI*
2008	31	4.80
2009	18	2.91
2010	14	2.37
2011	21	3.55
2012	23	3.58

% change from last year: 1.0%
2012 Total FI Goal 2.70



Top 5 Customer Injuries by Type

Year	Slip/Trip/Fall	Gap	Train Doors	Mugging	Misc.
2011	20	0	1	0	0
2012	18	0	2	1	2
% Chg	-10.0%	0.0%	100.0%	100.0%	200.0%



Contractor Injuries

Year	Total	FRA Rpt.
2011	4	3
2012	2	0
% Chg	-50.0%	-100.0%

* - Injuries per 1,000,000 rides



Metro-North Railroad

**Financial and Ridership Report
March 2012**

MTA METRO-NORTH RAILROAD
FINANCIAL STATEMENTS
MONTH ENDED: JANUARY 31, 2012

OFFICE OF VICE PRESIDENT OF FINANCE & INFORMATION SYSTEMS

**MTA METRO-NORTH RAILROAD
JANUARY 2012 FINANCIAL AND RIDERSHIP REPORT
EXECUTIVE SUMMARY**

January financial results were favorable as compared to the Adopted Budget. Total operating revenues were 4.5% higher due to favorable ridership trends and operating expenditures were 6.0% lower than projected (primarily due to timing differences in expenditures vs. plan that will be incurred as the year progresses). Capital program expenditures (and reimbursements) were \$6.0 million lower than Budget also due to timing differences and the rescheduling of project activity.

Ridership

Total rail ridership was 6.5 million riders for the month.

East of Hudson

- January ridership of 6.4 million was 4.4% higher than Budget and 5.5% higher than 2011 reflecting mild winter weather conditions, a continuation of positive growth trends, and consistently high levels of service reliability and on-time performance.
- Commutation ridership was 1.9% higher than Budget. Compared to 2011, January commutation ridership was 2.7% higher.
- Non-commutation ridership was 8.4% than Budget and 10% higher vs. 2011 due to milder winter weather conditions than experienced last year and continued growth trends.

West of Hudson

- January ridership was 2.9% lower than the Budget and 12.3% lower than 2011 due to slower than projected recovery of ridership losses following the three month suspension of Port Jervis Line service.

Revenue

- Total Revenue of \$61.7 million through January was \$3.8 million 5.8% lower than Budget.
- Fare Box Revenue of \$ 46.5 million was \$1.9 million higher than Budget due to higher ridership.
- Other Operating Revenue of \$3.9 million was \$0.2 million higher than Budget.
- Capital and Other Reimbursements of \$11.3 million was \$6.0 million lower than Budget due primarily to timing differences in project activity.

Expenses

- Total Expenses of \$117.9 million through January were \$12.7 million lower than Budget. Most of the underrun was due to timing differences in non-payroll expenditures (\$10.4 million) for non-reimbursable and reimbursable material usage, contract service costs and electric power costs.
- Labor costs were \$2.3 million or 3.2% favorable vs. Budget primarily due to lower payroll and health care costs due to vacancies.

Financial Performance Measures

- Adjusted Farebox Operating Ratio of 64.5% for January was 7.5% higher than the Budget due to the combined impact of lower expenses and higher farebox revenues.
- Adjusted Cost per Passenger of \$12.43 for January was \$1.64 higher than budget due to lower expenses and higher ridership levels.
- Revenue per Passenger of \$7.33 for the month was on-target to the Budget

**MTA METRO-NORTH RAILROAD
JANUARY 2012 FINANCIAL REPORT
YEAR-TO-DATE ACTUAL VERSUS ADOPTED BUDGET**

REVENUE

Total Revenue – \$3.8 million (5.8%) lower than the Budget for January.

- **Fare Box Revenue** – \$1.9 million (4.3%) higher than the Budget primarily due to higher commutation and non-commutation ridership due to mild winter weather conditions and continuing positive growth trends across all three East of Hudson commuter lines.
- **Other Operating Revenue** – year-to-date revenues were \$0.2 million higher than Budget primarily due to higher GCT net retail revenue.
- **Capital and Other Reimbursements** – \$6.0 million lower than the Budget due to timing differences/rescheduling in expenditures for capital projects (Danbury Branch Signal System, NH Component Change-out Shop and Port Jervis Line Reconstruction).

EXPENSES

Total Expenses – January was \$12.7 million (9.7%) lower than Budget due primarily to timing differences in non-payroll expenditures for non-reimbursable and reimbursable material usage, contract service costs and electric power costs.

- **Labor expenses** (including fringes and overhead recoveries) were \$2.3 million (3.2%) lower than the Budget for January primarily due to lower payroll and healthcare costs due to vacancies.

• **Non-Labor Expenses**

Total non-labor expenses were \$10.4 million lower than Budget.

- **Electric Power** – \$1.2 million lower than Budget due to lower prices offset by higher consumption on the NHL.
- **Fuel** – \$0.7 million lower due to a timing difference in recording NHL usage for January.
- **Maintenance & Other Operating Contracts** – year-to-date expenditures were \$2.8 million lower than Budget primarily due to timing differences in reimbursable expenditures for Port Jervis Line Reconstruction and Danbury Branch Signal System projects, as well as lower utility costs and timing differences in maintenance/repair service costs for the Harlem River Lift Bridge, security cameras and construction services.
- **Professional Services** – \$0.2 million over budget primarily due to timing differences for the M-8 project, bridge inspections and legal fees.
- **Materials & Supplies** – year-to-date expenditures were \$6.2 million below the Budget due to timing differences in reimbursable capital project activity (\$4.3 million related to Danbury Branch Signal System, NH Yard Component Change-out Shop, and GCT Fire Life Safety projects) and lower expenditures for rolling stock material.
- **Other Business Expenses** – \$0.3 million higher than the Budget primarily due to a higher subsidy for West of Hudson operations.
- **Depreciation and Other Non Cash Liability Adjustments** – on-target vs. the Budget.

CASH DEFICIT

Cash Deficit for January was \$1.9 million above the Budget.

MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2012 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
January 2012
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$44.572	\$46.502	\$1.930	4.3	\$0.000	\$0.000	\$0.000	-	\$44.572	\$46.502	\$1.930	4.3
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	3.682	3.916	0.234	6.4	0.000	0.000	0.000	-	3.682	3.916	0.234	6.4
Capital & Other Reimbursements:												
MTA	0.000	0.000	0.000	-	9.667	5.606	(4.061)	(42.0)	9.667	5.606	(4.061)	(42.0)
CDOT	0.000	0.000	0.000	-	6.577	4.815	(1.762)	(26.8)	6.577	4.815	(1.762)	(26.8)
Other	0.000	0.000	0.000	-	0.874	0.844	(0.130)	(13.3)	0.874	0.844	(0.130)	(13.3)
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	17.217	11.265	(5.952)	(34.6)	17.217	11.265	(5.952)	(34.6)
Total Revenue/Receipts	\$48.254	\$50.418	\$2.164	4.5	\$17.217	\$11.265	(\$5.952)	(34.6)	\$65.472	\$61.683	(\$3.789)	(5.8)
Expenses												
Labor:												
Payroll	\$34.848	\$34.167	\$0.682	2.0	\$3.404	\$3.311	\$0.093	2.7	\$38.252	\$37.478	\$0.774	2.0
Overtime	4.957	4.811	0.146	3.0	1.093	1.252	(0.159)	(14.5)	6.050	6.063	(0.013)	(0.2)
Health and Welfare	7.984	6.930	1.054	13.2	0.934	0.922	0.012	1.3	8.918	7.852	1.066	12.0
OPEB Current Payment	1.333	1.546	(0.212)	(15.9)	0.000	0.000	0.000	-	1.333	1.546	(0.212)	(15.9)
Pensions	5.718	5.690	0.028	0.5	0.669	0.525	0.144	21.5	6.387	6.215	0.172	2.7
Other Fringe Benefits	8.232	7.534	0.699	8.5	0.755	0.886	(0.131)	(17.4)	8.987	8.420	0.568	6.3
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	(2.609)	(2.441)	(0.168)	(6.4)	0.000	2.525	0.085	3.3	0.001	0.084	(0.083)	-
Total Labor	\$60.463	\$58.235	\$2.228	3.7	\$9.465	\$9.421	\$0.044	0.5	\$69.928	\$67.656	\$2.272	3.2
Non-Labor:												
Electric Power	7.483	6.288	1.195	16.0	0.000	0.000	0.000	-	7.483	6.288	1.195	16.0
Fuel	2.709	2.022	0.686	25.3	0.000	0.000	0.000	-	2.709	2.022	0.686	25.3
Insurance	0.872	0.880	(0.008)	(1.0)	0.338	0.331	0.007	2.1	1.210	1.211	(0.001)	(0.1)
Claims	0.052	0.010	0.042	81.1	0.000	0.000	0.000	-	0.052	0.010	0.042	81.1
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	7.616	6.952	0.664	8.7	2.123	(0.059)	2.182	*	9.739	6.893	2.845	29.2
Professional Service Contracts	1.764	1.436	0.328	18.6	0.087	0.605	(0.518)	-	1.851	2.041	(0.190)	(10.3)
Materials & Supplies	6.651	4.725	1.926	29.0	5.138	0.869	4.269	83.1	11.789	5.594	6.195	52.5
Other Business Expenses	1.976	2.280	(0.304)	(15.4)	0.067	0.098	(0.031)	(46.8)	2.043	2.378	(0.336)	(16.4)
Total Non-Labor	\$29.122	\$24.594	\$4.528	15.5	\$7.752	\$1.844	\$5.908	76.2	\$36.874	\$26.438	\$10.436	28.3
Other Adjustments:												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$89.585	\$82.829	\$6.756	7.5	\$17.217	\$11.265	\$5.952	34.6	\$106.802	\$94.094	\$12.708	11.9
Depreciation	18.763	18.763	0.000	0.0	0.000	0.000	0.000	-	18.763	18.763	0.000	0.0
OPEB Obligation	5.000	5.000	0.000	0.0	0.000	0.000	0.000	-	5.000	5.000	0.000	0.0
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses	\$113.348	\$106.592	\$6.756	6.0	\$17.217	\$11.265	\$5.952	34.6	\$130.565	\$117.857	\$12.708	9.7
Net Surplus/(Deficit)	(\$65.093)	(\$56.174)	\$8.919	13.7	\$0.000	\$0.000	\$0.000	-	(\$65.093)	(\$56.174)	\$8.919	13.7
Cash Conversion Adjustments:												
Depreciation	18.763	18.763	0.000	0.0	0.000	0.000	0.000	-	18.763	18.763	0.000	0.0
Operating/Capital	(0.447)	(0.472)	(0.025)	(5.6)	0.000	0.000	0.000	-	(0.447)	(0.472)	(0.025)	(5.6)
Other Cash Adjustments	12.457	1.626	(10.831)	(86.9)	0.000	0.000	0.000	-	12.457	1.626	(10.831)	(86.9)
Total Cash Conversion Adjustments	\$30.773	\$19.917	(\$10.856)	(35.3)	\$0.000	\$0.000	\$0.000	-	\$30.773	\$19.917	(\$10.856)	(35.3)
Net Cash Surplus/(Deficit)	(\$34.320)	(\$36.257)	(\$1.937)	(5.6)	\$0.000	\$0.000	\$0.000	-	(\$34.320)	(\$36.257)	(\$1.937)	(5.6)

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

MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2012 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
January Year-To-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Percent	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Percent	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Percent
Revenue												
Farebox Revenue	\$44.572	\$46.502	\$1.930	4.3	\$0.000	\$0.000	\$0.000	-	\$44.572	\$46.502	\$1.930	4.3
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	3.682	3.916	0.234	6.4	0.000	0.000	0.000	-	3.682	3.916	0.234	6.4
Capital & Other Reimbursements												
MTA	0.000	0.000	0.000	-	9.667	5.606	(4.061)	(42.0)	9.667	5.606	(4.061)	(42.0)
CDOT	0.000	0.000	0.000	-	6.577	4.815	(1.762)	(26.8)	6.577	4.815	(1.762)	(26.8)
Other	0.000	0.000	0.000	-	0.974	0.844	(0.130)	(13.3)	0.974	0.844	(0.130)	(13.3)
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	17.217	11.265	(5.952)	(34.6)	17.217	11.265	(5.952)	(34.6)
Total Revenue/Receipts	\$48.254	\$50.418	\$2.164	4.5	\$17.217	\$11.265	(\$5.952)	(34.6)	\$65.472	\$61.683	(\$3.789)	(5.8)
Expenses												
Labor												
Payroll	\$34.848	\$34.167	\$0.682	2.0	\$3.404	\$3.311	\$0.093	2.7	\$38.252	\$37.478	\$0.774	2.0
Overtime	4.957	4.811	0.146	3.0	1.093	1.252	(0.159)	(14.6)	6.050	6.063	(0.013)	(0.2)
Health and Welfare	7.984	6.930	1.054	13.2	0.934	0.922	0.012	1.3	8.918	7.852	1.066	12.0
OPEB Current Payment	1.333	1.546	(0.212)	(15.9)	0.000	0.000	0.000	-	1.333	1.546	(0.212)	(15.9)
Pensions	5.718	5.690	0.028	0.5	0.669	0.525	0.144	21.5	6.387	6.215	0.172	2.7
Other Fringe Benefits	8.232	7.534	0.699	8.5	0.755	0.886	(0.131)	(17.4)	8.987	8.420	0.568	6.3
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	(2.609)	(2.441)	(0.168)	(6.4)	2.610	2.525	0.085	3.3	0.001	0.084	(0.083)	-
Total Labor	\$60.463	\$58.235	\$2.228	3.7	\$9.465	\$9.421	\$0.044	0.5	\$69.928	\$67.556	\$2.372	3.2
Non-Labor												
Electric Power	7.483	6.288	1.195	16.0	0.000	0.000	0.000	-	7.483	6.288	1.195	16.0
Fuel	2.709	2.022	0.686	25.3	0.000	0.000	0.000	-	2.709	2.022	0.686	25.3
Insurance	0.872	0.880	(0.008)	(1.0)	0.338	0.331	0.007	2.1	1.210	1.211	(0.001)	(0.1)
Claims	0.052	0.010	0.042	81.1	0.000	0.000	0.000	-	0.052	0.010	0.042	81.1
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	7.616	6.952	0.664	8.7	2.123	(0.059)	2.182	*	9.739	6.893	2.845	29.2
Professional Service Contracts	1.764	1.436	0.328	18.6	0.087	0.605	(0.518)	*	1.851	2.041	(0.190)	(10.3)
Materials & Supplies	6.651	4.725	1.926	29.0	5.138	0.869	4.269	83.1	11.789	5.594	6.195	52.5
Other Business Expenses	1.976	2.280	(0.304)	(15.4)	0.067	0.098	(0.031)	(46.8)	2.043	2.378	(0.335)	(16.4)
Total Non-Labor	\$29.122	\$24.594	\$4.528	15.5	\$7.752	\$1.844	\$5.908	76.2	\$36.874	\$26.438	\$10.436	28.3
Other Adjustments												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$89.585	\$82.829	\$6.756	7.5	\$17.217	\$11.265	\$5.952	34.6	\$106.802	\$94.094	\$12.708	11.9
Depreciation	18.763	18.763	0.000	0.0	0.000	0.000	0.000	-	18.763	18.763	0.000	0.0
OPEB Obligation	5.000	5.000	0.000	0.0	0.000	0.000	0.000	-	5.000	5.000	0.000	0.0
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses	\$113.348	\$106.592	\$6.756	6.0	\$17.217	\$11.265	\$5.952	34.6	\$130.565	\$117.857	\$12.708	9.7
Net Surplus/(Deficit)	(\$65.093)	(\$56.174)	\$8.919	13.7	\$0.000	\$0.000	\$0.000	-	(\$65.093)	(\$56.174)	\$8.919	13.7
Cash Conversion Adjustments:												
Depreciation	18.763	18.763	0.000	0.0	0.000	0.000	0.000	-	18.763	18.763	0.000	0.0
Operating/Capital	(0.447)	(0.472)	(0.025)	(5.6)	0.000	0.000	0.000	-	(0.447)	(0.472)	(0.025)	(5.6)
Other Cash Adjustments	12.457	1.626	(10.831)	(86.9)	0.000	0.000	0.000	-	12.457	1.626	(10.831)	(86.9)
Total Cash Conversion Adjustments	\$30.773	\$19.917	(\$10.856)	(35.3)	\$0.000	\$0.000	\$0.000	-	\$30.773	\$19.917	(\$10.856)	(35.3)
Net Cash Surplus/(Deficit)	(\$34.320)	(\$36.257)	(\$1.937)	(5.6)	\$0.000	\$0.000	\$0.000	-	(\$34.320)	(\$36.257)	(\$1.937)	(5.6)

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

MTA METRO-NORTH RAILROAD
ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY
EXPLANATION OF VARIANCE BETWEEN BUDGET AND ACTUAL RESULTS
FEBRUARY FINANCIAL PLAN - 2012 ADOPTED BUDGET
JANUARY, 2012
(\$ In millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	January Month and YTD vs. Budget		
		Variance Fav (Unfav)		Reason for Variance
		\$	%	
OTHER OPERATING REVENUE	Non-Reimb	\$0.234	6.4%	Primarily reflects higher GCT tenant revenues and favorable parking revenues offset by seasonal timing differences in advertising revenues.
CAPITAL AND OTHER REIMBURSEMENTS	Reimb	(\$5.952)	(34.6%)	Lower reimbursements reflect scheduling changes in capital project expenditures for the Danbury Branch Signal System, NH Component Changeout Shop, and Port Jervis Reconstruction projects.
OVERTIME	Reimb	(\$0.159)	(14.6%)	Reflects higher than projected activity on the ESA - GCT Civil/Structural Mods.
HEALTH AND WELFARE	Non-Reimb	\$1.054	13.2%	Primarily lower than projected premiums.
OPEB CURRENT PAYMENT	Non-Reimb	(\$0.212)	(15.9%)	Reflects additional retirees.
PENSIONS	Reimb	\$0.144	21.5%	Reflects lower project activity.
OTHER FRINGE BENEFITS	Non-Reimb	\$0.699	8.5%	Reflects primarily lower than projected FELA Indemnity & Medical payments for employees.
	Reimb	(\$0.131)	(17.4%)	Variance is primarily due to higher labor costs.
REIMBURSABLE OVERHEAD	Non-Reimb	(\$0.168)	(6.4%)	Reflects lower capital project activity for Cyclical Track Program and Port Jervis Reconstruction, that are partially offset by higher activity for Danbury Branch Signal System, East Side Access, and East Bridgeport Yard Improvements.
ELECTRIC POWER	Non-Reimb	\$1.195	16.0%	Reflects the net impact of lower than projected prices on the NHL and higher consumption on the H&H lines.
FUEL	Non-Reim	\$0.686	25.3%	Primarily lower revenue vehicle fuel due to timing differences in billing for NHL fuel, reduced consumption on all lines and minor favorable price fluctuations.

MTA METRO-NORTH RAILROAD
ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY
EXPLANATION OF VARIANCE BETWEEN BUDGET AND ACTUAL RESULTS
FEBRUARY FINANCIAL PLAN - 2012 ADOPTED BUDGET
JANUARY, 2012
(\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	January Month and YTD vs. Budget		
		Variance Fav (Unfav)		Reason for Variance
		\$	%	
CLAIMS	Non-Reimb	\$0.042	81.1%	Lower than anticipated claims settlements.
MAINTENANCE AND OTHER OPERATING CONTRACTS	Non-Reimb	\$0.664	8.7%	Lower than projected expenditures for Utilities, Wireless Services, Harlem River Lift Bridge, IESS security equipment and data systems, construction services, and snow removal. Partially offsetting are higher Ferry Service and Safety Equipment expenditures.
	Reimb	\$2.182	(*)	Reflects lower activity on the Port Jervis Reconstruction and the Danbury Branch Signal System projects.
PROFESSIONAL SERVICE CONTRACTS	Non-Reimb	\$0.328	18.6%	Favorable expenditures due to timing differences for the Bridge Inspection Program, Legal & Witness fees, IT hardware/software/mfce services, and Financial Services fees.
	Reimb	(\$0.518)	(*)	Reflects prior period costs M-8 project consultant costs.
MATERIAL AND SUPPLIES	Non-Reimb	\$1.926	29.0%	Primarily reflects favorable timing differences for rolling stock parts & supplies, favorable inventory valuation adjustments, and lower expenditures on electrical supplies. Partially offsetting are higher payments for switch and signal equipment.
	Reimb	\$4.269	83.1%	Reflects lower activity on the Danbury Branch Signal System, NH Component Change Out Shop, and GCT Fire Life Safety projects.
OTHER BUSINESS EXPENSES	Non-Reimb	(\$0.304)	(15.4%)	Reflects higher NJT Subsidy Payments, partially offset by lower credit card fees and print/stationary supply expenditures.
	Reimb	(\$0.031)	(46.8%)	Reflects higher activity on various projects.
OPERATING CAPITAL	Non-Reimb	(\$0.025)	(5.6%)	Reflects timing differences in expenditures for several projects.

* Variance exceeds 100%.

MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2012 ADOPTED BUDGET
CASH RECEIPTS AND EXPENDITURES
(\$ in millions)

	January 2012				Year-to-Date			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Receipts	\$45.173	\$48.169	\$2.996	6.6	\$45.173	\$48.169	\$2.996	6.6
Toll Receipts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Receipts	6.288	6.166	(0.122)	(1.9)	6.288	6.166	(0.122)	(1.9)
Capital & Other Reimbursements:								
MTA	6.682	3.868	(2.814)	(42.1)	6.682	3.868	(2.814)	(42.1)
CDOT	6.458	0.010	(6.448)	(99.8)	6.458	0.010	(6.448)	(99.8)
Other	0.999	0.782	(0.217)	(21.7)	0.999	0.782	(0.217)	(21.7)
Total Capital and Other Reimbursements	14.139	4.660	(9.479)	(67.0)	14.139	4.660	(9.479)	(67.0)
Total Receipts	\$65.600	\$58.995	(\$6.605)	(10.1)	\$65.600	\$58.995	(\$6.605)	(10.1)
Expenditures								
Labor:								
Payroll	\$35.228	\$34.398	\$0.830	2.4	\$35.228	\$34.398	\$0.830	2.4
Overtime	6.240	5.912	0.328	5.3	6.240	5.912	0.328	5.3
Health and Welfare	9.002	13.665	(4.663)	(51.8)	9.002	13.665	(4.663)	(51.8)
OPEB Current Payment	1.333	2.746	(1.413)	*	1.333	2.746	(1.413)	*
Pensions	0.000	0.246	(0.246)	-	0.000	0.246	(0.246)	-
Other Fringe Benefits	10.038	8.361	1.677	16.7	10.038	8.361	1.677	16.7
GASB Account	0.729	0.000	0.729	100.0	0.729	0.000	0.729	100.0
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor	\$62.570	\$65.328	(\$2.758)	(4.4)	\$62.570	\$65.328	(\$2.758)	(4.4)
Non-Labor:								
Electric Power	7.620	2.705	4.915	64.5	7.620	2.705	4.915	64.5
Fuel	2.708	1.847	0.861	31.8	2.708	1.847	0.861	31.8
Insurance	0.000	1.972	(1.972)	-	0.000	1.972	(1.972)	-
Claims	0.052	0.000	0.052	100.0	0.052	0.000	0.052	100.0
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	8.937	7.524	1.413	15.8	8.937	7.524	1.413	15.8
Professional Service Contracts	1.788	4.833	(3.045)	*	1.788	4.833	(3.045)	*
Materials & Supplies	12.359	7.419	4.940	40.0	12.359	7.419	4.940	40.0
Other Business Expenditures	3.886	3.624	0.262	6.7	3.886	3.624	0.262	6.7
Total Non-Labor	\$37.350	\$29.924	\$7.426	19.9	\$37.350	\$29.924	\$7.426	19.9
Other Adjustments:								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Post Employment Benefits	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$99.920	\$95.252	\$4.668	4.7	\$99.920	\$95.252	\$4.668	4.7
Net Cash Deficit (excludes Opening Cash Balance)	(\$34.320)	(\$36.257)	(\$1.937)	(5.6)	(\$34.320)	(\$36.257)	(\$1.937)	(5.6)
Subsidies								
MTA	23.675	26.806	3.131	13.2	23.675	26.806	3.131	13.2
CDOT	10.645	7.727	(2.918)	(27.4)	10.645	7.727	(2.918)	(27.4)
Total Subsidies	\$34.320	\$34.533	\$0.213	0.6	\$34.320	\$34.533	\$0.213	0.6
Cash Timing and Availability Adjustment	\$0.000	\$1.872	\$1.872	-	\$0.000	\$1.872	\$1.872	-

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

MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2012 BUDGET
CASH RECEIPTS AND EXPENDITURES
EXPLANATION OF VARIANCE BETWEEN BUDGET AND ACTUAL RESULTS
(\$ in millions)

Generic Receipt or Expense Category	January Month and YTD vs Budget		
	Variance Fav (Unfav)		Reason for Variance
	\$	%	
FARE REVENUE	2.996	6.6%	Higher than projected commutation and non-commutation ridership, as well timing in receipts.
CAPITAL AND OTHER REIMBURSEMENTS:			
MTA	(2.814)	(42.1%)	Timing difference in payments.
CDOT	(6.448)	(100.0%)	Receipt timing differences
OTHER	(0.217)	(21.7%)	Receipt timing differences
OVERTIME	0.328	5.3%	Lower overtime primarily due to decrease level of weather emergency coverage and clean-up efforts as a result of mild weather.
HEALTH & WELFARE	(4.663)	(51.8%)	Timing for NYSHIP/Empire Plan payments.
OPEB CURRENT PAYMENT	(1.413)	*	Timing for payment of retiree health benefits.
PENSIONS	(0.246)	*	Timing for payment of 401k employer contribution
OTHER FRINGE BENEFITS	1.677	16.7%	Lower payments in the month for sick & unemployment, railroad retirement taxes, and employee injury claims.
GASB ACCOUNT	0.729	100.0%	Payment timing difference (Two months to be paid in February).
ELECTRIC POWER	4.915	64.5%	Timing difference in payments for Harlem/Hudson traction power, as well as lower price, partially offset by higher usage.
FUEL	0.861	31.8%	Timing differences in billing for NHL Revenue Vehicle Fuel, as well as lower consumption.
INSURANCE	1.972	100.0%	Timing difference in payments for force account and property insurance premiums.

MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2012 BUDGET
CASH RECEIPTS AND EXPENDITURES
EXPLANATION OF VARIANCE BETWEEN BUDGET AND ACTUAL RESULTS
(\$ in millions)

Generic Receipt or Expense Category	January Month and YTD vs Budget		
	Variance Fav (Unfav)		Reason for Variance
	\$	%	
CLAIMS	0.052	100.0%	Nothing material to report.
MAINTENANCE & OTHER OPERATING CONTRACTS	1.413	15.8%	Payment timing difference for steam, telephone and other miscellaneous services, partially offset by higher payments in the month for capital construction costs (Danbury Branch Signal) and environmental services.
PROFESSIONAL SERVICE CONTRACTS	(3.045)	*	Payment timing difference for engineering services and a misclassification that should be in maintenance contracts category (To be corrected in February).
MATERIALS & SUPPLIES	4.940	40.0%	Payment timing differences for MTA and Connecticut capital projects, (Danbury Signal System, New Haven Component Change-out Shop), and other various material purchases.
OTHER BUSINESS EXPENSES	0.262	6.7%	Timing differences in payments for miscellaneous expenses.
MTA SUBSIDY RECEIPTS	3.131	13.2%	Higher subsidy draw due to higher net cash deficit and lower CDOT subsidy payments, partially offset by a favorable change in available bank balance.
CDOT SUBSIDY RECEIPTS	(2.918)	(27.4%)	Lower due to adjustment for estimate to actual deficit for the month of October 2011, as well as payment timing differences.
TOTAL SUBSIDY RECEIPTS	0.213	0.6%	

MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2012 ADOPTED BUDGET
CASH CONVERSION (CASH FLOW ADJUSTMENT)
(\$ in millions)

	January 2012				Year-to-Date			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$0.601	\$1.667	\$1.066	*	\$0.601	\$1.667	\$1.066	*
Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	2.606	2.250	(0.356)	(13.7)	2.606	2.250	(0.356)	(13.7)
Capital & Other Reimbursements:		0.000				0.000		
MTA	(2.985)	(1.738)	1.247	41.8	(2.985)	(1.738)	1.247	41.8
CDOT	(0.119)	(4.805)	(4.686)	*	(0.119)	(4.805)	(4.686)	*
Other	0.025	(0.062)	(0.087)	*	0.025	(0.062)	(0.087)	*
Total Capital and Other Reimbursements	(3.078)	(6.605)	(3.527)	*	(3.078)	(6.605)	(3.527)	*
Total Revenue/Receipts	\$0.128	(\$2.688)	(\$2.816)	*	\$0.128	(\$2.688)	(\$2.816)	*
Expenditures								
Labor:								
Payroll	\$3.024	\$3.080	\$0.056	1.8	\$3.024	\$3.080	\$0.056	1.8
Overtime	(0.190)	0.151	0.341	*	(0.190)	0.151	0.341	*
Health and Welfare	(0.084)	(5.813)	(5.729)	*	(0.084)	(5.813)	(5.729)	*
OPEB Current Payment	0.000	(1.200)	0.000	-	0.000	(1.200)	0.000	-
Pensions	6.387	5.969	(0.418)	(6.5)	6.387	5.969	(0.418)	(6.5)
Other Fringe Benefits	(1.051)	0.059	1.109	*	(1.051)	0.059	1.109	*
GASB Account	(0.729)	0.000	0.729	100.0	(0.729)	0.000	0.729	100.0
Reimbursable Overhead	0.001	0.084	0.083	*	0.001	0.084	0.083	*
Total Labor	\$7.358	\$2.328	(\$5.030)	(68.4)	\$7.358	\$2.328	(\$5.030)	(68.4)
Non-Labor:								
Electric Power	(0.137)	3.583	3.720	*	(0.137)	3.583	3.720	*
Fuel	0.001	0.175	0.175	*	0.001	0.175	0.175	*
Insurance	1.210	(0.761)	(1.971)	*	1.210	(0.761)	(1.971)	*
Claims	(0.000)	0.010	0.010	*	(0.000)	0.010	0.010	*
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	0.802	(0.631)	(1.432)	*	0.802	(0.631)	(1.432)	*
Professional Service Contracts	0.063	(2.792)	(2.855)	*	0.063	(2.792)	(2.855)	*
Materials & Supplies	(0.570)	(1.825)	(1.255)	*	(0.570)	(1.825)	(1.255)	*
Other Business Expenses	(1.843)	(1.246)	0.598	32.4	(1.843)	(1.246)	0.598	32.4
Total Non-Labor	(\$0.476)	(\$3.486)	(\$3.010)	*	(\$0.476)	(\$3.486)	(\$3.010)	*
Other Adjustments:								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures Adjustments before Non-Cash Liability Adj's.	\$6.882	(\$1.158)	(\$8.040)	*	\$6.882	(\$1.158)	(\$8.040)	*
Depreciation	18.763	18.763	0.000	0.0	18.763	18.763	0.000	0.0
OPEB Obligation	5.000	5.000	0.000	0.0	5.000	5.000	0.000	0.0
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenditures Adjustments	\$30.645	\$22.605	(\$8.040)	(26.2)	\$30.645	\$22.605	(\$8.040)	(26.2)
Total Cash Conversion Adjustments	\$30.773	\$19.917	(\$10.856)	(35.3)	\$30.773	\$19.917	(\$10.856)	(35.3)

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

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

	January Month and YTD vs. Budget					
	Budget		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME						
SCHEDULED:						
<u>Direct Service</u> ¹	45,618	\$2.4	47,586	\$2.4	(1,968) (4.31%)	\$0.0 0.11%
<u>Programmed Maintenance</u>	16,923	\$0.7	12,200	0.5	4,723 27.91%	0.2 29.06%
Total Scheduled	62,542	\$3.1	59,786	\$2.9	2756 4.41%	\$0.2 6.99%
UNSCHEDULED:						
<u>Vacancy/Absentee Coverage</u>	14,001	\$0.6	13,154	\$0.6	847 6.1%	\$0.0 6.2%
<u>Weather Emergencies</u>	17,626	\$0.8	12,496	0.6	5,130 29.1%	0.2 29.1%
<u>Maintenance</u>	4,865	\$0.2	1,950	0.1	2,915 59.9%	0.1 59.8%
<u>Emergencies</u>	-	-	-	-	-	-
<u>Safety/Security/Law Enforcement</u> ²	-	-	-	-	-	-
<u>All Other</u> ³	4,594	\$0.2	15,157	0.7	(10,563) (229.9%)	(0.5) (243.2%)
Total Unscheduled	41,086	\$1.8	42,757	\$1.9	(1,670) (4.1%)	(\$0.1) (4.0%)
TOTAL NON-REIMBURSABLE OVERTIME:	103,628	\$5.0	102,543	\$4.8	1,085 1.0%	\$0.1 3.0%
REIMBURSABLE OVERTIME	22,855	\$1.1	22,378	1.3	477 2.1%	(0.2) (14.5%)
TOTAL OVERTIME	126,483	\$6.0	124,921	\$6.1	1,562 1.2%	(\$0.0) (0.2%)

¹ Includes Service Delay and Tour Length related overtime.

² Not Applicable

³ Reflects overtime for customer service and material management and other administrative functions. Also reflects timing differences related to payroll and calendar cutoff dates.

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

	January Month and YTD vs. Budget		
	Var. - Fav./Unfav)		Explanations
	Hours	\$	
SCHEDULED:			
<u>Direct Service</u> ¹	(1,968) (4.3%)	\$0.0 0.1%	
<u>Programmed Maintenance</u>	4,723 27.9%	0.2 29.1%	Lower overtime requirements for right-of-way and car fleet maintenance
Total Scheduled	2,756 4.4%	\$0.2 7.0%	
UNSCHEDULED:			
<u>Vacancy/Absentee Coverage</u>	847 6.1%	0.0 6.2%	
<u>Weather Emergencies</u>	5,130 29.1%	0.2 29.1%	Lower overtime coverage requirements due to mild winter weather conditions
<u>Maintenance</u>	2,915 59.9%	0.1 59.8%	Favorable weather conditions reduced the need for unscheduled repairs on the older New Haven Line car fleet (M-2s, M-4s, and M-6s).
<u>Emergencies</u>	-	-	
<u>Safety/Security/Law Enforcement</u> ²	-	-	
<u>All Other</u> ³	(10,563) (229.9%)	(0.5) (243.2%)	Reflects timing differences between payroll and calendar month cutoff dates.
Total Unscheduled	(1,670) (4.1%)	(\$0.1) (4.0%)	
TOTAL NON-REIMBURSABLE OVERTIME:	1,085 1.0%	\$0.1 3.0%	
REIMBURSABLE OVERTIME	477 2.1%	(0.2) (14.5%)	Reflects shift in GCT Trainshed work to nights and weekends for the East Side Access project due to track availability and operations constraints.
TOTAL OVERTIME	1,562 1.2%	(\$0.0) (0.2%)	

¹ Includes Service Delay and Tour Length related overtime.

² Not Applicable

³ Reflects overtime for customer service and material management and other administrative functions. Also reflects timing differences related to payroll and calendar cutoff dates.

MTA METRO-NORTH RAILROAD
2012 AUTHORIZED BUDGET VS. ACTUALS
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
January 31, 2012

<u>Department</u>	<u>2012 Authorized Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>
Administration			
President	3	3	-
Labor Relations	9	8	1
Safety	19	15	4
COS/Corporate & Public Affairs	17	13	4
Legal	17	16	1
Claims Services	14	13	1
Environmental Compliance & Svce	7	7	-
VP Administration	3	3	-
VP Human Resources	3	2	1
Human Resources	24	22	2
Training	47	35	12
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 (4)	21	21	-
Long Range Planning	8	8	-
VP Finance & Information Systems	2	1	1
Controller	78	79	(1)
Information Technology & Project Mgmt	97	92	5
Budget	18	16	2
Customer Service (2) (3)	45	46	(1)
Procurement & Material Mgmt (5)	41	39	2
Total Administration	509	471	38
Operations			
Operations Administration	55	50	5
Operations Services	1,742	1,665	77
Customer Service (2) (3)	236	229	7
Business Development, Facilities & Mktg (4)	38	38	-
Metro-North West	28	33	(5)
Total Operations	2,099	2,015	84
Maintenance			
GCT	375	360	15
Maintenance of Equipment	1,330	1,252	78
Maintenance of Way	1,749	1,542	207
Procurement & Material Mgmt (5)	120	119	1
Total Maintenance	3,574	3,273	301
Engineering/Capital			
Construction Management	37	36	1
Engineering & Design	60	56	4
Total Engineering/Capital	97	92	5
Total Positions	6,279	5,851	428 (1)
Non-Reimbursable	5,747	5,518	229
Reimbursable	532	333	199
Total Full-Time	6,278	5,850	428
Total Full-Time-Equivalents (of part-time positions)	1	1	-

(1) Includes 153 projected vacancies that are reflected as a reduction in the budget for straight-time labor costs. Excluding projected vacancies reduces the favorable variance to 275 positions.

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

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

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

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

MTA METRO-NORTH RAILROAD
2012 AUTHORIZED BUDGET VS. ACTUALS
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
January 31, 2012

FUNCTION/OCCUPATION	2012 Authorized Budget	Actual	Favorable (Unfavorable) Variance
Administration (1)			
Managers/Supervisors	57	58	(1)
Professional, Technical, Clerical	452	413	39
Operational Hourlies	-	-	-
Total Administration	509	471	38
Operations (1)			
Managers/Supervisors	27	24	3
Professional, Technical, Clerical	505	465	40
Operational Hourlies	1,567	1,526	41
Total Operations	2,099	2,015	84
Maintenance (1)			
Managers/Supervisors	57	59	(2)
Professional, Technical, Clerical	1,028	956	72
Operational Hourlies	2,489	2,258	231
Total Maintenance	3,574	3,273	301
Engineering/Capital			
Managers/Supervisors	27	23	4
Professional, Technical, Clerical	70	69	1
Operational Hourlies	-	-	-
Total Engineering/Capital	97	92	5
Public Safety			
Managers/Supervisors	-	-	-
Professional, Technical, Clerical	-	-	-
Operational Hourlies	-	-	-
Total Public Safety	-	-	-
Total Positions			
Managers/Supervisors	168	164	4
Professional, Technical, Clerical	2,055	1,903	152
Operational Hourlies	4,056	3,784	272
Total Positions	6,279	5,851	428

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
2012 AUTHORIZED BUDGET VS. ACTUALS
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
January 31, 2012

<u>Agency-wide (Non-Reimbursable and Reimbursable)</u>	<u>2012 Authorized Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
<i>Functional Classification:</i>				
Operations (1)	2,099	2,015	84	Higher than projected vacancies primarily in train service positions, car cleaners, customer service staff and operations managers.
Maintenance (1)	3,574	3,273	301	Higher than projected vacancies primarily in Maintenance of Equipment non-reimbursable and Maintenance of Way reimbursable craft positions (electricians, trackmen, signalmen and building mechanics) as well as Engineers and Technical support positions..
Administration (1)	509	471	38	Higher than projected Professional and Technical position vacancies in various departments.
Engineering / Capital	97	92	5	Higher than projected reimbursable managerial positions in the Engineering & Design Dept.
Total Agency-wide Headcount	6,279	5,851	428	Higher than projected vacancies
Non-Reimbursable	5,747	5,518	229	
Reimbursable	532	333	199	

Notes

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

MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2012 ADOPTED BUDGET
UTILIZATION
(in millions)

	Month of January		Variance	
	Budget	Actual	Fav (Unfav) Amount	Bud %
<u>Farebox Revenue</u>				
Harlem Line	\$13.644	\$14.063	\$0.419	3.1
Hudson Line	\$9.893	\$9.965	\$0.072	0.7
New Haven Line	\$20.965	\$22.425	\$1.460	7.0
Total Farebox Revenue	\$44.502	\$46.453 ⁽¹⁾	\$1.951	4.4
<u>Ridership</u>				
Harlem Line	2.062	2.131	0.069	3.3
Hudson Line	1.219	1.230	0.011	0.9
New Haven Line	2.867	3.058	0.191	6.7
Total East of Hudson Ridership	6.148	6.419	0.271	4.4
West of Hudson Ridership	0.133	0.130	(0.004)	(2.9)
Total Ridership	6.281	6.549	0.267	4.3

(1) Farebox Revenue Excludes West of Hudson revenues (including Mail & Ride revenue totaling \$0.049 million for the month).

Ridership for East of Hudson service for January was 4.4% higher than budget and 5.5% higher than 2011. Positive results were realized across all three commuter lines in both commutation ridership (1.9% higher than budget) and non-commutation ridership (8.4% higher than budget) and is attributed to mild winter weather, the continuation of recent growth trends, and consistently high levels of service reliability and on-time performance.

West of Hudson ridership was 2.9% lower than Budget and 12.3% lower than 2011 due to slower than projected recovery of ridership losses following the three month suspension of Port Jervis Line service.

**MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2012 ADOPTED BUDGET
MONTHLY PERFORMANCE INDICATORS *
JANUARY 2012**

	MONTH			VARIANCE	
	2012	BUDGET	2011	BUDGET	2011
Farebox Operating Ratio					
Standard ⁽¹⁾	58.1%	51.5%	57.2%	6.6%	0.9%
Adjusted ⁽²⁾	64.5%	57.0%	64.3%	7.5%	0.2%
Cost per Passenger					
Standard ⁽¹⁾	\$12.62	\$14.23	\$12.88	\$1.61	\$0.26
Adjusted ⁽²⁾	\$12.43	\$14.07	\$12.76	\$1.64	\$0.33
Passenger Revenue/Passenger ⁽³⁾	\$7.33	\$7.33	\$7.37	\$0.00	(\$0.04)

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

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

(3) Includes Bar Car Services.

* Includes East and West of Hudson revenues and expenses.

MTA METRO-NORTH RAILROAD

MONTHLY RIDERSHIP REPORT

JANUARY 2012

Operations Planning & Analysis Department
March, 2012

JANUARY 2012 RIDERSHIP REPORT MTA METRO-NORTH RAILROAD

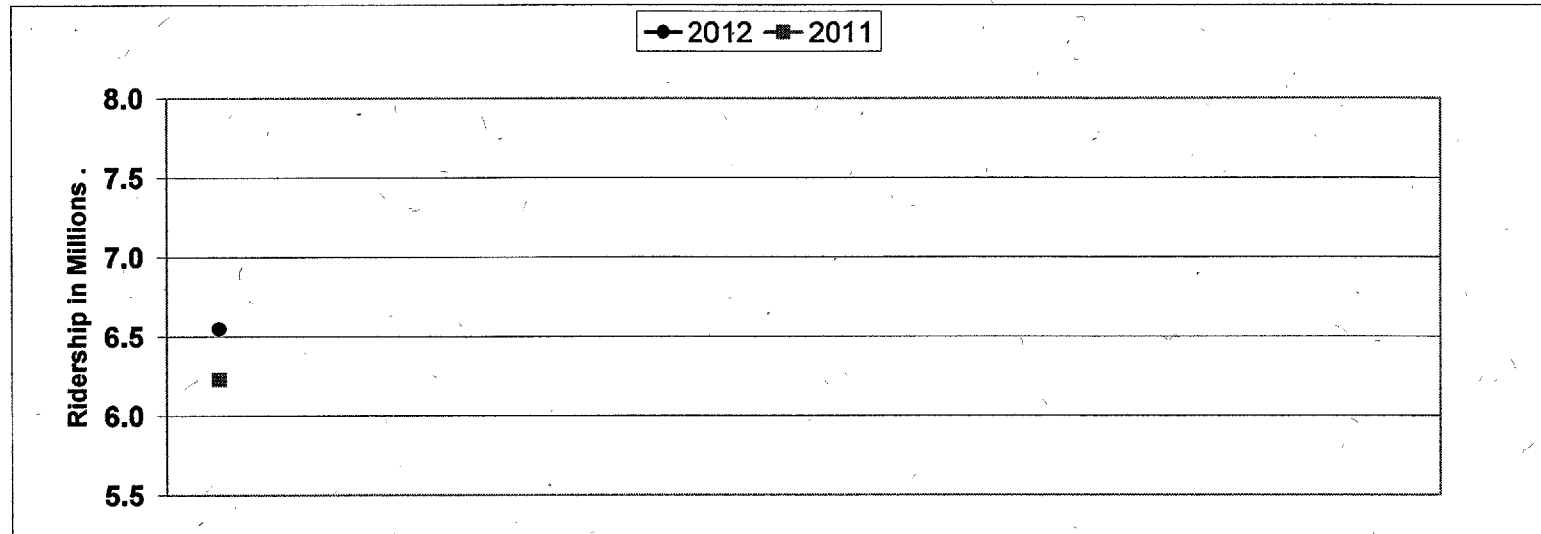
EXECUTIVE SUMMARY

January

- January 2012 **Total MNR System Ridership** was 6.595 million vs. 6.274 million in January 2011, an increase of 321,487 passengers (+5.1%).
- January 2012 **Total Rail Ridership** was 6.549 million vs. 6.230 million in January 2011, an increase of 318,787 passengers (+5.1%).
 - **Rail Commutation Ridership** was +2.2% vs. 2011
 - **Rail Non-commutation Ridership** was +9.7% vs. 2011
- January 2012 **East of Hudson Ridership** was 6.419 million vs. 6.082 million in January 2011, an increase of 336,903 passengers (+5.5%).
- January 2012 **West of Hudson Ridership** was 0.130 million vs. 0.148 million in January 2011, a decrease of 18,116 passengers (-12.3%).
- January 2012 **Connecting Services Ridership** was 0.047 million vs. 0.044 million in January 2011, an increase of 2,700 passengers (+6.1%).
- January 2012 **Rail Revenue** was \$47.5 million vs. \$44.2 million in January 2011, an increase of \$3,299,983 (+7.5%).

JANUARY RAIL RIDERSHIP ⁽¹⁾

- JANUARY's Total Rail Ridership was 5.1% above 2011 and 4.3% above budget.

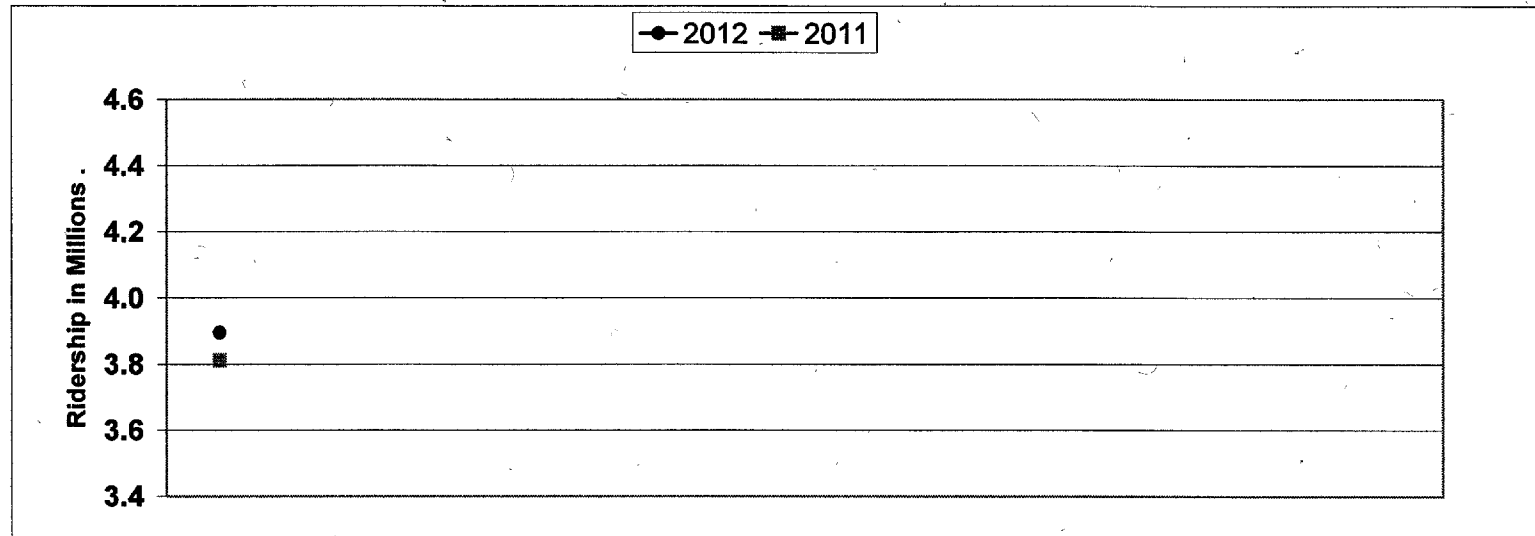


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2012	6.5												6.5
2011	6.2												6.2
PCT CHG.	5.1%												5.1%

1) Includes East and West of Hudson

JANUARY RAIL COMMUTATION RIDERSHIP⁽¹⁾

- JANUARY's Rail Commutation Ridership was 2.2% above 2011 and 1.6% above budget.

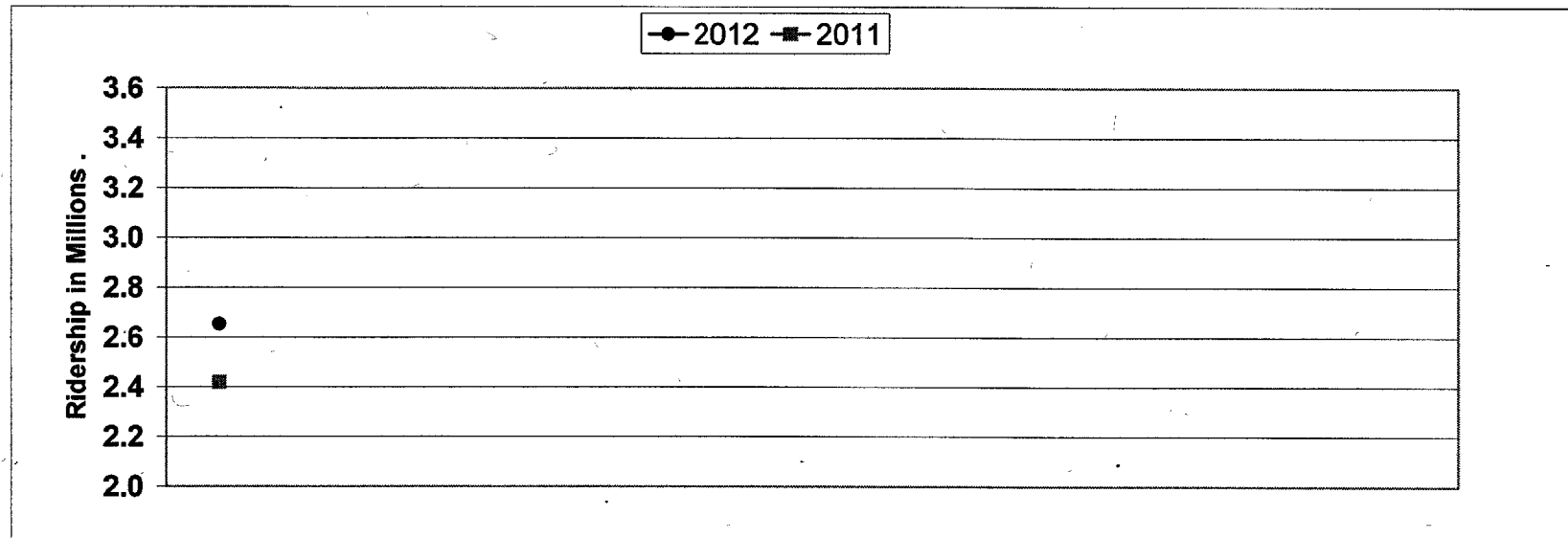


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2012	3.9												3.9
2011	3.8												3.8
PCT CHG.	2.2%												2.2%

1) Includes East and West of Hudson.

JANUARY RAIL NON-COMMUTATION RIDERSHIP ⁽¹⁾

- JANUARY's Rail Non-Commutation Ridership was 9.7% above 2011 and 8.4% above budget.

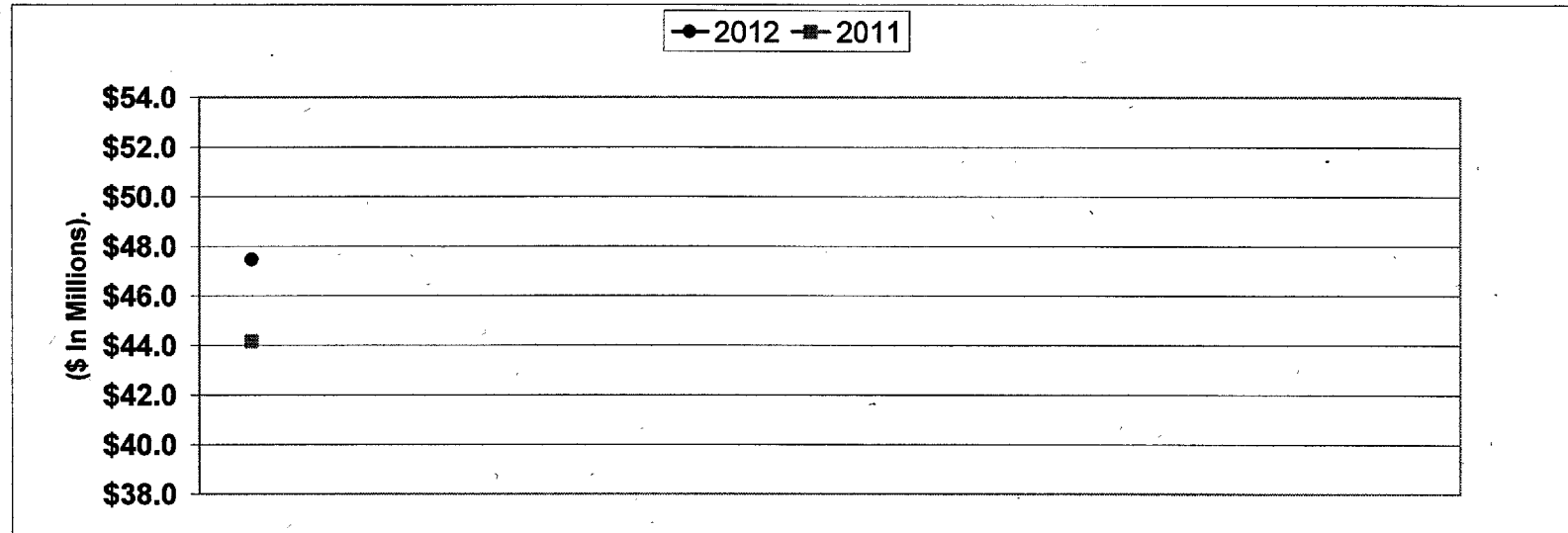


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2012	2.7												2.7
2011	2.4												2.4
PCT CHG.	9.7%												9.7%

1) Includes East and West of Hudson

JANUARY RAIL REVENUE⁽¹⁾

- JANUARY's Total Rail Revenue was 7.5% above 2011 and 4.2% above budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2012	\$47.5												\$47.5
2011	\$44.2												\$44.2
PCT CHG.	7.5%												7.5%

1) Includes East and West of Hudson

**MTA METRO-NORTH RAILROAD
RIDERSHIP SUMMARY
JANUARY 2012**

TICKET TYPE/SERVICE	JANUARY 2012	JANUARY 2011 (1)	CHANGE VS. 2011	
			AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP				
East of Hudson	3,815,062	3,715,110	99,952	2.7%
West of Hudson	80,209	95,285	(15,076)	-15.8%
Total Rail Commutation Ridership	3,895,271	3,810,395	84,876	2.2%
RAIL NON-COMMUTATION RIDERSHIP				
East of Hudson	2,603,976	2,367,025	236,951	10.0%
West of Hudson	49,387	52,427	(3,040)	-5.8%
Total Rail Non-Commutation Ridership	2,653,363	2,419,452	233,911	9.7%
TOTAL RAIL RIDERSHIP				
East of Hudson	6,419,038	6,082,135	336,903	5.5%
West of Hudson	129,596	147,712	(18,116)	-12.3%
TOTAL RAIL RIDERSHIP	6,548,634	6,229,847	318,787	5.1%
CONNECTING SERVICES RIDERSHIP (2)	46,746	44,046	2,700	6.1%
TOTAL MNR SYSTEM RIDERSHIP	6,595,380	6,273,893	321,487	5.1%

Notes

1) 2011 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

2012 YEAR-TO-DATE

TICKET TYPE/SERVICE	2012 YTD	2011 YTD (1)	CHANGE VS. 2011	
			AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP				
East of Hudson	3,815,062	3,715,110	99,952	2.7%
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**MTA METRO-NORTH RAILROAD
RIDERSHIP BY LINE
JANUARY 2012**

LINE	JANUARY 2012 ACTUAL	JANUARY 2012 BUDGET	VARIANCE VS. BUDGET		JANUARY 2011 RESTATED (1)	CHANGE FROM 2011	
			AMOUNT	PERCENT		AMOUNT	PERCENT
EAST OF HUDSON							
Harlem Line	2,131,152	2,061,524	69,628	3.4%	2,031,602	99,550	4.9%
Hudson Line	1,230,432	1,218,840	11,592	1.0%	1,192,578	37,854	3.2%
New Haven Line	3,057,454	2,867,480	189,974	6.6%	2,857,955	199,499	7.0%
Total East of Hudson	6,419,038	6,147,844	271,194	4.4%	6,082,135	336,903	5.5%
WEST OF HUDSON							
Port Jervis Line	80,570	87,175	(6,605)	-7.6%	101,337	(20,767)	-20.5%
Pascack Valley Line	49,026	46,228	2,798	6.1%	46,375	2,651	5.7%
Total West of Hudson	129,596	133,403	(3,807)	-2.9%	147,712	(18,116)	-12.3%
TOTAL RAIL RIDERSHIP							
	6,548,634	6,281,247	267,387	4.3%	6,229,847	318,787	5.1%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS							
Hudson Rail Link	30,013	32,368	(2,355)	-7.3%	31,425	(1,412)	-4.5%
Haverstraw-Ossining Ferry	9,746	8,562	1,184	13.8%	8,313	1,433	17.2%
Newburgh-Beacon Ferry	6,987	4,438	2,549	57.4%	4,308	2,679	62.2%
Total Connecting Services	46,746	45,368	1,378	3.0%	44,046	2,700	6.1%
TOTAL MNR SYSTEM							
	6,595,380	6,326,615	268,765	4.2%	6,273,893	321,487	5.1%

Notes:

1) 2011 ridership figures have been restated to eliminate calendar impacts on ridership

**MTA METRO-NORTH RAILROAD
RIDERSHIP BY LINE
2012 YEAR-TO-DATE**

TICKET TYPE/SERVICE	2012 YTD ACTUAL	2012 YTD BUDGET	VARIANCE VS. BUDGET		2011 YTD RESTATE ⁽¹⁾	CHANGE FROM 2011	
			AMOUNT	PERCENT		AMOUNT	PERCENT
EAST OF HUDSON							
Harlem Line	2,131,152	2,061,524	69,628	3.4%	2,031,602	99,550	4.9%
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Notes:

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Metro-North Railroad

Capital Program Report
March 2012

CAPITAL PROGRAM

HIGHLIGHTS

March 26, 2012 Meeting

PARKING

Cortland Parking and Access Improvements

Federal Id: NY-95-X002

Work in Progress:

- Station opening ceremonies were held on February 15, 2012.
- Punch-list work for Station Building, Elevator, Shelter, Parking Lot and Signage & Route 9A.
- As built drawings review continues for the project.

STATIONS

Tarrytown Station Improvements

Federal ID: NY-56-0001 ARRA Section 5309

Work in Progress:

- Demolition of the remaining 75 ft of the old track 2/4 island platform.
- Construction of track 3 platform shelter.
- Electrical rough-in and fixture installation on track 3 canopy.
- Electrical rough-in at south overpass.
- Off site fabrication of south overpass windows.

Work Complete:

- New track 2/4 island platform and north overpass placed into service January 23, 2012.
- Demolition of old north overpass and elevator towers.
- Demolition of temporary overpass and temporary 2/4 island platform.

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.

Work Complete:

- Concrete slab under electric room on Track 2/4 platform.
- Dry water line installation.
- Precast bent 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

Pedestrian Walkway and Pavilion Repair:

Work in Progress:

- Delivery of steel to site is expected mid-March 2012.

New Haven Line Station Improvements

Small Business Mentoring Program (SBMP)

Work in Progress:

- At Mamaroneck and Harrison; and at Mt Vernon East, Pelham, and New Rochelle Stations - Construction awards for the guardrail replacement work with both SBMP contractors were executed. A kick-off meeting was held with both contractors on February 9, 2012.

POWER

Bridge – 23 Substation Replacement

Work in Progress:

- The final bid package for construction has been prepared.
- Fabrication of the long lead equipment is in progress.
- An award for the fabrication of the 138kV control house has been issued.
- Evaluation of the pre-qualified contractors has been completed.
- Acquisition of real estate for the Pelham Circuit Breaker House is underway.

86th Street Substation Replacement

Work in Progress:

- The Consultant is addressing MNR comments on the 90% submission, and continues 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 Consultant is addressing MNR comments on the 90% submission, and continues to develop the package to the 100% design level.

Harlem River Lift Bridge Breaker Houses/Controls

Work in Progress:

- Work to combine this project with the Harlem River Lift Bridge cable project is currently underway. MNR is currently developing an independent cost estimate for the combined project.

Work Complete:

- Design is complete.

TRACK AND STRUCTURES

Bridge Rehabilitation – Moodna and Woodbury Viaducts

Moodna Viaduct:

Work in Progress:

- Work will resume from winter shut-down 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.
- Contractor continues to make required submittals.

Woodbury Viaduct:

Work in Progress:

- The bid solicitation for construction is expected by April 2012.

Harlem River Lift Bridge Cable Replacement

Work in Progress:

- 90% plans and specifications have been submitted, and are under review by MNR.
- Coordination with NYC Parks for obtaining a temporary easement of park land adjacent to the bridge is ongoing.

Inspection and Rehabilitation of Retaining Walls

Work in Progress:

- 60% design level submission received and is under review by MNR.

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) inspection reports 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.
- Excavation for communication conduit at the south yard, fenced storage areas commenced.
- Concrete was placed for the truck rotator and jib crane slabs in the Main Shop (Bldg. #6).

Employee Welfare & Storage Facilities – Brewster Roof Replacement

Work in Progress:

- Health and Safety plan submitted and under review.
- Contractor mobilizing.

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. Contractor is preparing various submittals.
- A requisition for the approved priority repair work in the train shed to the Park Avenue Tunnel rehabilitation project is circulating for approval.
- A selection of the firm for the construction supervision and inspection of both tunnel rehabilitation projects is expected the week of February 27, 2012.

ROLLING STOCK

M-8 Cars

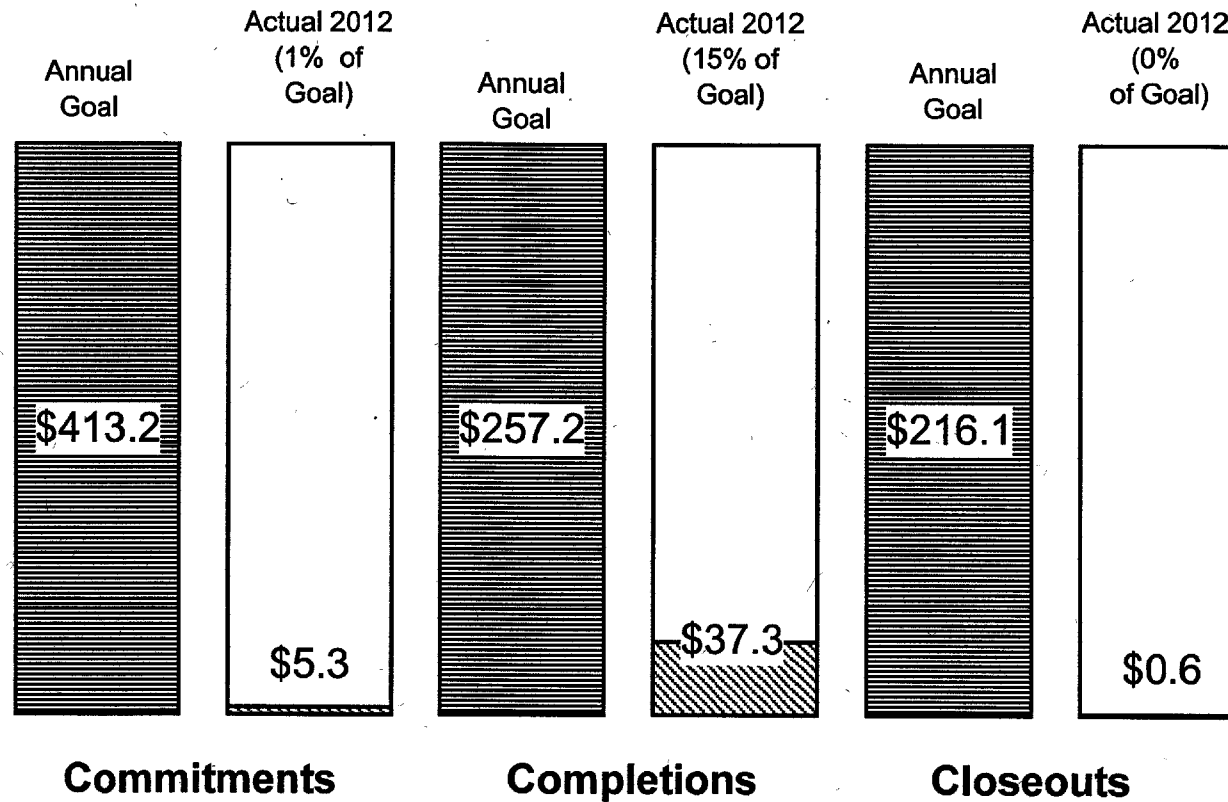
Work in Progress:

- As of the end of February 29, 2012, 78 Cars have been conditionally accepted and were placed into revenue service, which includes 38 Kobe Cars and 40 Lincoln Cars.

2012 MNR Capital Program Goals

As of February 29, 2012

In Millions



☐ Forecast - March 2012 - December 2012
☒ Actual as of February 29, 2012
☒ 2012 Goals



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

February 2012

Helena E. Williams
President

03/26/12 *****

Performance Summary			2012 Data			2011 Data	
			Annual	YTD thru		YTD thru	
			Goal	February	February	February	February
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	System	Overall	95.1%	96.4%	96.2%	95.0%	92.0%
		AM Peak		95.2%	94.6%	94.1%	86.4%
		PM Peak		94.1%	94.4%	92.2%	89.0%
		Total Peak		94.7%	94.5%	93.2%	87.7%
		Off Peak Weekday		96.5%	96.5%	95.0%	91.9%
		Weekend		98.3%	97.9%	97.3%	97.2%
	Babylon Branch	Overall	95.1%	95.9%	95.5%	95.0%	91.4%
		AM Peak		95.5%	95.8%	93.1%	85.3%
		PM Peak		93.9%	93.1%	92.0%	88.1%
		Total Peak		94.7%	94.6%	92.6%	86.5%
		Off Peak Weekday		95.3%	95.0%	94.7%	91.2%
		Weekend		99.0%	98.1%	99.0%	98.6%
	Far Rockaway Branch	Overall	95.1%	98.5%	98.5%	97.4%	95.9%
		AM Peak		95.9%	95.1%	96.0%	89.8%
		PM Peak		97.2%	97.6%	98.8%	95.4%
		Total Peak		96.5%	96.2%	97.3%	92.4%
		Off Peak Weekday		98.9%	99.2%	96.5%	96.0%
		Weekend		99.5%	99.2%	99.3%	98.9%
	Huntington Branch	Overall	95.1%	96.3%	96.3%	94.0%	90.4%
		AM Peak		93.3%	93.0%	94.8%	85.3%
		PM Peak		90.7%	92.5%	87.9%	84.0%
		Total Peak		92.1%	92.8%	91.4%	84.7%
		Off Peak Weekday		97.9%	97.3%	92.4%	87.7%
		Weekend		97.9%	97.7%	97.9%	97.5%
	Hempstead Branch	Overall	95.1%	98.1%	97.6%	97.5%	95.3%
		AM Peak		95.5%	94.4%	95.6%	90.9%
		PM Peak		96.7%	96.8%	97.1%	93.1%
		Total Peak		96.1%	95.5%	96.3%	92.0%
		Off Peak Weekday		98.3%	97.8%	97.6%	95.4%
		Weekend		99.5%	99.2%	98.2%	98.0%
	Long Beach Branch	Overall	95.1%	98.0%	97.6%	97.3%	95.1%
		AM Peak		97.3%	96.5%	95.0%	88.4%
		PM Peak		97.0%	97.1%	96.3%	93.3%
		Total Peak		97.1%	96.8%	95.6%	90.8%
		Off Peak Weekday		98.3%	97.7%	97.0%	95.2%
		Weekend		98.4%	98.0%	99.5%	99.2%
	Montauk Branch	Overall	95.1%	95.0%	95.4%	93.6%	88.8%
		AM Peak		96.3%	95.4%	93.8%	84.2%
		PM Peak		89.2%	89.4%	93.0%	88.5%
		Total Peak		93.2%	92.9%	93.4%	86.0%
		Off Peak Weekday		95.4%	95.8%	93.4%	88.1%
		Weekend		96.0%	96.8%	94.3%	92.0%
	Oyster Bay Branch	Overall	95.1%	96.1%	95.8%	92.3%	89.2%
		AM Peak		95.0%	95.8%	96.0%	85.2%
		PM Peak		93.3%	92.7%	83.3%	79.3%
		Total Peak		94.2%	94.4%	90.0%	82.5%
		Off Peak Weekday		96.3%	96.0%	93.8%	90.3%
		Weekend		98.3%	97.4%	91.7%	95.3%

Performance Summary		2012 Data			2011 Data	
		Annual	YTD thru		YTD thru	
		Goal	February	February	February	February
Port Jefferson Branch	Overall	95.1%	92.7%	92.9%	90.0%	85.7%
	AM Peak		95.6%	93.6%	92.4%	83.2%
	PM Peak		85.7%	87.8%	83.5%	77.2%
	Total Peak	91.0%	90.9%	90.9%	88.1%	80.4%
	Off Peak Weekday		91.0%	92.5%	91.2%	85.2%
	Weekend		98.0%	96.1%	90.1%	91.8%
Port Washington Branch	Overall	95.1%	96.8%	96.7%	96.2%	94.4%
	AM Peak		94.2%	93.1%	95.1%	89.4%
	PM Peak		96.1%	96.2%	92.1%	91.9%
	Total Peak	95.1%	94.7%	94.7%	93.5%	90.7%
	Off Peak Weekday		96.9%	97.0%	97.3%	95.1%
	Weekend		99.5%	99.4%	97.8%	98.7%
Ronkonkoma Branch	Overall	95.1%	95.0%	95.2%	93.4%	89.5%
	AM Peak		94.2%	92.8%	90.7%	82.8%
	PM Peak		95.7%	96.7%	92.8%	89.3%
	Total Peak	94.8%	94.5%	94.5%	91.7%	85.7%
	Off Peak Weekday		94.6%	95.3%	93.0%	88.6%
	Weekend		96.2%	95.8%	97.0%	96.7%
West Hempstead Branch	Overall	95.1%	97.5%	97.5%	97.9%	95.1%
	AM Peak		98.0%	96.6%	98.9%	89.9%
	PM Peak		95.0%	95.5%	95.6%	95.7%
	Total Peak	96.4%	96.0%	96.0%	97.1%	93.1%
	Off Peak Weekday		98.1%	98.3%	98.3%	96.3%
	Weekend		100.0%	100.0%	100.0%	88.9%
Operating Statistics						
Trains Scheduled			18,436	38,083	17,580	36,850
Avg. Delay per Late Train (min) excluding trains canceled or terminated			-13.0	-12.6	-13.2	-13.9
Trains Over 15 min. Late excluding trains canceled or terminated			125	266	166	434
Trains Canceled			31	58	65	384
Trains Terminated			25	42	34	123
Percent of Scheduled Trips Completed			99.7%	99.7%	99.4%	98.6%
Consist Compliance (Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)						
AM Peak			99.0%			
PM Peak			98.7%			
Total Peak			98.8%			

Categories Of Delay		2012 Data			2011 Data		YTD 2012 Vs 2011
		January	February	YTD Thru February	February	YTD Thru February	
Late Train Incidents	National Rail Passenger Corp	55	86	141	35	144	(3)
	Capital Programs	3	5	8	-	1	7
	Engineering	164	108	272	72	262	10
	Penn Station Central Control	7	6	13	12	18	(5)
	Maintenance of Equipment	165	131	296	280	639	(343)
	** Other / Miscellaneous	95	47	142	236	1,285	(1,143)
	Public	223	240	463	169	438	25
	Transportation	36	28	64	46	104	(40)
	Vandalism	15	8	23	12	32	(9)
	Maintenance of Way (Sched.)	4	9	13	9	12	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			
2/1	Wed	Train 1738 with equipment trouble in Line 3, Penn Station				11			3			14		
2/9	Thurs	Broken rail in Line 4, Penn Station	21		3				3		1	24		4
2/14	Tues	1060 struck unauthorized person on track level west of Copiague Sta.				19	4	2	5	8	1	24	12	3
2/16	Thurs	Track condition in Line 4, Penn Station	4	5	1							4	5	1
2/21	Tues	Loss of signal supervisory system in Queens Interlocking	17						1			18		
2/23	Thurs	Signal trouble between Port and Rocky Interlocking							11	1		11	1	
2/27	Mon	Track circuit failure in Line 4, Penn Station	32	1	1				2			34	1	1
2/29	Wed	Loss of supervisory system at Harold Interlocking				15	1		7			22	1	
TOTAL FOR MONTH			74	6	5	45	5	2	32	9	2	151	20	9
													180	

Long Island Rail Road

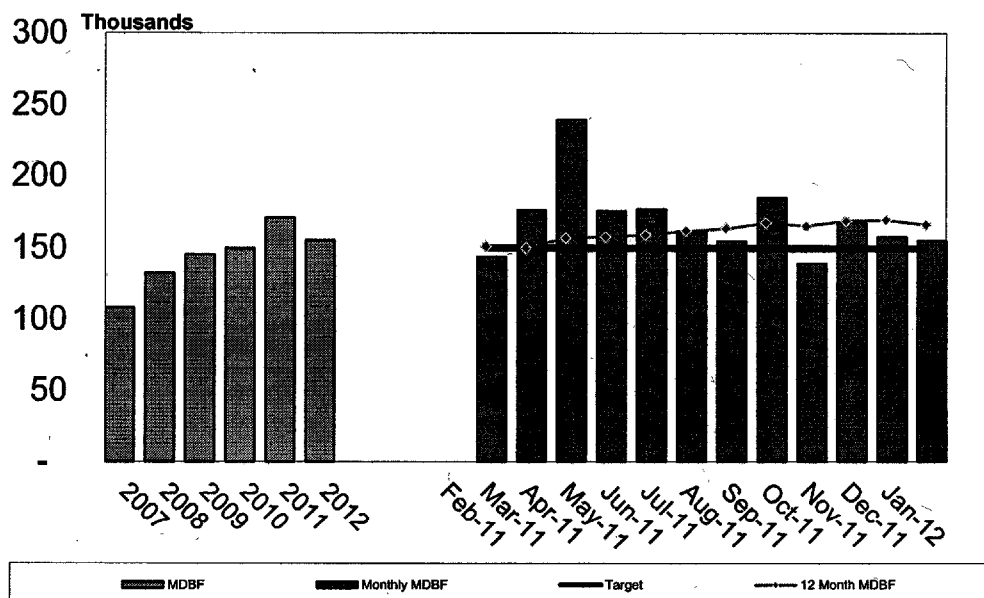
MEAN DISTANCE BETWEEN FAILURES

	Equip- ment Type	Total Fleet Size	2012 Data					2011 Data		
			MDBF Goal (miles)	January MDBF (miles)	January No. of Primary Failures	YTD MDBF thru January (miles)	12 month MDBF Rolling Avg (miles)	January MDBF (miles)	January No. of Primary Failures	YTD MDBF thru January (miles)
Mean Distance Between Failures	M-3	150	55,000	59,629	9	59,629	68,176	65,078	8	65,078
	M-7	836	350,000	374,865	13	374,865	424,858	442,115	11	442,115
	DM	22	18,000	18,096	4	18,096	17,729	68,662	1	68,662
	DE	23	18,000	11,979	7	11,979	21,578	16,743	5	16,743
	C-3	134	70,000	89,172	7	89,172	64,895	101,101	6	101,101
	Diesel	179	44,000	43,358	18	43,358	44,576	63,249	12	63,249
	Fleet	1,165	150,000	154,759	40	154,759	166,383	198,157	31	198,157

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

2007 - 2012





Long Island Rail Road

Standee Report

OPERATING REPORT FOR MONTH OF FEBRUARY 2012

East Of Jamaica

			2012 Data	
			Feb	
			AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	3	8
		Total Standees	3	8
	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Huntington Branch	Program Standees	40	0
		Add'l Standees	34	5
		Total Standees	74	5
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	2	0
		Total Standees	2	0
	Long Beach Branch	Program Standees	0	0
		Add'l Standees	5	0
		Total Standees	5	0
	Montauk Branch	Program Standees	0	0
		Add'l Standees	6	1
		Total Standees	6	1
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	13	0
		Total Standees	13	0
	Port Jefferson Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Port Washington Branch	Program Standees	0	0
		Add'l Standees	16	13
		Total Standees	16	13
	Ronkonkoma Branch	Program Standees	0	28
		Add'l Standees	3	0
		Total Standees	3	28
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
System Wide PEAK			122	55

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 FEBRUARY 2012

Standee Report

West Of Jamaica

			2012 Data	
			Feb	
			AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	11	43
		Total Standees	11	43
	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Huntington Branch	Program Standees	40	0
		Add'l Standees	29	29
		Total Standees	69	29
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	2	38
		Total Standees	2	38
	Long Beach Branch	Program Standees	78	0
		Add'l Standees	33	5
		Total Standees	111	5
	Montauk Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	10	0
		Total Standees	10	0
	Port Jefferson Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Port Washington Branch	Program Standees	0	0
		Add'l Standees	16	13
		Total Standees	16	13
	Ronkonkoma Branch	Program Standees	0	38
		Add'l Standees	1	0
		Total Standees	1	38
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
System Wide PEAK			220	166

Definitions

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

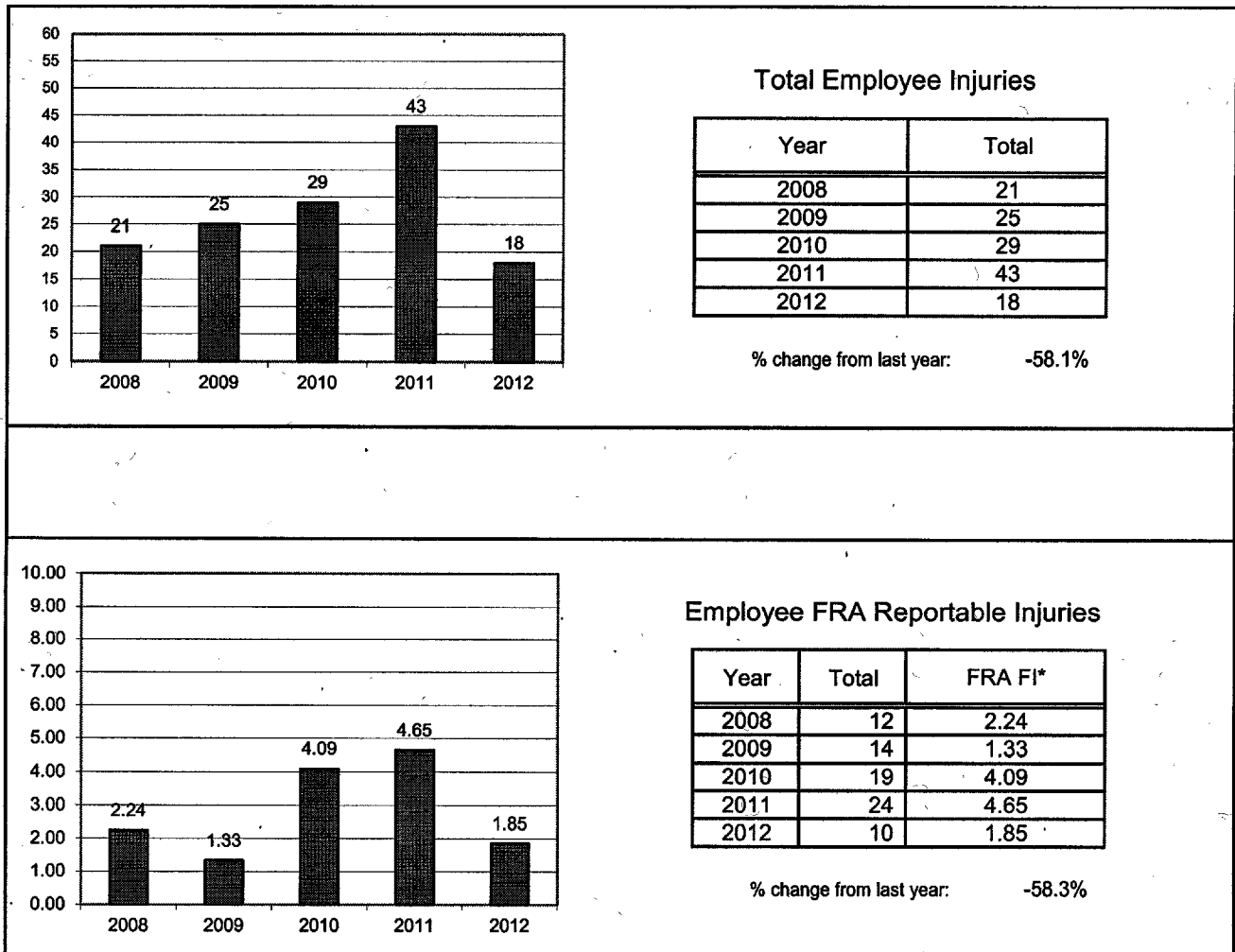
"Program Standees" is the average number of customers in excess of programmed seating capacity.

"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.

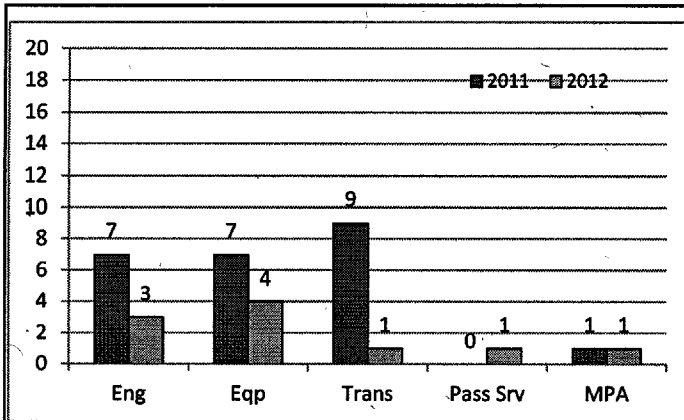
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MTA Long Island Rail Road Summary of Employee Injuries thru January

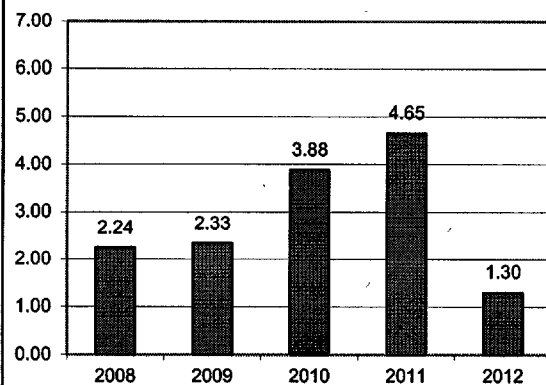


**OPERATING REPORT
FOR MONTH OF FEBRUARY 2012**

**MTA Long Island Rail Road
Summary of Employee Injuries thru January**



Employee Reportable Accidents Comparison by Department			
Department	2011	2012	% Change
Engineering	7	3	-57%
Equipment	7	4	-43%
Transportation	9	1	-89%
Pass Serv	-	1	100%
MPA	1	1	0%



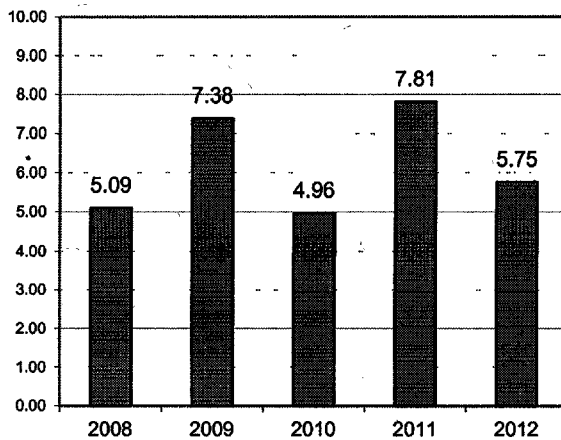
Employee Lost Time and Restricted Duty Injuries					
Year	LT	RD	LT FI*	RD FI*	LT&RD FI*
2008	12	0	2.24	0.00	2.24
2009	12	0	2.33	0.00	2.33
2010	17	1	3.66	0.22	3.88
2011	24	0	4.65	0.00	4.65
2012	7	0	1.30	0.00	1.30

% change from last year: -72.0%

* - Injuries per 200,000 hours worked

**OPERATING REPORT
FOR MONTH OF FEBRUARY 2012**

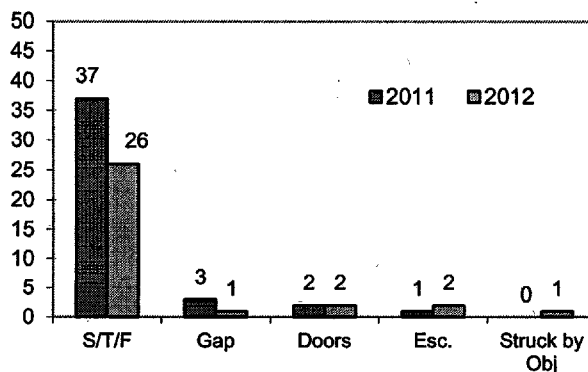
MTA Long Island Rail Road Summary of Customer Injuries thru January



Total Customer Injuries

Year	Total	FI*
2008	36	5.09
2009	49	7.38
2010	31	4.96
2011	46	7.81
2012	37	5.75

% change from last year: -19.6%



Top 5 Customer Injuries by Type

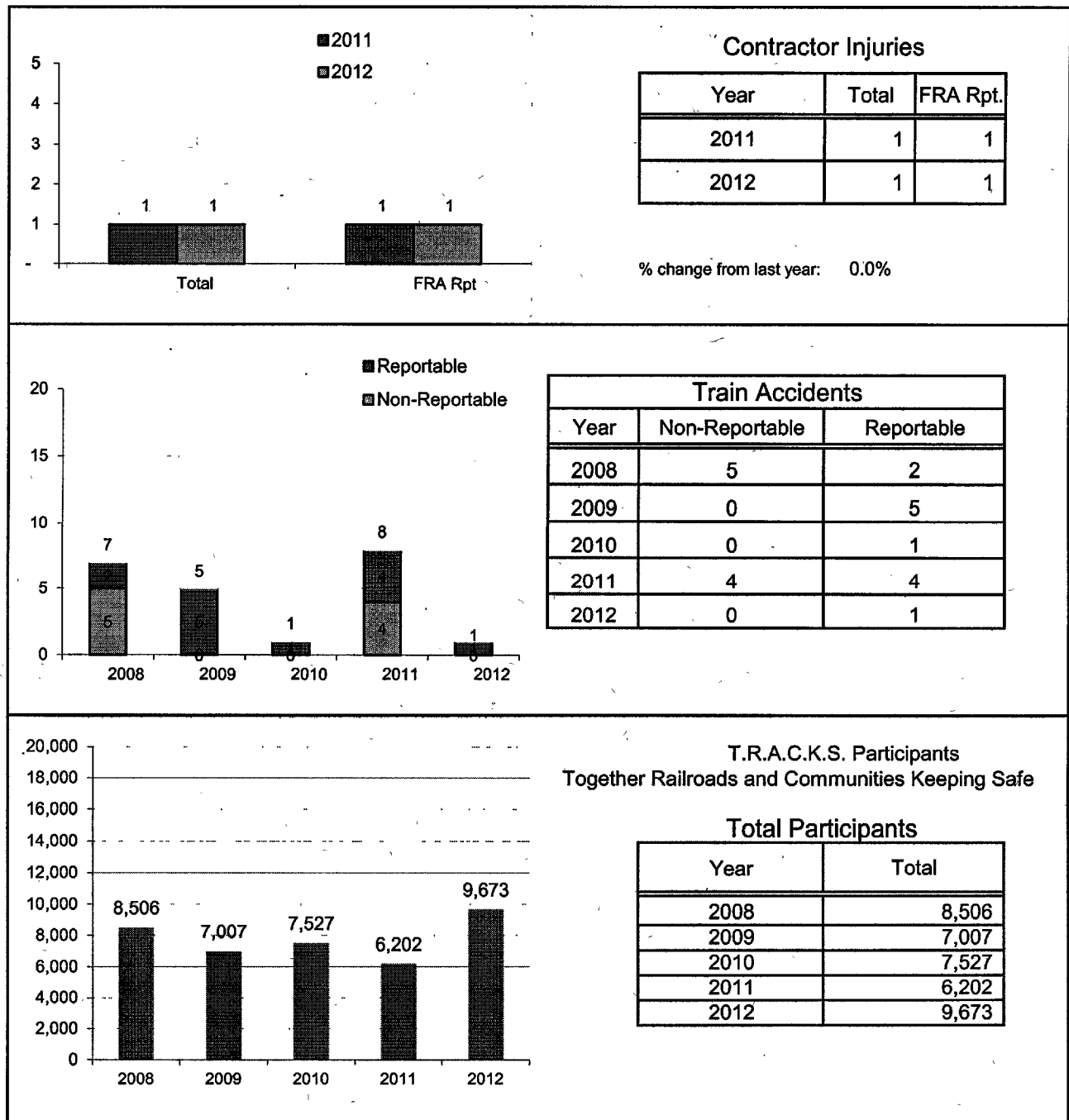
Year	Slip Trip Fall	Gap	Train Doors	Escalators	Struck by Obj
2011	37	3	2	1	0
2012	26	1	2	2	1
% Chg	-29.7%	-66.7%	0.0%	100.0%	100.0%

*- Injuries per 1,000,000 rides

**OPERATING REPORT
FOR MONTH OF FEBRUARY 2012**

MTA Long Island Rail Road

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





Long Island Rail Road

Monthly Financial Report

January 2012

MTA LONG ISLAND RAIL ROAD

January Ridership and Financial Report

Executive Summary

March 26, 2012

Ridership

- During the month of January, total ridership was 6.4 million, which was 6.4% higher than January 2011 (adjusted for same number of work days) and 3.7% above the adopted budget. This represents the 5th consecutive month of growth and the largest year-to-year growth since 2008.
 - In January 2012, commutation ridership was 2.8% higher than 2011 (work day adjusted) and 1.8% above the 2012 adopted budget, likely reflecting recent employment growth in the professional and financial sectors.
 - In January 2012, non-commutation ridership was 12.3% higher than 2011 and 6.5% above the adopted budget. Warmer temperatures and the improving economy are the primary drivers.
-

Revenues

- Farebox revenue in January totaling \$45.8 million was \$1.6 million above the budget, reflecting continued strong ridership growth.
- Capital & Other Revenue of \$13.4 million was \$3.5 million less than budget due to rental revenue accrual adjustments (to be corrected in February), partially offset by the timing of project activity.
- In summary, total LIRR revenue of \$59.2 million was \$1.9 million less than budget.

Expenses

- In January, total expenses of \$148.0 million were \$8.3 million less than budget.
- Straight-time payroll spending was \$0.4 million favorable to budget due to vacant positions and timing of retiree sick/vacation payouts and other accruals. 168 of 6,538 positions were vacant. These vacancies consisted primarily of management/supervisor positions and operational vacancies in Maintenance of Equipment. There is a hiring plan in place to fill these operational positions by fourth quarter 2012.
- Overtime hours increased by 4.2% in 2012 compared to 2011. However, it should be noted that there were six additional days in the 2012 payroll calendar when compared to 2011. Adjusting for this difference, overtime hours decreased by 11.5%.
- Overtime hours worked was 13.3% greater than budget. 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.
- Non-cash items Depreciation and OPEB \$3.7 million, capital materials not purchased/used \$2.6 million and various other savings.

Financial Performance Measures

- In January, the Adjusted Farebox Operating Ratio was 51.2% due to lower expenses and higher revenue.
- In January, the Adjusted Cost per Passenger was \$13.89, which is less than expected due to lower expenses and higher ridership.
- In January, the Revenue per Passenger was \$7.14, on budget.

FINANCIAL REPORT
(\$ In Millions)
For the Month Ending January 31, 2012

REVENUE

January **Total Revenues** (including Capital and Other Reimbursements) of \$59.2 were \$(1.9) or (3.1)% unfavorable to the budget.

- **Farebox Revenues** were \$1.6 favorable to the budget primarily due to higher ridership.
- **Other Operating Revenues** were \$(2.9) unfavorable to budget due to accrual adjustments to be corrected in February and lower advertising revenue.
- **Capital and Other Reimbursements** were \$(0.5) unfavorable to the budget due to timing of project activity.

OPERATING EXPENSES

Total Expenses (including depreciation and other) of \$148.0 were favorable to the budget by \$8.3 or 5.3%.

Labor Expenses, \$1.6 favorable to the budget.

- Payroll, \$0.4 favorable (primarily timing of retiree sick/vacation payments and vacation pay accruals).
- Overtime, \$(1.0) unfavorable (primarily vacancy/absentee coverage for open jobs in Maintenance of Equipment due to higher than expected attrition/promotions in 2011, relief-day overtime in the Transportation department and maintenance and weather-related overtime in the Engineering department).
- Health & Welfare, \$0.8 favorable (lower rates and vacant positions).
- OPEB Current Payment, \$0.3 favorable (lower rates and retirees).
- Pension, on budget.
- Other Fringe, \$1.1 favorable (primarily classification of employee claims).

Non-Labor Expenses, \$3.0 favorable to the budget.

- Electric Power, \$(0.4) unfavorable (primarily higher traction power, partially offset by lower non-traction electricity).
- Fuel, \$0.2 favorable (primarily lower diesel fuel for trains, partially offset by higher gasoline for non-revenue fleet vehicles).
- Insurance, on budget.
- Claims, \$(0.5) unfavorable (primarily classification of employee claims).
- Maintenance and Other Operating Contracts, \$0.4 favorable (primarily timing).
- Professional Services, \$0.7 favorable (primarily lower usage and timing of various IT and other professional service contracts).
- Materials and Supplies, \$2.6 favorable (primarily timing of capital activity, inventory adjustments, revenue vehicle fleet materials and prior period adjustments).
- Other Business Expenses, \$0.1 favorable (primarily timing of expenses).

Depreciation and Other, \$3.7 favorable (timing of Other Post-Employment Benefits and Depreciation).

FAREBOX OPERATING RATIO

The January Farebox Operating Ratio of 43.7% was 3.3 percentage points above budget resulting from lower expenses and higher revenue. The adjusted January Farebox Operating Ratio was 51.2%. The adjusted Farebox Operating Ratio reflects the removal of the UAAL associated with the LIRR's closed pension plan and OPEB retiree expenses and the inclusion of Other Operating Revenue to reflect operational actions at the Rail Road.

TABLE 1

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2012 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
January 2012
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$44,174	\$45,765	\$1,591	3.6	\$0.000	\$0.000	\$0.000	-	\$44,174	\$45,765	\$1,591	3.6
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	2,891	(0.054)	(2,945)	*	0.000	0.000	0.000	-	2,891	(0.054)	(2,945)	*
Capital & Other Reimbursements	0.000	0.000	0.000	-	14.003	\$13.484	(0.519)	(3.7)	14.003	13.484	(0.519)	(3.7)
Total Revenue	\$47,065	\$45,711	(\$1,354)	(2.9)	\$14,003	\$13,484	(\$0,519)	(3.7)	\$61,068	\$59,194	(\$1,874)	(3.1)
Expenses												
Labor:												
Payroll	\$35,509	\$34,879	\$0,630	1.8	\$4,958	\$5,199	(\$0,241)	(4.9)	\$40,467	\$40,078	\$0,389	1.0
Overtime	6,240	7,276	(1,036)	(16.6)	0,432	0,382	0,050	11.6	6,672	7,658	(0,986)	(14.8)
Health and Welfare	7,978	7,068	0,910	11.4	0,823	0,908	(0,085)	(10.3)	8,801	7,975	0,826	9.4
OPEB Current Payment	5,078	4,731	0,347	6.8	0,000	0,000	0,000	-	5,078	4,731	0,347	6.8
Pensions	16,764	16,298	0,466	2.8	1,244	1,710	(0,466)	(37.4)	18,008	18,007	0,001	0.0
Other Fringe Benefits	9,728	8,614	1,114	11.5	0,991	1,040	(0,049)	(5.0)	10,719	9,654	1,065	9.9
Reimbursable Overhead	(1,881)	(1,738)	(0,143)	(7.6)	1,881	1,738	0,143	7.6	0,000	0,000	0,000	-
Total Labor Expenses	\$78,416	\$77,128	\$2,288	2.9	\$10,329	\$10,976	(\$0,647)	(6.3)	\$89,745	\$88,104	\$1,641	1.8
Non-Labor:												
Electric Power	\$9,114	\$9,538	(\$0,424)	(4.7)	\$0.000	\$0.000	\$0.000	-	\$9,114	\$9,538	(\$0,424)	(4.7)
Fuel	2,188	1,963	0,225	10.3	0,000	0,000	0,000	-	2,188	1,963	0,225	10.3
Insurance	1,309	1,265	0,044	3.4	0,271	0,283	(0,012)	(4.4)	1,580	1,548	0,032	2.0
Claims	0,283	0,819	(0,536)	*	0,000	0,000	0,000	-	0,283	0,819	(0,536)	*
Paratransit Service Contracts	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Maintenance and Other Operating Contracts	5,112	4,619	0,493	9.6	0,565	0,683	(0,118)	(20.8)	5,677	5,302	0,375	6.6
Professional Service Contracts	2,213	1,657	0,556	25.1	0,214	0,110	0,104	48.7	2,427	1,767	0,660	27.2
Materials & Supplies	8,380	6,971	1,409	16.8	2,619	1,419	1,200	45.8	10,999	8,390	2,609	23.7
Other Business Expenses	1,276	1,197	0,079	6.2	0,005	0,013	(0,008)	*	1,281	1,210	0,071	5.5
Total Non-Labor Expenses	\$28,676	\$28,030	\$1,645	6.2	\$3,674	\$2,607	\$1,167	31.8	\$33,649	\$30,638	\$3,011	9.0
Other Expense Adjustments:												
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Depreciation & Other Post Employment Benefits	\$109,291	\$105,158	\$4,133	3.8	\$14,003	\$13,484	\$0,519	3.7	\$123,294	\$118,642	\$4,652	3.8
Depreciation	\$26,422	\$24,483	\$1,939	7.3	\$0.000	\$0.000	\$0.000	-	\$26,422	\$24,483	\$1,939	7.3
Other Post Employment Benefits	6,437	4,694	1,743	27.1	0,000	0,000	0,000	-	6,437	4,694	1,743	27.1
Environmental Remediation	0,167	0,167	0,000	0.2	0,000	0,000	0,000	-	0,167	0,167	0,000	0.2
Total Expenses	\$142,317	\$134,502	\$7,815	5.5	\$14,003	\$13,484	\$0,519	3.7	\$156,320	\$147,985	\$8,335	5.3
Net Surplus/(Deficit)	(\$95,252)	(\$88,791)	\$6,461	6.8	\$0.000	(\$0,000)	\$0.000	-	(\$95,252)	(\$88,791)	\$6,461	6.8
Cash Conversion Adjustments												
Depreciation	26,422	24,483	(1,939)	(7.3)	0,000	0,000	0,000	-	26,422	24,483	(1,939)	(7.3)
Operating/Capital	(0,544)	(0,037)	0,507	93.2	0,000	0,000	0,000	-	(0,544)	(0,037)	0,507	93.2
Other Cash Adjustments	7,338	16,215	8,877	*	0,000	0,000	0,000	-	7,338	16,215	8,877	*
Total Cash Conversion Adjustments	\$33,216	\$40,661	\$7,445	22.4	0,000	\$0.000	\$0.000	-	\$33,216	\$40,661	\$7,445	22.4
Net Cash Surplus/(Deficit)	(\$62,036)	(\$48,130)	\$13,906	22.4	\$0.000	(\$0,000)	\$0.000	-	(\$62,036)	(\$48,130)	\$13,906	22.4

TABLE 2

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2012 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
January Year-To-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$44,174	\$45,765	\$1,591	3.6	\$0,000	\$0,000	\$0,000	-	\$44,174	\$45,765	\$1,591	3.6
Vehicle Toll Revenue	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Other Operating Revenue	2,891	(0,054)	(2,945)	*	0,000	0,000	0,000	-	2,891	(0,054)	(2,945)	*
Capital & Other Reimbursements	0,000	0,000	0,000	-	14,003	13,484	(0,519)	(3.7)	14,003	13,484	(0,519)	(3.7)
Total Revenue	\$47,065	\$45,711	(\$1,354)	(2.9)	\$14,003	\$13,484	(\$0,519)	(3.7)	\$61,068	\$59,194	(\$1,874)	(3.1)
Expenses												
Labor												
Payroll	\$35,509	\$34,879	\$0,630	1.8	\$4,958	\$5,199	(\$0,241)	(4.9)	\$40,467	\$40,078	\$0,389	1.0
Overtime	6,240	7,276	(1,036)	(16.6)	0,432	0,382	0,050	11.6	6,672	7,658	(0,986)	(14.8)
Health and Welfare	7,978	7,068	0,910	11.4	0,823	0,908	(0,085)	(10.3)	8,801	7,975	0,826	9.4
OPEB Current Payment	5,078	4,731	0,347	6.8	0,000	0,000	0,000	-	5,078	4,731	0,347	6.8
Pensions	16,764	16,298	0,466	2.8	1,244	1,710	(0,466)	(37.4)	18,008	18,007	0,001	0.0
Other Fringe Benefits	9,728	8,614	1,114	11.5	0,991	1,040	(0,049)	(5.0)	10,719	9,654	1,065	9.9
Reimbursable Overhead	(1,881)	(1,738)	(0,143)	(7.6)	1,881	1,738	0,143	7.6	0,000	0,000	0,000	-
Total Labor Expenses	\$79,416	\$77,128	\$2,288	2.9	\$10,329	\$10,976	(\$0,647)	(6.3)	\$89,745	\$88,104	\$1,641	1.8
Non-Labor												
Electric Power	\$9,114	\$9,538	(\$0,424)	(4.7)	\$0,000	\$0,000	\$0,000	-	\$9,114	\$9,538	(\$0,424)	(4.7)
Fuel	2,188	1,963	0,225	10.3	0,000	0,000	0,000	-	2,188	1,963	0,225	10.3
Insurance	1,309	1,265	0,044	3.4	0,271	0,283	(0,012)	(4.4)	1,580	1,548	0,032	2.0
Claims	0,283	0,819	(0,536)	*	0,000	0,000	0,000	-	0,283	0,819	(0,536)	*
Paratransit Service Contracts	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Maintenance and Other Operating Contracts	5,112	4,619	0,493	9.6	0,565	0,683	(0,118)	(20.8)	5,677	5,302	0,375	6.6
Professional Service Contracts	2,213	1,657	0,556	25.1	0,214	0,110	0,104	48.7	2,427	1,767	0,660	27.2
Materials & Supplies	8,380	6,971	1,409	16.8	2,619	1,419	1,200	45.8	10,999	8,390	2,609	23.7
Other Business Expenses	1,276	1,197	0,079	6.2	0,005	0,013	(0,008)	*	1,281	1,210	0,071	5.5
Total Non-Labor Expenses	\$29,875	\$28,030	\$1,845	6.2	\$3,674	\$2,607	\$1,067	31.8	\$33,549	\$30,538	\$3,011	9.0
Other Expense Adjustments												
Other	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-
Total Other Expense Adjustments	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-
Total Expenses before Depreciation & Other Post Employment Benefits	\$109,291	\$105,158	\$4,133	3.8	\$14,003	\$13,484	\$0,519	3.7	\$123,294	\$118,642	\$4,652	3.8
Depreciation	\$26,422	\$24,483	1,939	7.3	\$0,000	\$0,000	\$0,000	-	\$26,422	\$24,483	\$1,939	7.3
Other Post Employment Benefits	6,437	4,694	1,743	27.1	0,000	0,000	0,000	-	6,437	4,694	1,743	27.1
Environmental Remediation	0,167	0,167	0,000	0.2	0,000	0,000	0,000	-	0,167	0,167	0,000	0.2
Total Expenses	\$142,317	\$134,502	\$7,815	5.5	\$14,003	\$13,484	\$0,519	3.7	\$156,320	\$147,885	\$8,335	5.3
Net Surplus/(Deficit)	(\$95,252)	(\$88,791)	\$6,461	6.8	\$0,000	(\$0,000)	(\$0,000)	-	(\$95,252)	(\$88,791)	\$6,461	6.8
Cash Conversion Adjustments												
Depreciation	26,422	24,483	(1,939)	(7.3)	0,000	0,000	0,000	-	26,422	24,483	(1,939)	(7.3)
Operating/Capital	(0,544)	(0,037)	0,507	93.2	0,000	0,000	0,000	-	(0,544)	(0,037)	0,507	93.2
Other Cash Adjustments	7,338	16,215	8,877	*	0,000	0,000	0,000	-	7,338	16,215	8,877	*
Total Cash Conversion Adjustments	\$33,216	\$40,661	\$7,445	22.4	\$0,000	\$0,000	\$0,000	-	\$33,216	\$40,661	\$7,445	22.4
Net Cash Surplus/(Deficit)	(\$62,036)	(\$48,130)	\$13,906	22.4	\$0,000	\$0,000	\$0,000	-	(\$62,036)	(\$48,130)	\$13,906	22.4

TABLE 3

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2012 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN FORECAST AND ACTUAL: ACCRUAL BASIS

January 2012					Year-to-Date January 2012		
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Revenue							
Farebox Revenue	Non Reimb.	1.591	3.6	Higher ridership \$1.615, partially offset by lower yield \$(0.024).			
Other Operating Revenue	Non Reimb.	(2.945)	*	Primarily due to rental technical accounting adjustment and lower advertising.			
Capital & Other Reimbursements	Reimb.	(0.519)	(3.7)	Primarily due to the timing of project activity and other reimbursements.			
Expenses							
Payroll	Non Reimb.	0.630	1.8	Shift of Engineering work force to project activity and timing of retiree vacation/sick payments and other accruals.			
	Reimb.	(0.241)	(4.9)	Primarily due to the timing of project activity and other reimbursements.			
Overtime	Non Reimb.	(1.036)	(16.6)	Primarily higher vacancy/absentee coverage, maintenance and weather-related overtime.			
	Reimb.	0.050	11.6	Primarily due to timing of project activity and more work done on straight time.			
Health and Welfare	Non Reimb.	0.910	11.4	Primarily lower rates and vacant positions			
	Reimb.	(0.085)	(10.3)	Primarily due to timing of project activity.			
OPEB Current Payment	Non Reimb.	0.347	6.8	Lower rates and fewer retirees/beneficiaries.			

TABLE 3

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2012 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN FORECAST AND ACTUAL: ACCRUAL BASIS

January 2012				Year-to-Date January 2012			
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Pensions	Non Reimb.	0.466	2.8	Total pension actual to forecast variance is on plan, however the estimated percentage of pension allocated to reimbursable was under-estimated.			
	Reimb.	(0.466)	(37.4)	Total pension actual to forecast variance is on plan, however the estimated percentage of pension allocated to reimbursable was under-estimated.			
Other Fringe Benefits	Non Reimb.	1.114	11.5	Primarily classification of employee claims.			
	Reimb.	(0.049)	(5.0)	Primarily due to timing of project activity.			
Electric Power	Non Reimb.	(0.424)	(4.7)	Primarily due to higher traction power, partially offset by lower electricity expenses.			
Fuel	Non Reimb.	0.225	10.3	Primarily due to lower diesel fuel, partially offset by higher gasoline expenses.			
Insurance	Non Reimb.	0.044	3.4	Lower premium payments.			
	Reimb.	(0.012)	(4.4)	Force Account Insurance associated with project activity.			
Claims	Non Reimb.	(0.536)	*	Primarily classification of employee claims.			
Maintenance & Other Operating Contracts	Non Reimb.	0.493	9.6	Primarily due to the timing of payments for telephone/data services, emergency bussing, IESS Security Initiative, and rubbish removal.			
	Reimb.	(0.118)	(20.8)	Primarily due to timing of project activity.			

TABLE 3

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2012 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN FORECAST AND ACTUAL: ACCRUAL BASIS

January 2012				Year-to-Date January 2012			
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Professional Service Contracts	Non Reimb.	0.556	25.1	Primarily due to the timing of payments and activities for IT hardware and software.			
	Reimb.	0.104	48.7	Primarily due to timing of project activity.			
Materials & Supplies	Non Reimb.	1.409	16.8	Primarily timing of corporate inventory adjustments, non-stock material chargeout, lower usage of running repair and fleet modification material, partially offset by chargeouts for pool material greater than reclaims.			
	Reimb.	1.200	45.8	Primarily due to timing of project activity and timing of payments for project material.			
Other Business Expenses	Non Reimb.	0.079	6.2	Primarily due to timing of expenses.			
	Reimb.	(0.008)	*	Primarily due to timing of project activity.			
Depreciation	Non Reimb.	1.939	7.3	Primarily timing.			
Other Post Employment Benefits	Non Reimb.	1.743	27.1	Lower GASB adjustment to reflect the value associated with unfunded accrued liability for post employment benefits.			

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2012 ADOPTED BUDGET
CASH RECEIPTS and EXPENDITURES
January 2012
(\$ in millions)

Table 4

	Month				Year-to-Date			
			Favorable (Unfavorable)				Favorable (Unfavorable)	
	Budget	Actual	Variance	Percent	Budget	Actual	Variance	Percent
Receipts								
Farebox Revenue	\$46.591	\$48.599	\$2.008	4.3	\$46.591	\$48.599	\$2.008	4.3
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	3.845	1.999	(1.846)	(48.0)	3.845	1.999	(1.846)	(48.0)
Capital & Other Reimbursements	16.535	20.100	3.565	21.6	16.535	20.100	3.565	21.6
Total Receipts	\$66.971	\$70.698	\$3.727	5.6	\$66.971	\$70.698	\$3.727	5.6
Expenditures								
<i>Labor:</i>								
Payroll	\$36.672	\$37.648	(\$0.976)	(2.7)	\$36.672	\$37.648	(\$0.976)	(2.7)
Overtime	6.672	6.781	(0.109)	(1.6)	6.672	6.781	(0.109)	(1.6)
Health and Welfare	8.800	15.850	(7.050)	(80.1)	8.800	15.850	(7.050)	(80.1)
OPEB Current Payment	5.078	8.609	(3.531)	(69.5)	5.078	8.609	(3.531)	(69.5)
Pensions	18.007	17.999	0.008	0.0	18.007	17.999	0.008	0.0
Other Fringe Benefits	10.886	8.469	2.417	22.2	10.886	8.469	2.417	22.2
GASB	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	\$86.115	\$95.355	(\$9.240)	(10.7)	\$86.115	\$95.355	(\$9.240)	(10.7)
<i>Non-Labor:</i>								
Electric Power	\$10.088	\$0.414	\$9.674	95.9	\$10.088	\$0.414	\$9.674	95.9
Fuel	2.569	1.489	1.080	42.1	2.569	1.489	1.080	42.1
Insurance	4.519	2.119	2.400	53.1	4.519	2.119	2.400	53.1
Claims	0.344	0.217	0.127	36.9	0.344	0.217	0.127	36.9
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	6.702	4.492	2.210	33.0	6.702	4.492	2.210	33.0
Professional Service Contracts	2.944	0.871	2.073	70.4	2.944	0.871	2.073	70.4
Materials & Supplies	12.063	9.895	2.168	18.0	12.063	9.895	2.168	18.0
Other Business Expenses	1.247	0.870	0.377	30.2	1.247	0.870	0.377	30.2
Total Non-Labor Expenditures	\$40.476	\$20.366	\$20.110	49.7	\$40.476	\$20.366	\$20.110	49.7
<i>Other Expenditure Adjustments:</i>								
Other	2.417	2.410	0.007	0.3	2.417	2.410	0.007	0.3
Total Other Expenditure Adjustments	\$2.417	\$2.410	\$0.007	0.3	\$2.417	\$2.410	\$0.007	0.3
Total Expenditures	\$129.008	\$118.132	\$10.876	8.4	\$129.008	\$118.132	\$10.876	8.4
Cash Timing and Availability Adjustment	0.000	(0.696)	(0.696)	-	0.000	(0.696)	(0.696)	-
Net Cash Deficit (excludes opening balance)	(\$62.037)	(\$48.130)	\$13.907	22.4	(\$62.037)	(\$48.130)	\$13.907	22.4
Subsidies								
MTA	62.037	44.880	(17.157)	(27.7)	62.037	44.880	(17.157)	(27.7)

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2012 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN FEBRUARY BUDGET AND ACTUAL CASH BASIS

Table 5

Generic Revenue or Expense Category	January 2012			Year-to-Date as of January 31, 2012		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Receipts						
Farebox Revenue	\$2.008	4.3	Higher ridership \$1.615 and higher advance sales impact \$0.609, partially offset by lower Metrocard/AirTrain sales \$(0.192), and lower yields \$(0.024).			
Other Operating Revenue	(\$1.846)	(48.0)	Primarily due to the timing of rental revenue and intercompany receipts.			
Capital and Other Reimbursements	\$3.565	21.6	Timing of activity and reimbursement for capital and other reimbursements.			
Expenditures						
Labor:						
Payroll	(\$0.976)	(2.7)	Primarily due to the timing of tax payments.			
Overtime	(\$0.109)	(1.6)	Primarily higher vacancy/absentee coverage.			
Health and Welfare	(\$7.050)	(80.1)	Primarily due to the timing of payments.			
OPEB Current Payment	(\$3.531)	(69.5)	Primarily due to the timing of payments.			
Other Fringe Benefits	\$2.417	22.2	Primarily the timing of payments.			
Non-Labor:						
Electric Power	\$9.674	95.9	Primarily due to the timing of payments.			
Fuel	\$1.080	42.1	Timing of payments and lower consumption.			

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2012 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN FEBRUARY BUDGET AND ACTUAL CASH BASIS

Table 5

Generic Revenue or Expense Category	January 2012			Year-to-Date as of January 31, 2012		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Insurance	\$2.400	53.1	Timing of payments.			
Claims	\$0.127	36.9	Timing of payment for claims.			
Maintenance and Other Operating Contracts	\$2.210	33.0	Timing of payments.			
Professional Service Contracts	\$2.073	70.4	Timing of MTA chargeback payments and the timing of payments for other consulting services.			
Materials and Supplies	\$2.168	18.0	Primarily the timing of program, production plan, and operating funded capital material and supplies.			
Other Business Expenses	\$0.377	30.2	Primarily due to the timing of payments.			
Other Expenditure Adjustments	\$0.007	0.3	Lower Metrocard/AirTrain pass through payments.			

Table 6

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2012 ADOPTED BUDGET
CASH CONVERSION (CASH FLOW ADJUSTMENTS)

January 2012

(\$ in millions)

	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$2.417	\$2.834	\$0.417	17.3	\$2.417	\$2.834	\$0.417	17.3
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	0.954	2.053	1.099	*	0.954	2.053	1.099	*
Capital & Other Reimbursements	2.532	6.616	4.084	*	2.532	6.616	4.084	*
Total Receipts	\$5.903	\$11.503	\$5.600	94.9	\$5.903	\$11.503	\$5.600	94.9
Expenditures								
<i>Labor:</i>								
Payroll	\$3.795	\$2.430	(\$1.365)	(36.0)	\$3.795	\$2.430	(\$1.365)	(36.0)
Overtime	0.000	0.878	0.878	-	0.000	0.878	0.878	-
Health and Welfare	0.001	(7.875)	(7.876)	*	0.001	(7.875)	(7.876)	*
OPEB Current Payment	0.000	(3.878)	(3.878)	-	0.000	(3.878)	(3.878)	-
Pensions	0.001	0.009	0.008	*	0.001	0.009	0.008	*
Other Fringe Benefits	(0.167)	1.185	1.352	*	(0.167)	1.185	1.352	*
GASB	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	\$3.630	(\$7.251)	(\$10.881)	*	\$3.630	(\$7.251)	(\$10.881)	*
<i>Non-Labor:</i>								
Electric Power	(\$0.974)	\$9.124	\$10.098	*	(\$0.974)	\$9.124	\$10.098	*
Fuel	(0.381)	0.475	0.856	*	(0.381)	0.475	0.856	*
Insurance	(2.939)	(0.571)	2.368	80.6	(2.939)	(0.571)	2.368	80.6
Claims	(0.061)	0.602	0.663	*	(0.061)	0.602	0.663	*
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	(1.025)	0.810	1.835	*	(1.025)	0.810	1.835	*
Professional Service Contracts	(0.517)	0.896	1.413	*	(0.517)	0.896	1.413	*
Materials & Supplies	(1.064)	(1.505)	(0.441)	(41.4)	(1.064)	(1.505)	(0.441)	(41.4)
Other Business Expenses	0.034	0.340	0.306	*	0.034	0.340	0.306	*
Total Non-Labor Expenditures	(\$6.927)	\$10.171	\$17.098	*	(\$6.927)	\$10.171	\$17.098	*
<i>Other Expenditure Adjustments:</i>								
Other	(2.417)	(2.410)	0.007	0.3	(2.417)	(2.410)	0.007	0.3
Total Other Expenditure Adjustments	(\$2.417)	(\$2.410)	\$0.007	0.3	(\$2.417)	(\$2.410)	\$0.007	0.3
Total Expenditures before Depreciation	(\$5.714)	\$0.510	\$6.224	*	(\$5.714)	\$0.510	\$6.224	*
Depreciation Adjustment	26.422	24.483	(1.939)	(7.3)	26.422	24.483	(1.939)	(7.3)
Other Post Employment Benefits	6.437	4.694	(1.743)	(27.1)	6.437	4.694	(1.743)	(27.1)
Environmental Remediation	0.167	0.167	(0.000)	(0.2)	0.167	0.167	(0.000)	(0.2)
Total Expenditures	\$27.312	\$29.854	\$2.542	9.3	\$27.312	\$29.854	\$2.542	9.3
Cash Timing and Availability Adjustment	0.000	(0.696)	(0.696)	-	0.000	(0.696)	(0.696)	-
Total Cash Conversion Adjustments	\$33.215	\$40.661	\$7.446	22.4	\$33.215	\$40.661	\$7.446	22.4

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

	Monthly						Year-to-Date					
	Adopted Budget		Actuals		Var. - Fav./Unfav)		Adopted Budget		Actuals		Var. - Fav./Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
SCHEDULED:												
<u>Direct Service</u> ¹	50,399	\$2.5	51,093	\$2.6	(694)	(\$0.0)	50,399	\$2.5	51,093	\$2.6	(694)	(\$0.0)
					-1.4%	-1.0%					-1.4%	-1.0%
<u>Programmed Maintenance</u>	1,955	0.1	4,604	0.2	(2,649)	(0.1)	1,955	0.1	4,604	0.2	(2,649)	(\$0.1)
					*	-79.7%					*	-79.7%
Total Scheduled	52,354	\$2.6	55,697	\$2.7	(3,343)	(\$0.1)	52,354	\$2.6	55,697	\$2.7	(3,343)	(\$0.1)
					-6.4%	-3.7%					-6.4%	-3.7%
UNSCHEDULED:												
<u>Vacancy/Absentee Coverage</u>	25,501	\$1.2	37,796	\$1.8	(12,295)	(\$0.6)	25,501	\$1.2	37,796	\$1.8	(12,295)	(\$0.6)
					-48.2%	-44.7%					-48.2%	-44.7%
<u>Weather Emergencies</u>	12,403	0.6	14,306	0.7	(1,903)	(0.1)	12,403	0.6	14,306	0.7	(1,903)	(\$0.1)
					-15.3%	-19.7%					-15.3%	-19.7%
<u>Maintenance</u>	37,165	1.7	38,828	1.9	(1,663)	(0.2)	37,165	1.7	38,828	1.9	(1,663)	(\$0.2)
					-4.5%	-10.4%					-4.5%	-10.4%
<u>Emergencies</u>	625	0.0	563	0.0	62	0.0	625	0.0	563	0.0	62	\$0.0
					9.9%	6.7%					9.9%	6.7%
<u>Safety/Security/Law Enforcement</u> ²					-	-					-	-
<u>All Other</u> ³	1,474	0.1	1,720	0.2	(246)	(0.1)	1,474	0.1	1,720	0.2	(246)	(\$0.1)
					-16.7%	*					-16.7%	*
Total Unscheduled	77,168	\$3.6	93,213	\$4.6	(16,045)	(\$0.9)	77,168	\$3.6	93,213	\$4.6	(16,045)	(\$0.9)
					-20.8%	-26.2%					-20.8%	-26.2%
TOTAL NON-REIMBURSABLE OVERTIME:	129,522	\$6.2	148,911	\$7.3	(19,388)	(\$1.0)	129,522	\$6.2	148,911	\$7.3	(19,388)	(\$1.0)
					-15.0%	-16.7%					-15.0%	-16.7%
REIMBURSABLE OVERTIME	8,465	\$0.4	7,363	0.4	1,102	0.1	8,465	\$0.4	7,363	0.4	1,102	0.1
					13.0%	12.7%					13.0%	12.7%
TOTAL OVERTIME	137,987	\$6.7	156,274	\$7.7	(18,287)	(\$1.0)	137,987	\$6.7	156,274	\$7.7	(18,287)	(\$1.0)
					-13.3%	-14.8%					-13.3%	-14.8%

1 Includes Service Delay, Tour Length and Holiday overtime.

2 Not Applicable

3 Reflects overtime for customer service, material management and other administrative functions.

* Exceeds 100%

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

	Monthly			Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
SCHEDULED:						
Direct Service ¹	(694)	(\$0.0)		(694)	(\$0.0)	
	-1.4%	-1.0%		-1.4%	-1.0%	
<u>Programmed Maintenance</u>	(2,649)	(0.1)	Timing of gap remediation work.	(2,649)	(0.1)	
	*	-79.7%		*	-79.7%	
Total Scheduled	(3,343)	(\$0.1)		(3,343)	(\$0.1)	
	-6.4%	-3.7%		-6.4%	-3.7%	
UNSCHEDULED:						
<u>Vacancy/Absentee Coverage</u>	(12,295)	(\$0.6)	Primarily vacant positions in the Maintenance of Equipment department (approximately 99 open jobs).	(12,295)	(\$0.6)	
	-48.2%	-44.7%		-48.2%	-44.7%	
<u>Weather Emergencies</u>	(1,903)	(0.1)	Higher than anticipated weather overtime in the Signals Department attributed to winter storm of 1/20/12-1/21/12.	(1,903)	(0.1)	
	-15.3%	-19.7%		-15.3%	-19.7%	
<u>Maintenance</u>	(1,663)	(0.2)	Higher Engineering Department maintenance attributed to Atlantic Tunnel Half Tie Replacement Program, greater maintenance support needs within Signal and general maintenance needs system wide.	(1,663)	(0.2)	
	-4.5%	-10.4%		-4.5%	-10.4%	
<u>Emergencies</u>	62	0.0		62	0.0	
	9.9%	6.7%		9.9%	6.7%	
Safety/Security/Law Enforcement ²	-	-		-	-	
All Other ³	(246)	(0.1)		(246)	(0.1)	
	-16.7%	*		-16.7%	*	
Total Unscheduled	(16,045)	(\$0.9)		(16,045)	(\$0.9)	
	-20.8%	-26.2%		-20.8%	-26.2%	
TOTAL NON-REIMBURSABLE OVERTIME:	(19,388)	(\$1.0)		(19,388)	(\$1.0)	
	-15.0%	-16.7%		-15.0%	-16.7%	
REIMBURSABLE OVERTIME	1,102	0.1		1,102	0.1	
	13.0%	12.7%		13.0%	12.7%	
TOTAL OVERTIME	(18,287)	(\$1.0)		(18,287)	(\$1.0)	
	-13.3%	-14.8%		-13.3%	-14.8%	

¹ Includes Service Delay, Tour Length and Holiday overtime.

² Not Applicable

³ Reflects overtime for customer service, material management and other administrative functions.

* Exceeds 100%

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN-2012 ADOPTED BUDGET
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and DEPARTMENT
NON-REIMBURSABLE and REIMBURSABLE
END-of -MONTH JANUARY 2012

	Budget	Actual	Favorable/ (Unfavorable) Variance
Administration			
Executive VP	2	2	0
Labor Relations	10	10	0
Procurement & Logistics (excl. Stores)	82	83	(1)
Human Resources	32	29	3
Sr VP Administration	2	2	0
Strategic Investments	38	30	8
President	4	4	0
VP & CFO/Pension	9	9	0
Information Technology	160	157	3
Controller	41	37	4
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/Training	64	71	(7)
Security	5	7	(2)
Sr VP Operations/Oper. S/A & Serv Planning	39	39	-
Total Administration	631	614	17
Operations			
Train Operations	1,831	1,796	35
Customer Services	290	292	(2)
Total Operations	2,121	2,088	33
Maintenance			
Engineering	1,551	1,539	12
Equipment	2,029	1,930	99
Procurement (Stores)	94	94	-
Total Maintenance	3,674	3,563	111
Engineering/Capital			
Department of Project Management	112	105	7
Total Engineering/Capital	112	105	7
Baseline Total Positions	6,538	6,370	168
Non-Reimbursable	5,933	5,681	252
Reimbursable	605	689	(84)
Total Full-Time	6,538	6,370	168
Total Full-Time-Equivalents			

**MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2012 MID-YEAR ADOPTED BUDGET
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
NON-REIMBURSABLE and REIMBURSABLE
END-OF-MONTH JANUARY 2012**

Explanation of Variances
NON-REIMBURSABLE POSITIONS - favorable 252 positions due to hiring delays in Maintenance of Equipment and Administrative Departments and a shift of Engineering work force from maintenance to project activity.
REIMBURSABLE POSITIONS - unfavorable (84) positions primarily due to the timing of project activity.

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2012 ADOPTED BUDGET
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and OCCUPATION
END-of-MONTH JANUARY 2012

	Budget	Actual	Favorable/ (Unfavorable) Variance
Administration			
Managers/Supervisors	327	297	30
Professional, Technical, Clerical	304	317	(13)
Operational Hourlies	-	-	-
Total Administration	631	614	17
Operations			
Managers/Supervisors	304	288	16
Professional, Technical, Clerical	157	160	(3)
Operational Hourlies	1,660	1,640	20
Total Operations	2,121	2,088	33
Maintenance			
Managers/Supervisors	687	643	44
Professional, Technical, Clerical	261	234	27
Operational Hourlies	2,726	2,686	40
Total Maintenance	3,674	3,563	111
Engineering/Capital			
Managers/Supervisors	94	90	4
Professional, Technical, Clerical	18	15	3
Operational Hourlies	-	-	-
Total Engineering/Capital	112	105	7
Total Positions			
Managers/Supervisors	1,412	1,318	94
Professional, Technical, Clerical	740	726	14
Operational Hourlies	4,386	4,326	60
Total Positions	6,538	6,370	168

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2012 ADOPTED BUDGET
RIDERSHIP
(In Thousands)

RIDERSHIP	January 2012				Year-to-date January 2012			
	Budget	Actual	Favorable/ (Unfavorable) Variance	%	Budget	Actual	Favorable/ (Unfavorable) Variance	%
Monthly	3.632	3.693	0.062	1.7%	3.632	3.693	0.062	1.7%
Weekly	0.122	0.127	0.005	4.4%	0.122	0.127	0.005	4.4%
Total Commutation	3.754	3.821	0.067	1.8%	3.754	3.821	0.067	1.8%
One-Way Full Fare	0.548	0.583	0.034	6.2%	0.548	0.583	0.034	6.2%
One-Way Off-Peak	1.261	1.318	0.056	4.5%	1.261	1.318	0.056	4.5%
All Other	0.642	0.711	0.069	10.8%	0.642	0.711	0.069	10.8%
Total Non-Commutation	2.451	2.611	0.160	6.5%	2.451	2.611	0.160	6.5%
Total	6.205	6.432	0.227	3.7%	6.205	6.432	0.227	3.7%

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2012 ADOPTED BUDGET
MONTHLY PERFORMANCE INDICATORS
January 2012

		<u>MONTH</u>			<u>VARIANCE</u>	
		<u>2012</u>	<u>Adopted Budget</u>	<u>2011</u>	<u>vs. Budget</u>	<u>vs. 2011</u>
Farebox Operating Ratio	Standard ⁽¹⁾	43.7%	40.4%	41.5%	3.3%	2.2%
	Adjusted ⁽²⁾	51.2%	50.4%	n/a	0.8%	n/a
Cost Per Passenger	Standard ⁽¹⁾	\$16.35	\$17.70	\$17.57	\$1.35	\$1.22
	Adjusted ⁽²⁾	\$13.89	\$15.04	n/a	\$1.15	n/a
Passenger Revenue/Passenger ⁽³⁾		\$7.14	\$7.15	\$7.29	(\$0.01)	(\$0.15)
		<u>YEAR-TO-DATE</u>			<u>VARIANCE</u>	
		<u>2012</u>	<u>Adopted Budget</u>	<u>2011</u>	<u>vs. Budget</u>	<u>vs. 2011</u>
Farebox Operating Ratio	Standard ⁽¹⁾	43.7%	40.4%	41.5%	3.3%	2.2%
	Adjusted ⁽²⁾	51.2%	50.4%	n/a	0.8%	n/a
Cost Per Passenger	Standard ⁽¹⁾	\$16.35	\$17.70	\$17.57	\$1.35	\$1.22
	Adjusted ⁽²⁾	\$13.89	\$15.04	n/a	\$1.15	n/a
Passenger Revenue/Passenger ⁽³⁾		\$7.14	\$7.15	\$7.29	(\$0.01)	(\$0.15)

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

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

(3) Passenger Revenue/Passenger includes Bar Car Services

MTA LONG ISLAND RAIL ROAD

MONTHLY RIDERSHIP REPORT

JANUARY 2012

JANUARY 2012 RIDERSHIP AND REVENUE REPORT MTA LONG ISLAND RAIL ROAD

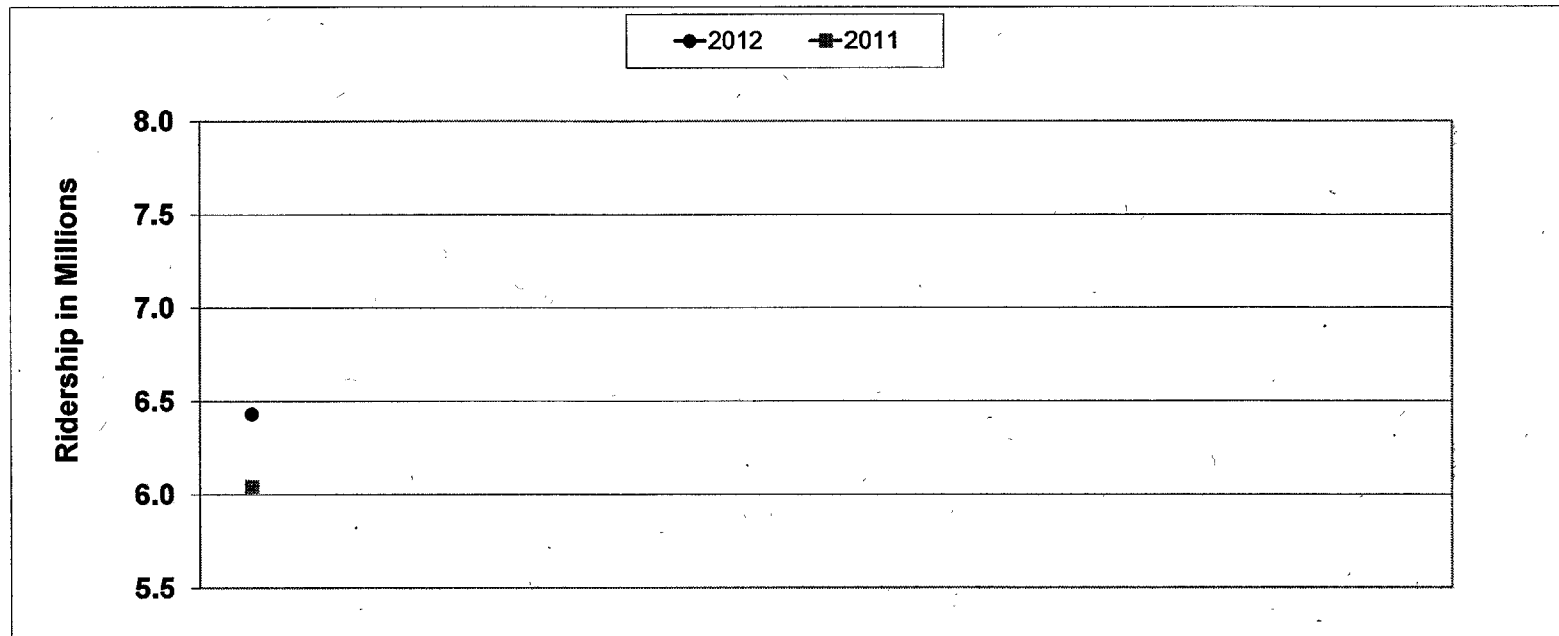
EXECUTIVE SUMMARY

January

- January 2012 total ridership was 6.4million vs. 6.0 million in January 2011, an increase of 389,567 passengers, or a 6.4% increase compared to January 2011.
- January 2012 commutation ridership was 3.8 million vs. 3.7 million in January 2011, an increase of 102,568 passengers, or an increase of 2.8%.
- January 2012 non-commutation ridership was 2.6 million vs. 2.3 million in January 2011, an increase of 286,999 passengers, or an increase of 12.3%.
- January 2012 revenue was \$45.8 million vs. \$42.8 million, an increase of \$2,998,110, or an increase of 7.0% compared to January 2011.

JANUARY RIDERSHIP

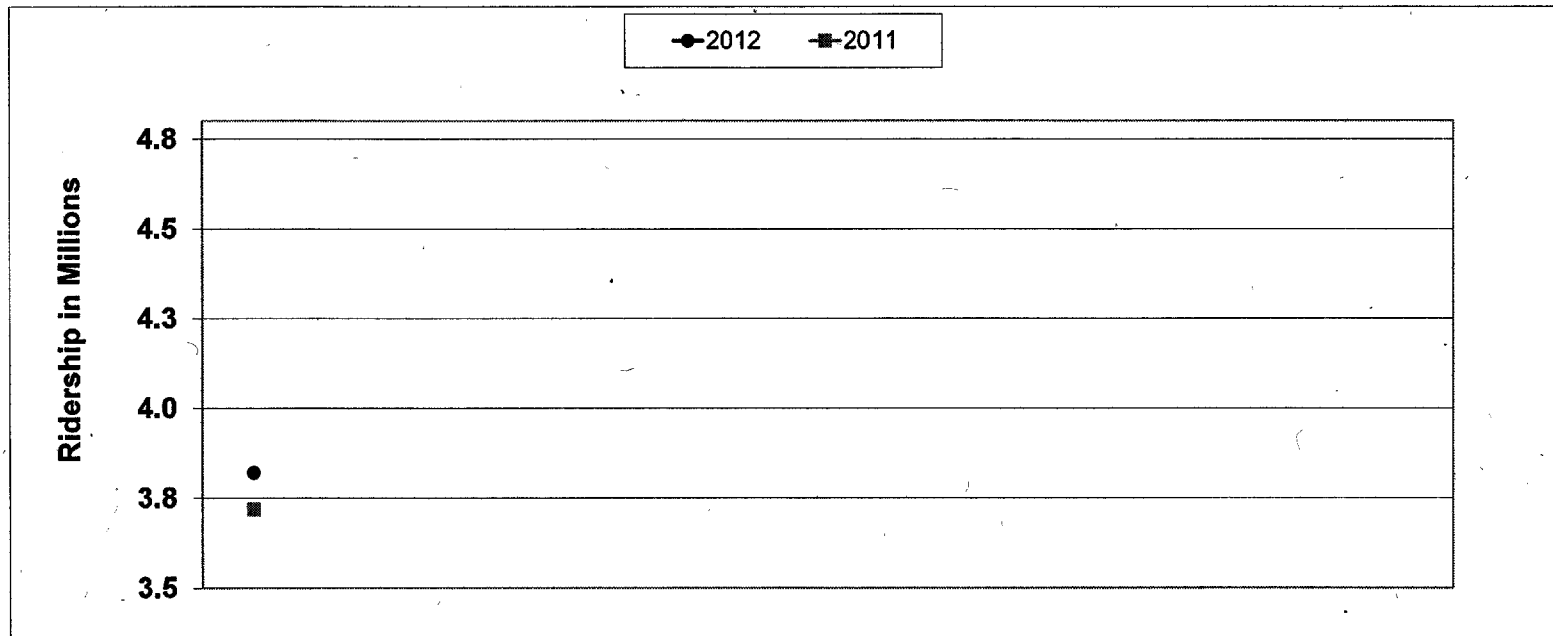
- January's Total Ridership was 6.4% above '11 and 3.7% above budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2012	6.4												6.4
2011	6.0												6.0
PCT CHG.	6.4%												6.4%

JANUARY COMMUTATION RIDERSHIP

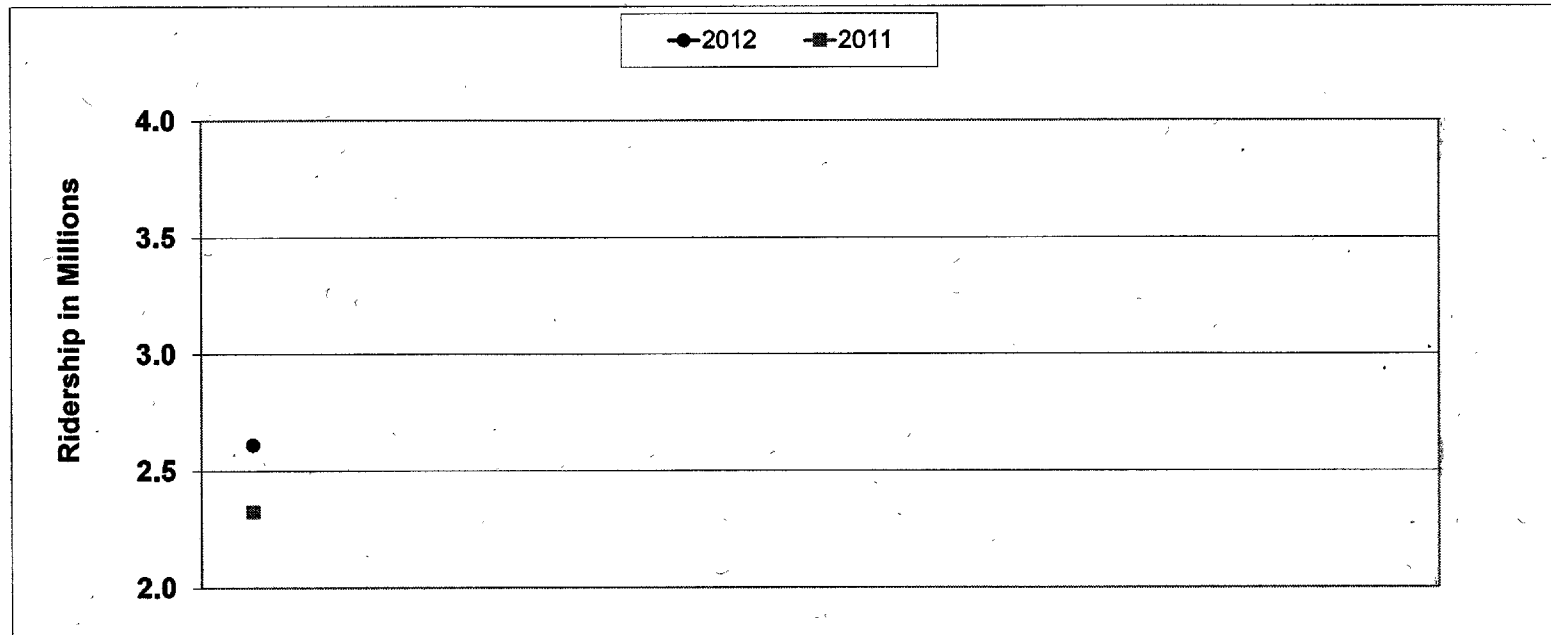
- January's Commutation Ridership was 2.8% above '11 and 1.8% above budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2012	3.8												3.8
2011	3.7												3.7
PCT CHG.	2.8%												2.8%

JANUARY NON-COMMUTATION RIDERSHIP

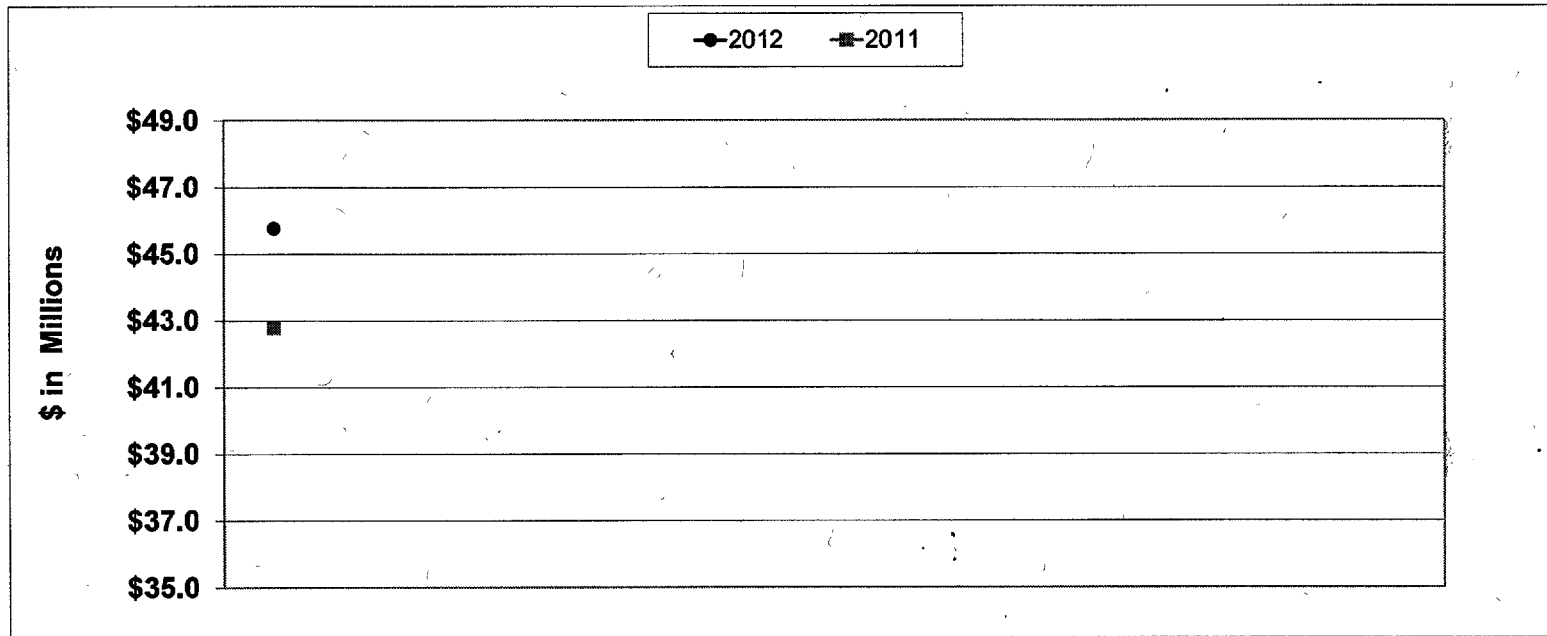
- January's Non-Commutation Ridership was 12.3% above '11 and 6.5% above budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2012	2.6												2.6
2011	2.3												2.3
PCT CHG.	12.3%												12.3%

JANUARY REVENUE

- January's Total Revenue was 7.0% above '11 and 3.6% above budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2012	\$45.8												\$45.8
2011	\$42.8												\$42.8
PCT CHG.	7.0%												7.0%

**MTA LONG ISLAND RAIL ROAD
RIDERSHIP SUMMARY
JANUARY 2012**

TICKET TYPE/SERVICE	January 2012	January 2011	CHANGE VS. 2011	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	3,820,744	3,718,176	102,568	2.8%
NON-COMMUTATION RIDERSHIP	2,610,914	2,323,915	286,999	12.3%
TOTAL RIDERSHIP	6,431,658	6,042,091	389,567	6.4%

**MTA LONG ISLAND RAIL ROAD
RIDERSHIP SUMMARY
2012 YEAR-TO-DATE**

TICKET TYPE/SERVICE	January 2012	January 2011	CHANGE VS. 2011	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	3,820,744	3,718,176	102,568	2.8%
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TOTAL RIDERSHIP	6,431,658	6,042,091	389,567	6.4%

**MTA LONG ISLAND RAIL ROAD
REVENUE SUMMARY
JANUARY 2012**

REVENUE	January 2012	January 2011	CHANGE VS. 2011	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$ 25,102,188.00	\$ 24,401,356.00	\$ 700,832.00	2.9%
NON-COMMUTATION REVENUE	\$ 20,662,501.00	\$ 18,375,223.00	\$ 2,287,278.00	12.4%
TOTAL REVENUE	\$ 45,764,689.00	\$ 42,776,579.00	\$ 2,988,110.00	7.0%

**MTA LONG ISLAND RAIL ROAD
REVENUE SUMMARY
2012 YEAR-TO-DATE**

REVENUE	January 2012	January 2011	CHANGE VS. 2011	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$ 25,102,188.00	\$ 24,401,356.00	\$ 700,832.00	2.9%
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TOTAL REVENUE	\$ 45,764,689.00	\$ 42,776,579.00	\$ 2,988,110.00	7.0%



Long Island Rail Road

CAPITAL PROGRAM

HIGHLIGHTS

**LONG ISLAND RAIL ROAD
CAPITAL PROGRAM HIGHLIGHTS & UPDATES
FEBRUARY 2012**

HIGHLIGHTS

President Helena Williams attended a press conference about the upcoming project to install 2 new elevators at the LIRR Flushing Main Street Station. The new elevators, 1 each for the eastbound and westbound platforms, will provide accessibility for mobility impaired customers. The design process will commence shortly and construction is planned for the latter part of 2013. In addition to installing the 2 new elevators, the improvements will include replacing the existing platform lighting and railings, adding ADA tactile warning strips to the platform edges, replacing signage, and upgrading the station's electrical service. The project cost is estimated at \$8.5M. With the proximity of the LIRR Flushing Main Street Station to Penn Station, the LIRR anticipates that these improvements will attract additional ridership from the growing Flushing community.

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 forecast for the 2nd Quarter 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. Signal performed cable pulls and terminations at Point CIL, installed conduits and cable for conversion of 16 bridge to pedestal signals, and conducted various signal work in the HTSC Temporary Trailer. LIRR F/A provided support to MTACC Third Party and Amtrak installation of 747A switch which was completed this month. Track Panel construction continued for Westward Passenger rework currently scheduled for this Fall. Track Department performed IJ work at 16 bridge and surfacing on the EWP.

BABYLON TRAIN WASH (ARRA funded)

- Train Wash equipment testing continued.
- Paving and fencing continued.
- Project Beneficial Use remains scheduled for April 2012.

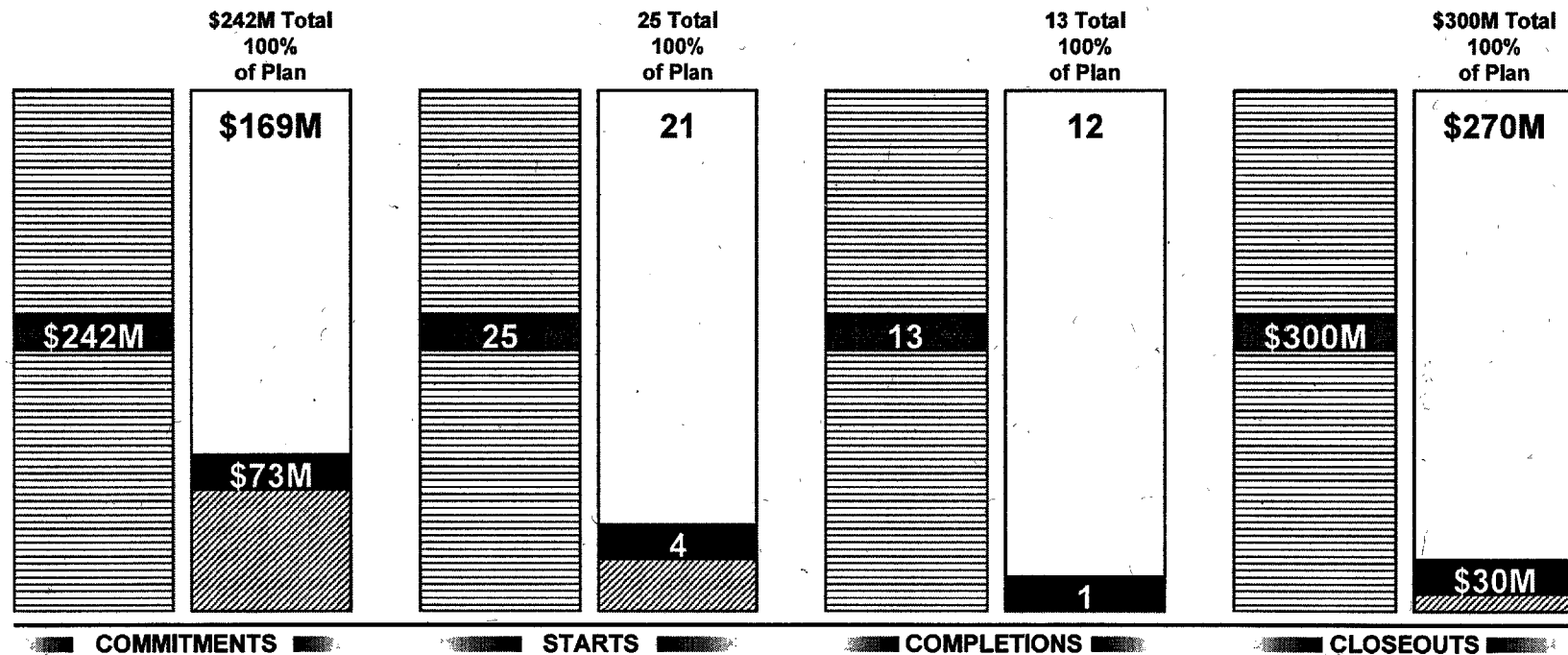
MENTORING ACTIVITIES

- Station Enhancements: Atlantic Terminal work continued.
- West Side Yard Reconfiguration: Work continued.
- Hillside Support Facility Platform Elevator Replacements: Submittals and Project Meetings continued.
- 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



2012 PLAN



ACTUAL as of February 29, 2012



FORECAST as of December 31, 2012