



**Metropolitan Transportation Authority**

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

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## **May 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



**Metropolitan Transportation Authority**

## **MEETING AGENDA**

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

**May 21, 2012 – 8:30 a.m.**

**347 Madison Avenue**

Fifth Floor Board Room  
New York, NY

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Date of next meeting: **Monday, June 25, 2012 at 8:30 AM**

Minutes of the Regular Meeting  
Metro-North Committee

Monday, April 23, 2012

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

8:30 a.m.

The following members were present:

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

Not Present:

Hon. Norman Brown  
Hon. Jeffrey A. Kay

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  
John Kesich – Assistant Chief Mechanical Officer, 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 was one public speaker.

Murray Bodin of Concerned Grandparents questioned the need for a control cab on every train, expressing his opinion that this is not cost effective.



3. Approval of Minutes - Upon motion duly made and seconded, the members of the Committee present approved the minutes of the regular meeting of March 26, 2012.
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 summarized the hours of service requirements, she reported that both railroads are updating the software needed to track hours, noting that the railroads need to make sure they have the correct staffing level to comply with the law. Both railroads have filed the required fatigue management plans with the FRA. 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 the first quarter of 2012 was the best quarter in Metro-North's history with an on-time performance of 98.8%. He 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. The mean distance between failure in February 2012 was extremely high at almost 250,000 miles. There was a fire in Stratford, Connecticut last week which shut down the New Haven Line for a few hours. CDOT is in the process of rebuilding its aging catenary system; the rebuild requires taking two tracks out of service for 7 miles. Ninety-six M-8 cars are in service. The M-8 cars comprise 30% of the total weekday main line service and 35% of the total weekend service. Ridership is surging on all lines with the exception of the Pt. Jervis Line, which is improving but still recovering from the effects of Tropical Storm Irene. Total rail ridership year-to-date through March was 4-5% higher than in the comparable period of 2011. There has been no discernible loss of ridership on the New Haven Line since the fare increase. There has been a significant increase in intermediate ridership. Ridership revenue was above budget and costs were below budget. On the safety front, President Permut noted that the total number of injuries in March 2012 were 35% lower than in the comparable period of 2011. There was an increase in employee injuries so far in April 2012; Metro-North is conducting safety audits to address this increase. President Permut recognized 4 Metro-North employees who were honored by the Connecticut Red Cross for rescuing a trespasser on the New Haven Line who became caught in electrical wires. 525 North Broadway, White Plains is the MTA's first LEED Silver certified building. A NYPA funded energy efficiency project is being conducted by NYPA in Grand Central Terminal to replace the equipment that cools, heats and ventilates the terminal. Board Member Moerdler congratulated Metro-North on its superb service, he noted that when service is reduced, the railroad loses passengers and it is difficult to get these riders back.

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 discussed the increase in assaults of passengers who are walking home from the station, noting that seven recent assaults did not occurred on Metro-North property and there is no reason to believe the assailants had come off arriving trains. The MTA is working with Westchester County and local police regarding the increase of assaults. The statistics for these incidents are not in the agenda as they did not occur on Metro-North property. 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:

- Final Review of 2011 Operating Results.
- Annual Inventory Report – President Permut reported that in 2011 Metro-North's Procurement & Material Management Department, coordinated by Anthony Bombace, continued to work closely with its internal customers with a focus on overall inventory savings and reductions while improving service levels. Inventory levels were reduced by \$4 million and the cash needed to replenish inventory was reduced by \$2.8 million. The service level of supplying the internal customer with the parts needed increased for the 4th straight year and surpassed its goal of 97%. These accomplishments were the result of the 2011 action plan that included algorithmic forecasting for strategic inventory control, joint procurement initiatives for cost reduction, asset disposition and inventory optimization by maintenance of way and GCT.
- Net Lease with Heartland Brewery Holdings, Inc. for the Port Chester Station Building. President Permut noted that the lease benefits Metro-North, not only in terms of the rent it will receive, but also due to the improvements to be undertaken by Heartland.

A staff summary and reports setting forth the details of the above items are filed with the records of this meeting.

8. Metro-North Action Item:

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

- Supplemental agreement between Metro-North and NYSDOT for replacement of the Bridge Street Bridge in the Town of Poughkeepsie.

A staff summary setting forth the details of the above item is filed with the records of this meeting.

9. Procurements for Board Action

Long Island Rail Road

The Committed voted on Long Island Rail Road items. Among the items recommended to the Board for approval were (1) a non-competitive procurement requiring two-thirds vote to award a non-competitive purchase and public works contract on behalf of LIRR and Metro-North for replacement parts needed to maintain Knox Kershaw track equipment and (2) a competitive procurement requiring majority vote to award a miscellaneous service contract on behalf of LIRR and Metro-North for scheduled maintenance and on-call repair services for Cummins Currency Sorters and Counters. 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

- Automotive Resources International (ARI) – Multi-agency procurement for the provision of fleet maintenance and management services for the rubber tire fleets.

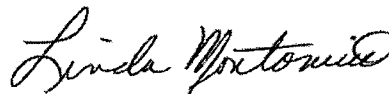
A staff summary setting forth the details of the above item is filed with the records of this meeting.

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

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

11. 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, April 23, 2012  
Meeting held at  
347 Madison Avenue  
New York, New York 10017  
8:30 a.m.**

**The following members were present:**

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

**The following members were absent:**

Hon. Norman Brown  
Hon. Jeffrey Kay

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

**Representing MTA Capital Construction Company:** Michael Horodniceanu, David Cannon

**Representing MTA Police:** Michael Coan

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

There was one public speaker. Murray Bodin of Concerned Grandparents questioned the need for a control cab on every train, expressing his opinion that this is not cost effective.

Upon motion duly made and seconded, the minutes of the March Committee meeting were approved. Co-Chairman Pally stated there were no changes to the 2012 Work Plan.

**MTA METRO-NORTH RAIL ROAD**

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

**MTA LONG ISLAND RAIL ROAD**

President Williams reported that LIRR recorded its best first quarter of on-time performance ever during the first quarter of 2012. During this period, 96.17% of all trains system-wide ran on schedule and, each month

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LIRR's system-wide OTP exceeded 96%. President Williams also reported that LIRR achieved 100% on-time performance during 16 rush hours over the first quarter, of which 13 were in the a.m. rush and three were in the p.m. rush; the latter of which, as she observed, is a greater operational challenge. President Williams congratulated the LIRR's operating and front line employees for their concerted efforts that resulted in this record performance, which was assisted by the past mild winter.

President Williams stated that LIRR's analysis of factors affecting on-time performance is ongoing. This includes the analysis of on-time performance (OTP) by branch, undertaken in response to the Committee's request at the March meeting, which she estimated would be concluded by the Committee's May meeting. President Williams stated that Harold to Penn has been reviewed, and that the factors affecting Penn's performance are being further scrutinized, including with respect to the equipment coming out of Penn for other carriers.

President Williams stated that LIRR is now in its seventh consecutive month of ridership growth. She reported that in March, commutation increased by 2.7%. Non-commutation, which includes weekend travel and off-peak travel, increased by 4.2%. President Williams noted the two events contributing to ridership growth. In March, the St. Patrick's Day Parade resulted in 76,000 additional customers. In April, on Mets Opening Day, 5,325 tickets were sold, a 16% increase in ridership, the best since 2009. President Williams also reported that in March, 2,606 monthlies were sold, and weeklies were up by 488. She noted the importance of monthly ticket sales in driving ridership increases.

President Williams noted that there were two assaults on conductors in March, one at Woodside and the other at Long Beach. President Williams stated that both assailants were arrested by the MTA Police, whom she acknowledged and thanked for their assistance. President Williams stated that in connection with this issue, she has had spoken with Tom Odessa and Michael Coan of the MTA Police, and Anthony Simon, General Chairman of the United Transportation Union, and that there is an internal task force which is reviewing initiatives that can be taken to reduce assaults on train crew personnel. President Williams reported that one such initiative is that, on a pilot basis, LIRR will ban alcohol on LIRR trains on Friday and Saturday nights between midnight and 5 a.m. This pilot program will be implemented with the May 14 timetable change, with ample advance given notice to the ridership and undertaken in coordination with the MTA Police. President Williams stated LIRR will report back on this issue to the Committee.

Board Member Blair asked whether legislation is necessary with respect to such assaults. President Williams responded that there is a law providing that an assault on a train crew member is a felony assault. MTA Police Chief Coan stated that based on police reports, alcohol is involved in 95% of the incidents which escalate to an assault. Board Member Tessitore stated that he supports this initiative because it is important to protect our train crews, thanking President Williams, Chief Coan and the group working on this.

In response to a question by Board Member Metzger, President Williams stated that customers will not be permitted to bring alcohol on the trains covered by the pilot program. She advised that customers will be so informed through signage and notices. Co-Chairman Pally stated he is in favor of LIRR's initiative to reduce incidents involving assaults on train crews.

President Williams stated LIRR is finalizing its report about the new FRA regulation which required passenger railroads to submit a fatigue mitigation plan by April 12, 2012, which LIRR timely submitted. She stated that through a joint procurement with Metro-North, LIRR has obtained software necessary to comply with the requirement to track the number of hours worked by Hours of Service employees. She advised that these employees are now classified; either as Type 1, required to have two days off in 14 days, or as Type 2, with one day off in seven days. President Williams stated that LIRR will

be monitoring the impact of this FRA regulation on employee availability and is continuing to work with the IT Department to make improvements in the software. President Williams stated that the FRA has 180 days to respond to LIRR's fatigue mitigation plan, and that the Committee will be updated.

Board Member Moerdler asked about the effect of an overtime increase and the reduction in the workforce on reliability of service. With respect to reliability of service, President Williams responded that LIRR is meeting the requirements of its Reliability Centered Maintenance Program. She stated that this month, LIRR has had outstanding mean distance between failure statistics for the fleet, observing that this may fluctuate based on incidents in the diesel fleet, which, due to their small numbers, have a disproportionate impact.

President Williams further responded that overtime slightly increased, due in part to a large number of retirements which particularly affected the Road Car Inspector title. She stated that LIRR is taking action to address this issue, including more classes and training, insofar as headcount must be maintained to control overtime. She acknowledged the UTU's cooperation allowing Car Appearance Maintainers to be brought in at a different positional level.

President Williams asked Mark Young to further address Board Member Moerdler's concerns. Mr. Young stated that, regarding the Year End Report for 2011, weather-related events and the need to cover vacancies in the Maintenance of Equipment Department (M of E) contributed to the overtime increase. He also stated that Human Resources and Operations are implementing a 2012 hiring plan and that year-to-date, through the first two months of 2012, LIRR has 11% fewer overtime hours worked, notwithstanding the MofE vacancies.

President Williams also asked Michael Gelormino to further address Board Member Moerdler's concerns. Mr. Gelormino acknowledged the relationship between man hours and maintenance, and noted the success of LIRR's Reliability Centered Maintenance Program, indicated by the high rolling averages achieved with respect to mean distances between failures. President Williams observed that LIRR's RCM presentation, an annual report for the Committee that both railroads prepare, is scheduled for May.

#### **MTA CAPITAL CONSTRUCTION**

MTACC President Michael Horodniceanu stated that the concrete work and excavation in the caverns under Grand Central is proceeding well, with the contractor continuing to perform better than as agreed to in the settlement. He observed that if this continues, the contractor could finish earlier than expected. He stated, with regard to the 50<sup>th</sup> Street Vent Plant facility, that tunnel excavation has been completed and that the tunnel is now being concreted.

President Horodniceanu reported that in Queens, the mining of Tunnel D, which is the third tunnel, started on March 26, and is going well. He noted that the second TBM is moving into position to start mining Tunnels B/C, which he estimates will start before the end of this month. Regarding the critical tunneling jobs 120 feet under Northern Boulevard, President Horodniceanu reported that the area has been frozen and the expectation is that excavation will begin by the beginning of the next week.

President Horodniceanu stated that a planned track and power outage took place on the last weekend of March, enabling the replacement of 19 catenary poles and structures. He also stated that bids were received on March 27, for the 55<sup>th</sup> Street Vent Plant. President Horodniceanu reported that a bid protest had been received, but that he expected that a decision would be rendered shortly, and estimated that the contract would be awarded in the late spring.

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President Horodniceanu stated that Amtrak has completed installation of some rails in the East River Tunnels, and would resume installation of new switches in May, following a period of approximately two months during which switches were not being installed. He stated that MTACC is in a risk analysis mode and is working with FTA and the Independent Engineering Consultant in order to have an updated schedule and budget in May. He then provided a Powerpoint presentation on the Tunnel B/C extension, and described a proposal to extend mining activities in order to eliminate cut and cover work and reduce operations risks and impacts. He then asked President Williams to address these impacts.

President Williams stated that LIRR has reviewed the East Side Access proposal in depth to increase constructability in the area. She noted that since LIRR would have to take the 813 cross-over out of service, the East Side Access proposal has significant operational impacts. She stated that this is the cross-over from the south side track to the north side track, which is a particular challenge for LIRR in the p.m., the most difficult time regarding on-time performance.

President Williams explained that in the p.m., nine rush hour trains generally use that cross-over, so that they use East River Tunnel #3 and the Mainline Track #1. These routes are also used for track and construction outages when there is a service disruption, serving as an important safety valve if there is another type of service disruption. President Williams stated the routes that are lost -- Port Washington Track 1 to Mainline 3, and Mainline 1 to the line 2 connection -- are used less frequently. She observed that there is less impact on the a.m. service when this switch, also an a.m. safety valve, is taken out of service.

President Williams stated that after much discussion, LIRR and MTACC both concluded that the best constructability solution was to take the switch out and to do everything possible to protect service. She stated that there will be a later Staff Summary in which LIRR will identify this as something that will have an impact on our scheduled service this summer. She stated that LIRR is developing particular milestones to address the fact that catenary has to be relocated and that we have to be ready for service disruptions for different signal problems in the area.

President Williams stated that with this plan in place, the TBM can do a continuous mining operation, without stops and starts, which will provide significant benefits later on. She stated that for three weeks, LIRR will operate without that cross-over capability, which will have an impact in the p.m. which we will be addressing by redirecting some of the train traffic, resulting in three trains being canceled. She observed that the greatest issue for LIRR's operations during this period is the loss of redundancy and flexibility, which is always the biggest challenge in our operation. She emphasized that LIRR will be taking all measures to address any events that would have a significant impact on Penn, such as locating and protecting equipment and adding crews. President Williams advised that LIRR's work on the summer train schedule is ongoing.

MTACC President Horodniceanu next showed some slides to give an overview of what it entails to do work on the weekends involving moving poles, catenaries and bridges. Board Member Moerdler asked whether work could begin over the weekend. President Williams responded that after much discussion, there was a decision not to start work the weekend before, so as not to impact what may be a long 4<sup>th</sup> of July weekend with major operational requirements.

Board Member Metzger congratulated MTACC on a successful Northern Boulevard freeze and asked whether water infiltration was stopped. President Horodniceanu responded they achieved the cover they needed, a 6' frozen zone arch.

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Board Member Metzger asked President Williams, with regard to trains that have to be canceled for the afternoon, whether LIRR is able to expand the consist on the remaining trains or to make some allowances for those passengers. President Williams responded that they will be giving the Committee more details on that. She stated that there are nine trains that use that cross-over going from the westbound tracks in the p.m.; of these, three will be cancelled, with the other six distributed through the schedule and combined with some other trains. She stated that LIRR is preparing that schedule, to ensure that there will not be a disproportionate impact and estimated having that information for the Committee in June.

Board Member Greenberg stated that he would like to see what the plan is regarding Harold, replacing signal equipment and re-signaling, and how it is being coordinated with the contractors. He stated that in light of the issues at Jamaica, the Committee wants to make sure that when whatever signal work is done at Harold, it is done properly to avoid any problems. Board Member Greenberg stated he doesn't want this to be a problem in the future if a mistake is made in installation.

President Horodniceanu responded that they will endeavor to do so, but he stated that no work gets done unless it is coordinated with Amtrak and LIRR. He stated that they have a quality control consultant that goes over their design and that much of it needs Amtrak approval.

President Williams acknowledged the very important point made by Board Member Greenberg, and stated that she has already discussed this with staff and with ESA's Alan Paskoff, who is overseeing the signal design. She noted that as a result of the lightning strike in Jamaica last September, LIRR's lightning protection standards have been reviewed, to make sure that we are synchronized with the appropriate standard in Harold for East Side Access construction and to make sure it is appropriate in other locations.

#### **MTA POLICE DEPARTMENT**

Chief Coan reported that March incidents were down, 28 compared to 31 last March. He stated that there were no robberies on the system in March. There were 19 larcenies compared to 20 last year, of which two involved electronic devices. Chief Coan reported two 2 burglaries compared to none in 2011, with an arrest in one. There were seven assaults compared to five last year, of which six were closed by arrest. Of these, two involved LIRR conductors and one involved a conductor in Staten Island. Details of the MTA Police Department Report were filed with the records of this meeting.

#### **MTA LONG ISLAND RAIL ROAD**

President Williams asked whether there were any questions concerning the final review of 2011 operating results. Board Member Ballan stated, with regard to overtime, he agrees that reliability is important, but that he is concerned about the costs of overtime. He requested an explanation of the LIRR initiative regarding overtime previously discussed.

President Williams asked Mark Young to further address this issue. He responded that apart from staffing issues, LIRR has other categories of overtime which need to be addressed, such as availability. He stated that there is a separate group working on a series of measures designed to improve availability, which will reduce the need to fill positions on overtime due to absences.



Mark Young stated he could provide more details on the availability initiative, noting that department heads have come to him with more efficient ways to deploy staff. Board Member Ballan asked about the success of this initiative. Mark Young responded that through 2010, there were dramatic reductions in overtime, which he attributed to the efforts of the management teams working on availability, together with staff in the field. He stated that while the budget was exceeded last year, the target was very ambitious. He also noted that in general, progress made in prior years has been retained. Mark Young stated that the 2012 focus is on open jobs and availability.

Board Member Moerdler observed that on page 66 of the Committee Book, footnote (2) states that LIRR has adjusted the Fare Box Operating Ratio and Costs per passenger, to provide comparability between LIRR and Metro-North. He asked why this is done, noting that Metro-North has a much better ratio. President Williams responded that this was a major topic for this Committee in 2011. Co-Chairman Pally stated that this was done at his request, for the purpose of making 'apples-to-apples' comparisons.

President Williams stated that LIRR will provide additional information to the Committee concerning LIRR's Fare Box Operating Ratio. She noted that a major item affecting it is the unfunded pension liability from a closed pension that existed from 1973, created in response to a strike. President Williams stated that that this pension plan was closed in 1988 and LIRR has since carried the unfunded pension liability. She noted that her predecessors started a review of this matter in the 2000's, and that the extraordinary cost of now funding that pension liability has been identified. She stated that funding has begun through an operating investment plan.

President Williams noted that in addition to the unfunded pension liability, for which there is an adjustment, LIRR is a much more expensive operation than Metro-North due to the cost of its work rules compared to Metro-North. President Williams stated she has continuing discussions with LIRR's labor organizations about these work rules.

Board Member Greenberg asked why LIRR's head count is greater than Metro-North's with regard to the head count chart on page 52 of the Committee Book. President Williams responded that she would ask her staff to look at that and get back to him.

Board Member Moerdler referred to page 58 of the Committee Book, noting that non-commutation is reasonably stable, while the commutation portion is down over a period of years. He asked whether or not this is the result of the economy. President Williams stated that the decline in commutation, which represents the heart of employment, is directly related to the economy. She noted that in 2008, LIRR had record ridership, the highest since World War II, but when the Great Recession began in October 2008, there was an immediate fall off. She stated that we finally saw a turnaround in October 2011, almost three years after that great recession. President Williams noted that LIRR's Mail & Ride is up by over 2,000 re-subscriptions or reinstatement of subscriptions.

President Williams stated LIRR has had an Inventory Task Force since 2009, and that by the end of 2011, LIRR achieved a budget-recognized cash savings in excess of \$24 million: \$14 million in 2010, and \$10.4 million in 2011. President Williams complimented Mark Young and his Task Force on Inventory Management, together with Dennis Mahon, as doing an outstanding job of focusing on inventory controls and inventory reductions at LIRR.

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President Williams stated that the 2012 Spring/Summer Schedule Change, page 73 of the Committee Book, informs the Committee of the changes that result from Summer Construction Activities, Service Guideline Review and Track Work Program. President Williams stated that under the Summer Construction Activities, there is a focus on tie installation and grade crossings, work on the main line structured to create overnight windows for East Side Access, and a cable replacement project.

President Williams stated that under Service Guideline Review, LIRR undertook a review of our frequency of service with respect to the ridership patterns that we were experiencing, focusing on Port Washington and Ronkonkoma. She noted that a result of that effort is that LIRR will be restoring the midday, off-peak service on Port Washington, accomplished without incurring additional crew costs, by re-working train schedules and getting more efficiency out of our crews. President Williams stated that there will be traction power costs associated with this, but we think that the revenue gained by customers returning to us will offset that.

President Williams noted that there was a lot of work that went into the 2010 service reductions, and that it was very difficult for LIRR to have to reduce service based on the budget crisis. She observed that while LIRR thought that these customers would go to hourly service, they instead left the system. She recognized the need to work hard to attract these customers back to our off-peak service. Regarding Ronkonkoma service, President Williams noted there is a train that we will put in September, which would have been added sooner but for the impact by East Side Access service.

President Williams next spoke about the Track Work Program, including the construction of the B/C Tunnel, which requires LIRR to re-route three trains and to reconfigure nine others. She stated that we will get back to the Committee in June with a more detailed service announcement about that, but we wanted to highlight it in this Staff Summary because it is part of what we will note in the May timetable.

Board Member Metzger asked if LIRR would be tracking the ridership return on the 14 trains that are being reinstated, and when LIRR will know. She stated that this is an opportunity to focus on what we can do during those non-commutation times.

President Williams responded that LIRR will be tracking this ridership, and this service will be reinstituted with the May 14<sup>th</sup> timetable. She stated that LIRR will do so some advanced publicity, marketing and notifications to its customers. President Williams stated that she expects that LIRR will see some early results, and will report on this issue to the Committee in May and June, while tracking ridership return will be ongoing.

#### **Information Items**

There were three LIRR information items:

- Final Review of 2011 Operating Results
- Annual Inventory Report
- 2012 Spring/Summer Schedule Change

Remarks concerning all three Information Items are included above.

**Action Items**

There were no LIRR action items.

**Procurements**

There were two LIRR noncompetitive procurements: Sole Source awards to Knox Kershaw Inc. on behalf of LIRR (in the not-to-exceed amount of \$450,000) and MNR (in the not-to-exceed amount of \$300,000) to provide various replacement parts required to maintain the Railroads' fleet of Knox Kershaw track equipment; and an award of a miscellaneous services contract to Industries for the Disabled, New York ("NYSID") in the fixed price amount of \$461,022.60 to provide data entry and data conversion services for the LIRR's cash duplex tickets for a three year period. Knox Kershaw is the Original Equipment Manufacturer of the track equipment and the sole responsible source for the replacement parts. NYSID is a preferred source pursuant to the requirements of the NYS Finance Law. Board Member Moerdler commented on the need to implement additional outreach with respect to non-competitive procurements.

There were three LIRR miscellaneous service contract competitive awards: contracts for Scheduled Rubbish Removal and On-Call Container Services awarded to Royal Waste Service, Inc. for LIRR and MTA HQ needs in the combined amount of \$1,342,556, and for LIRR needs to IESI NY (Winter Brothers) in the amount of \$374,985, to Jamaica Ash and Rubbish Removal Co. in the amount of \$110,297, and to Jet Sanitation Service Corp. in the amount of \$198,218; a contract to Cummins Allison Corp. for Scheduled Maintenance and On-Call Repair Services for Cummins Currency Sorters and Counters for LIRR and MNR in the combined amount of \$129,974; and a contract to United Cesspool Service for the removal, transport, neutralization and disposal of wastewater from the LIRR Ronkonkoma Train Wash Facility, in the not to exceed amount of \$207,500.

During the presentation of Metro-North procurement actions, President Permut on behalf of both Railroads and NYCT Paratransit presented a miscellaneous service contract with Automotive Resources International in the combined estimated amount of \$34,080,000 to provide Fleet Maintenance and Management Services for the participating agencies' rubber tire fleets.

There were six MTACC competitive procurement actions detailed on pages 140-145 of the Committee Book: a miscellaneous service contract award in the not-to-exceed amount of \$827,725 to Henry Bros. Electronics, Inc. for the Upgrade of the CISCO Video Surveillance System for the MTA Police Department, which is a joint procurement between MTACC and MTA HQ; a modification to a contract with PB Americas/STV/Parsons Transportation Group, Joint Venture, in the amount of \$7,418,433 for design and engineering services for the East Side Access project; two modifications to Tutor Perini Contract CH054A in the total amount of \$1,391,226 for Signal Bridge #11 Foundations and Installation, and to Furnish and Install Temporary Guy Anchors on Catenary Structures; two modifications to Granite-Taylor-Frontier, Joint Venture Contract CQ031 in the total amount of \$5,772,130.50 for Underpinning of the Harold CIL Structures and for Reconciliation of Bored Tunnel Excavation. Board Member Ballan asked to be apprised of the circumstances leading to the prior modifications of the ESA design and engineering contract. Board Member Moerdler asked to be recused on items 3 and 4.

An MTACC ratification of the award of a public works contract to Skanska USA Civil Northeast, Inc., in the amount of \$1,531,403, for the furnishing and installation of an ACTIVU Video Wall with associated electrical enhancement and other incidentals for the MTA Police Department was presented.

April 23, 2012

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

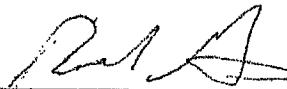
**LIRR Reports on Operations, Finance and Ridership and the Capital Program**

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

**Adjournment**

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

Respectfully submitted,



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Richard L. Gans  
Secretary

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

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

#### Responsibility

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

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

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

#### Responsibility

#### May 2012

2011 Annual Safety Report  
 Positive Train Control  
 RCM Fleet Maintenance  
 Diversity/EEO Report – 1<sup>st</sup> Quarter 2012  
 Elevator & Escalator Service Report

Safety/Engineering  
 Presidents  
 Operations  
 Administration/Diversity  
 Operations

#### June 2012

Grand Central Terminal Retail Development  
 Penn Station Retail Development

MTA Real Estate

#### July 2012

Environmental Audit

Legal/System Safety

#### September 2012

2012 Final Mid-Year Forecast  
 2013 Preliminary Operating Budget  
 2012 Fall Construction Schedule Change  
 Diversity/EEO Report – 2<sup>nd</sup> Quarter 2012  
 Elevator & Escalator Service Report

Finance  
 Finance  
 Service/Operations Planning  
 Administration/Diversity  
 Operations

#### October 2012

2013 Preliminary Budget (Public Comment)

Finance

November 2012

Annual Committee Charter Review  
Holiday Schedule  
Diversity/EEO Report – 3<sup>rd</sup> Quarter 2012  
Elevator & Escalator Service Report

Committee Chairs & Members  
Service/Operations Planning  
Administration/Diversity  
Operations

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**

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## **DETAILED SUMMARY**

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

#### **Approval of Minutes**

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

#### **2012 Work Plan**

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

#### **Information Items (if any)**

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

#### **Action Items (if any)**

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

#### **Procurements**

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

#### **Police Activity Report**

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

#### **Report on Operations/Safety**

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

#### **Monthly Financial & Ridership Report**

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

#### **Capital Program Progress Report**

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

## **II. SPECIFIC AGENDA ITEMS**

### **Detailed Summary**

#### **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 – 1<sup>st</sup> Quarter 2012**

Quarterly report to the Committee providing data on key EEO and Human Resources indicators relating to MNR/LIRR's Equal Employment Opportunity and Diversity efforts, such as composition of the agency's workforce, new hires, and discrimination complaints. In the 2<sup>nd</sup> and 4<sup>th</sup> quarters, the report will include additional information specifically on the efforts the agency has undertaken to address the underutilization of minorities and women.

##### **Elevator & Escalator Service Report**

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

#### **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 – 2<sup>nd</sup> Quarter 2012

Quarterly report to the Committee providing data on key EEO and Human Resources indicators relating to MNR/LIRR's Equal Employment Opportunity and Diversity efforts, such as composition of the agency's workforce, new hires, and discrimination complaints. In the 2<sup>nd</sup> and 4<sup>th</sup> quarters, the report will include additional information specifically on the efforts the agency has undertaken to address the underutilization of minorities and women.

#### Elevator & Escalator Service Report

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

### **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 – 3<sup>rd</sup> Quarter 2012

Quarterly report to the Committee providing data on key EEO and Human Resources indicators relating to MNR/LIRR's Equal Employment Opportunity and Diversity efforts, such as composition of the agency's workforce, new hires, and discrimination complaints. In the 2<sup>nd</sup> and 4<sup>th</sup> quarters, the report will include additional information specifically on the efforts the agency has undertaken to address the underutilization of minorities and women.

#### Elevator & Escalator Service Report

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

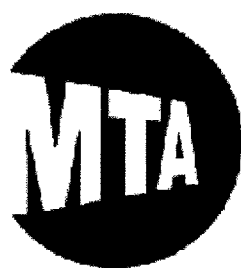
### **DECEMBER 2012**

#### 2013 Final Proposed Operating Budget

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

#### Proposed 2011 Committee Work Plan

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



# **Police Report**

## **May 2012**



**METROPOLITAN TRANSPORTATION AUTHORITY**  
**Police Department**  
**System Wide**

**April 2012 vs. 2011**

	2012	2011	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	7	4	3	75%
Felony Assault	1	9	-8	-89%
Burglary	1	1	0	0%
Grand Larceny	18	21	-3	-14%
GLA	0	0	0	0%
Total Major Felonies	27	35	-8	-23%

**Year to Date 2012 vs. 2011**

	2012	2011	Diff	% Change
Murder	0	0	0	0%
Rape	0	1	-1	-100%
Robbery	17	20	-3	-15%
Felony Assault	12	19	-7	-37%
Burglary	8	1	7	700%
Grand Larceny	82	74	8	11%
GLA	1	1	0	0%
Total Major Felonies	120	116	4	3%



# METROPOLITAN TRANSPORTATION AUTHORITY

## Police Department Long Island Rail Road

### April 2012 vs. 2011

	2012	2011	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	1	2	-1	-50%
Felony Assault	0	8	-8	-100%
Burglary	0	1	-1	-100%
Grand Larceny	9	12	-3	-25%
GLA	0	0	0	0%
Total Major Felonies	10	23	-13	-57%

### Year to Date 2012 vs. 2011

	2012	2011	Diff	% Change
Murder	0	0	0	0%
Rape	0	1	-1	-100%
Robbery	6	12	-6	-50%
Felony Assault	6	15	-9	-60%
Burglary	1	1	0	0%
Grand Larceny	39	37	2	5%
GLA	0	0	0	0%
Total Major Felonies	52	66	-14	-21%



**METROPOLITAN TRANSPORTATION AUTHORITY**  
**Police Department**  
**Metro North Railroad**

**April 2012 vs. 2011**

	2012	2011	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	4	1	3	300%
Felony Assault	1	1	0	0%
Burglary	1	0	1	0%
Grand Larceny	7	8	-1	-13%
GLA	0	0	0	0%
Total Major Felonies	13	10	3	30%

**Year to Date 2012 vs. 2011**

	2012	2011	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	7	4	3	75%
Felony Assault	5	4	1	25%
Burglary	7	0	7	0%
Grand Larceny	37	36	1	3%
GLA	1	1	0	0%
Total Major Felonies	57	45	12	27%



**METROPOLITAN TRANSPORTATION AUTHORITY**  
**Police Department**  
**Staten Island Rapid Transit**

**April 2012 vs. 2011**

	2012	2011	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	2	1	1	100%
Felony Assault	0	0	0	0%
Burglary	0	0	0	0%
Grand Larceny	2	1	1	100%
GLA	0	0	0	0%
Total Major Felonies	4	2	2	100%

**Year to Date 2012 vs. 2011**

	2012	2011	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	4	4	0	0%
Felony Assault	1	0	1	0%
Burglary	0	0	0	0%
Grand Larceny	6	1	5	500%
GLA	0	0	0	0%
Total Major Felonies	11	5	6	120%



# MTA Police Department Arrest Summary: Department Totals

5/4/2012  
10:33:18AM

1/1/2012 to 4/30/2012

Arrest Classification	Total Arrests
Robbery	18
Felony Assault	13
Burglary	3
Grand Larceny	25
Aggravated Harassment	3
Aggravated Unlicensed Operator	13
Assault-Misdemeanor	13
Breach of Peace	4
Child Endangerment	2
Criminal Contempt	1
Criminal Impersonation	4
Criminal Mischief	16
Criminal Possession Stolen Property	8
Criminal Trespass	19
Disorderly Conduct	1
Drug Offenses	11
DUI Offenses	6
Falsely Reporting an Incident	5
Forgery	11
Graffiti	4
Harassment	3
Menacing	8
NYC Admin Code	1
Obstruct Government	1
Petit Larceny	46
Public Lewdness	27
Reckless Endangerment	5
Resisting Arrest	26
Sex Offenses	2
Theft of Services	26
Warrant Arrest	21
Weapons Offenses	4
<b>Arrest Totals</b>	<b>350</b>

# **Positive Train Control Status Report**

Metro-North Railroad  
Long Island Rail Road

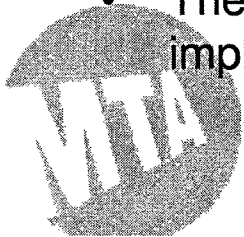
May 21, 2012





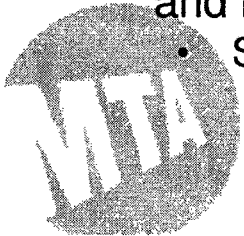
# Background

- Rail Safety Improvement Act (RSIA), signed in 2008, requires railroads to implement a PTC system that is fully operational in accordance with FRA requirements by December 2015.
- Metro-North and LIRR are committed to addressing the safety goals of the PTC legislation while maintaining a safe, reliable and cost effective commuter rail system. *(See Presidents' May 2<sup>nd</sup> letter to NY Times on slide 8)*
- MTA/LIRR/Metro-North, working with APTA and AAR, supports legislation that provides for an extension of the December 2015 Implementation Date.
  - An AAR Report and an APTA Report to the FRA in 2012 both stated that the December 31, 2015, deadline for implementation of a nationwide interoperable PTC network is not achievable.
  - Bills in U.S. Senate (3 - one year extensions to 2018) and House (five year extension to 2020) move date; it is unclear if and when change will be enacted (conference required).
- The FRA is finalizing a report to Congress that includes the risks to implementation of PTC by the 2015 deadline.



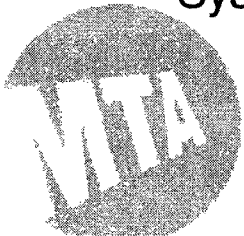
# PTC Design / Implementation

- The LIRR/Metro-North PTC design will be based on Amtrak's ACSES II, which functions as an overlay to the existing cab signal system with Automatic Speed Control (ASC)/Automatic Train Control (ATC)
  - ACSES II is the standard for all Northeast Corridor (NEC) Commuter railroads
  - A number of design revisions are required to meet LIRR/Metro-North high density operations
  - Significant development and testing is required to insure cost-effective, reliable operations.
- ACSES II consists of several major subsystems:
  - On-Board
  - Wayside Equipment
  - Back Office System
  - Communications Systems.
- Implementation by Metro-North and LIRR will include using a Contractor/System Integrator for designing and furnishing the PTC System, and in-house forces for ROW and rolling stock subsystem/wiring installation.
  - System Integrator award projected for December 2012.



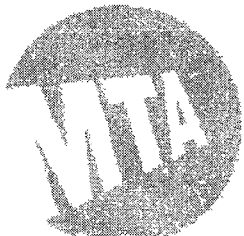
# Progress to Date

- Completed Through May 2012
  - FRA Mandated Implementation Plan (PTCIP) – submitted April 2010
  - FRA Mandated Development Plan (PTCDP) – submitted July 2011 (LIRR Only required)
  - Early Start Construction - Wayside Elements (Interlocking Wiring Revisions)– Commenced October 2011
  - System Integrator RFP Qualifications (Phase 1 of RFP) – Advertised April 2012
  - Purchase of Radio Spectrum – Sale completed April 2012
    - Metro-North still requires spectrum for New Haven, Fairfield, Dutchess and Orange Counties.
  - Functional design requirements for On-Board, Back Office, Communication System and Wayside – Completed May 2012



## Immediate Next Steps

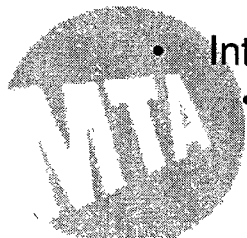
- Continue to acquire necessary radio spectrum for Metro-North.
- System Integrator – RFP Phase 2 (Scope and Terms) will be released in June for December projected award.
- PILOT as first phase of System Integrator work (supported by in-house forces).
  - In 2013, railroads will begin a pilot – procuring and installing PTC equipment on specified segments of their territories to test the back office, wayside and onboard systems.
    - Metro-North's installations will be on the New Haven Line from Milford to New Haven and on the Hudson Line (from Tarrytown to Croton) to test PTC on the M7 fleet.
    - LIRR's installations will be on the Montauk Branch from Babylon to Speonk to test ABS and CMB territory and another segment, including a portion of Harold Interlocking, to test ASC territory.
  - Selected segments provide a robust test for each railroad.
    - Interoperability between railroads can be tested in these LIRR and Metro North locations, including Amtrak and New Jersey Transit.
  - FRA will have to certify the pilot and their required PTC Safety Plans.
    - FRA certification required to allow the railroads to implement a phased installation of PTC on the remaining system .



# Schedule Risks

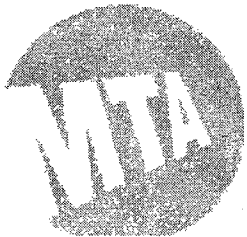
- Notwithstanding LIRR/Metro-North good faith efforts, there are significant risks impacting LIRR's and Metro-North's ability to meet the December 2015 Implementation Deadline
  - Many of the PTC Subsystems Have Not Been Fully Developed and Tested.
    - There are limited mass produced products available (will require approvals by the FRA)
  - Obtaining FRA Waiver With Respect to Full PTC Compliance in Dark Territory.
    - LIRR's Yaphank to Greenport
    - Metro-North's Waterbury Branch
  - Reliability and Maintainability
    - FTA report on the reliability of PTC systems and recommended "Best Practices" will not be complete until 2013.
    - Lack of data to develop solid achievable standards
  - Labor for Installation
    - LIRR, which is limited by its labor agreements as to its ability to contract out communications and signal work, particularly for adequate, skilled labor to implement PTC is a challenge.
    - Metro-North has similar risk as numerous signal projects are ongoing.
  - The Acquisition of Sufficient Radio Spectrum Bandwidth
    - MTA has closed on the purchase of a spectrum license covering LIRR and a portion of Metro-North territory; but Metro-North still requires spectrum for New Haven, Fairfield, Dutchess and Orange Counties.
  - Interoperability Agreements with Amtrak and Freight Carriers Sharing Trackage
    - Metro-North has 11 agreements and LIRR 2 agreements to finalize.

MNR - LIRR Positive Train Control Status



# Operating Risks

- ACSES II was not developed for high traffic volumes, close headways and reliability demands of commuter service with low tolerance for delay.
  - Metro-North and LIRR will have to significantly modify ACSES as the railroads are more complex than Amtrak.
    - Railroads have interlockings in close proximity to each other, turn trains on the main line, operate paired EMUs, etc.
- LIRR/Metro-North are assessing the impact for service delays due to:
  - Requirement for reduced speed during system failures.
  - Braking algorithms assume worst case and may stop a train earlier than actually required reducing capacity.



# PTC Estimated Cost, Funding and Risk

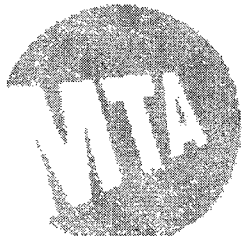
- The current Estimate at Completion (EAC) without contingency for finalized Risk Assessment
  - \$342M for the LIRR excludes cost (Order of Magnitude estimate \$23.4M) of signaling and implementation of PTC on Ronkonkoma to Yaphank segment
  - \$285M for Metro-North (excludes \$124M CDOT share)

- The Following is a Breakdown of Approved Capital Funding

	<u>LIRR</u>	<u>Metro-North</u>
– 2009:	\$ 9.5M	\$ 19.2M
– 2010-2011:	\$ 31.6M	\$ 27.7M
– 2012-2014:	\$282.8M	\$ 227.1M

- PTC Represents a Significant Part of the railroads' 2012-2014 Programs
  - PTC impacted SOGR, Normal Replacement and LIRR's ESA Readiness projects
- The railroads will finalize the Risk Assessment this fall after receiving pricing on the System Integrator RFP. This will permit the railroads to refine budgets by year-end.
  - Risk of increased prices due to:
    - The lack of competition among System Integrators/System Suppliers
    - The need of other NEC railroads to implement PTC simultaneously
    - Aggressive timeframe for implementation of PTC
    - The R & D nature of the project
    - LIRR/Metro-North's necessary customizations of ACSES II exacerbated by the likely unwillingness of PTC-related subsystems suppliers to extensively modify their products.

MNR - LIRR Positive Train Control Status



# Presidents' letter to New York Times

In response to an Editorial dated April 30, 2012 against extension of the 2015 PTC deadline

To the Editor:

The Metro-North Railroad and the Long Island Rail Road, both operated by the Metropolitan Transportation Authority, carry more than 570,000 people every day. As presidents of these railroads, we make operating a safe and reliable system for our passengers our absolute priority. Thus, our railroads have invested over \$1 billion on a signaling system providing a level of safety greater than that of many rail systems today.

We have made great strides in implementing Positive Train Control (P.T.C.), designed to prevent collisions, on our systems. However, factors beyond our control make it extremely challenging for our railroads to meet the 2015 deadline required by law.

Installing P.T.C. technology on the nation's busiest and most congested commuter rail systems requires retrofitting 1,200 miles of track and more than 1,000 rail cars, as well as acquiring currently unavailable radio spectrum. P.T.C. cannot simply be bought off the shelf; much of the software and hardware to operate the system in high-traffic environments is not yet fully developed, let alone approved or in production.

Nor has P.T.C. technology ever been tested or operated on a commuter railroad as large as our systems. It's critically important that any additional safety technology installed on our railroads be fully tested first and not undermine our existing safety system.

The nation's largest commuter railroads, their customers and the region's taxpayers would benefit from an extension of the 2015 deadline to make sure this major P.T.C. investment will work safely and effectively.

HOWARD PERMUT

HELENA WILLIAMS

New York, May 2, 2012

*The writers are the presidents of Metro-North Railroad and the Long Island Rail Road, respectively*



MNR - LIRR Positive Train Control Status





**Metro-North Railroad**

# **Information Items**

## **May 2012**

# **MTA Metro-North Railroad**

Safety Program Report  
May 21, 2012



# 2012 Safety Goals

- Employee Safety Goals
  - Lost Time Frequency – 1.7
    - Lost Time Injuries per 200K hours worked
  - Restricted Duty Frequency – 0.3
    - Restricted Duty Injuries per 200K hours worked
- Customer Safety Goal
  - Injuries per Million Rides – 2.7

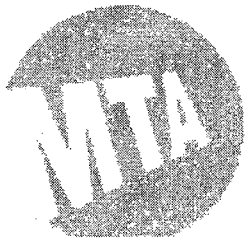


# **Employee Safety Initiatives**

## **Priority One Safety Program**

A comprehensive program designed to identify and prevent hazardous conditions including:

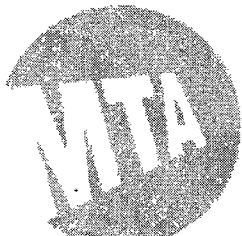
- Senior Safety Committee
- Safety Audits
- Job Safety Briefing
- High Frequency Incident Review
- Early Intervention Program
- Incident Investigation
- New Hire Safety Orientation



# **Employee Safety Initiatives**

## **Accomplishing Priority One Objectives**

- Develop effective communication between Local, District and Steering Committees
- Reinforce Local Safety Committee peer-to-peer interactions to reduce unsafe acts
- Encourage employee participation through poster program and slogan campaign

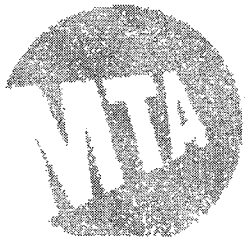


# **Employee Safety Initiatives**

## **Safety Incident Review**

A weekly detailed review of system wide incidents resulting in injury

- The committee is composed of senior staff and management personnel
- In depth review and analysis of contributing factors and root causes
- Corrective action and preventative measures based on findings



# Local Safety Committees



Croton-Harmon/Poughkeepsle



Campbell Hall



North White Plains



Stamford/Springdale



Brewster



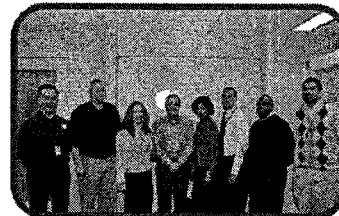
Bridgeport



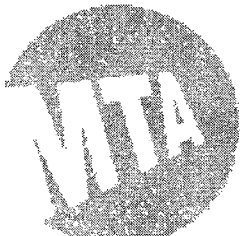
New Haven



GCT Track 100 Local



GCT Office Local



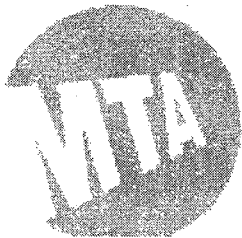
# President's Cup

*Recognizing Excellence in Safety*

The ***President's Cup Award*** recognizes District Teams that improve safety and productivity in the workplace. This achievement is the result of teamwork, communication, concern for their fellow employees and problem solving skills that have had a positive, distinct, and measurable effect on the safety of the employees within their district.



MTA Metro-North Railroad



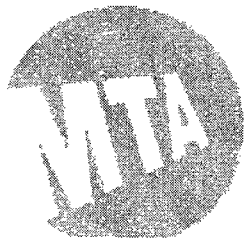


# **Customer Safety Initiatives**

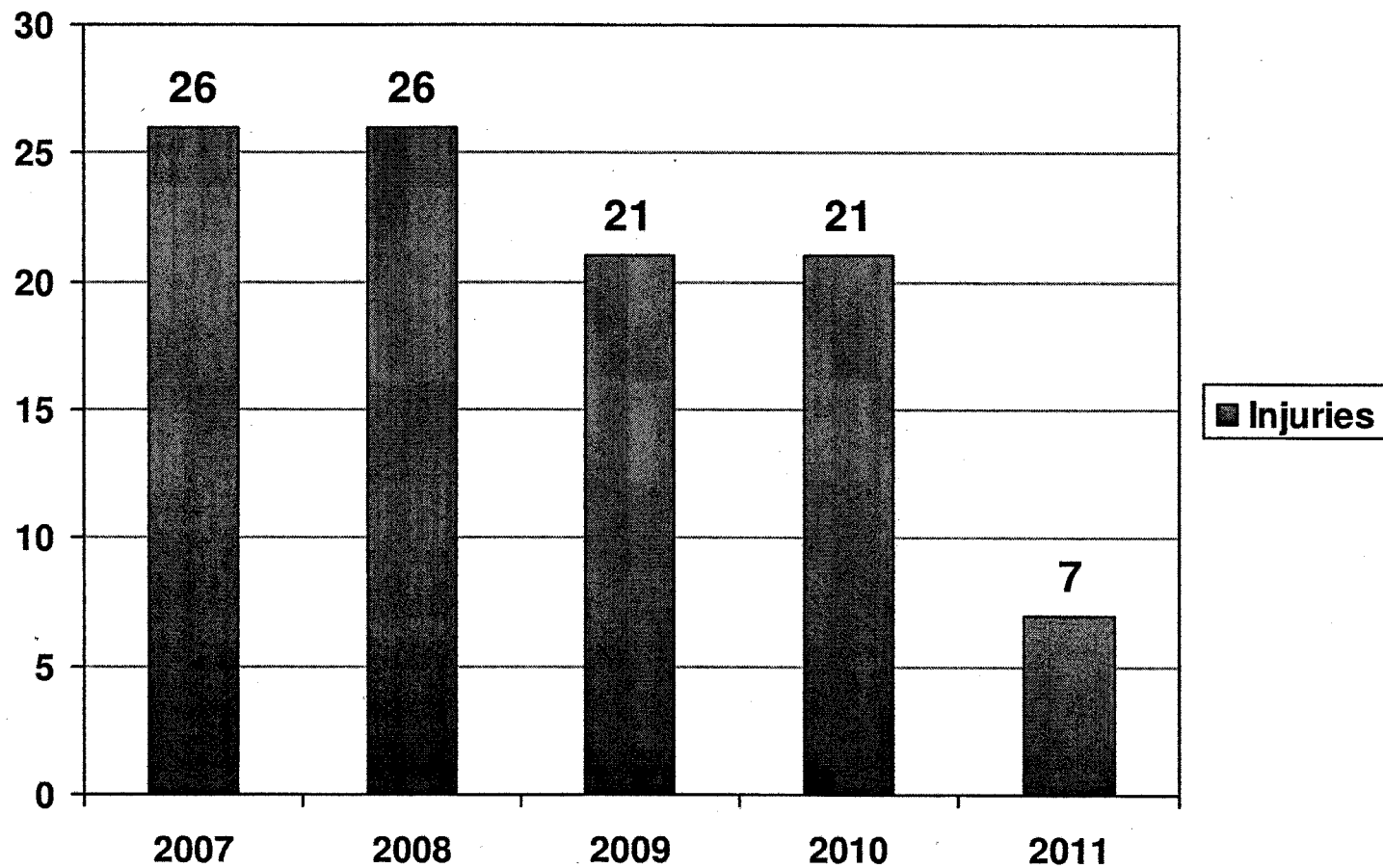
## **Platform Gap Remediation**

Develop a general public and passenger awareness protocol, including:

- Signs
- Visual cues
- Pamphlets
- Announcements
- Customer Participation

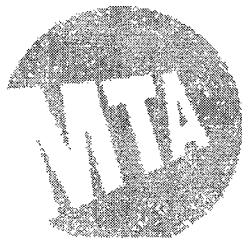


# Five-Year Gap Injury Cases



# Customer Safety Initiatives

- Customer Communication Campaign
- Station Inspections
- On-Train Announcements & Mileposts
- Station Announcements
- Multi-Media
  - Facebook
  - Twitter
  - YouTube
  - Metro-North Train Time



MTA Metro-North Railroad

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## Mileposts

February 2011 On-Time Performance\*

Line	AM	PM	Off-peak		Total	YTD**
			Weekday	Weekend		
Harlem	98.2%	95.5%	97.6%	98.9%	97.7%	97.2%
Hudson	95.7%	89.5%	98.4%	99.4%	98.1%	97.7%
New Haven	82.0%	89.0%	94.2%	87.5%	92.1%	90.4%
System	91.3%	94.0%	96.2%	98.4%	95.4%	94.4%

\*Arrival within 5 minutes, 59 seconds of schedule

\*\*Year to date.

### Safety Rule Of The Issue

Give yourselves a hand!

You made 2010 one of Metro-North's safest years ever when it came to customer injuries.

We—or should we say you—achieved an injury rate of 2.78 customer injuries per million rides (down slightly from 2.8 in 2009).

Obviously more and more of you are remaining aware of your surroundings and following safe practices while traveling on Metro-North.

We also partially credit the drop to our continued efforts to regularly communicate safety reminders to you in Mileposts and via special seat drops (such as our footprint-shaped "Put Your Best Foot Forward" missives).

And we increased the number of safety announcements on trains and in stations focusing on "watching the gap" and avoiding slipping and tripping hazards when you are boarding and deboarding.

Believe it or not, slips, trips and falls remain the "big three" causes of customer injuries.

So once more we want to remind you to:

- **Always** concentrate on watching your step when getting on or off the train. Watch the gap!
- **Always** use the stair handrails, especially after it snows, when steps and platforms can become wet and slippery.
- **Always** use the handholds located near the car doors when standing on a moving train. **Never** lean on train doors.
- **Always** use the overpass/underpass/designated walkway to get from your station parking lot to the platform.
- **Always** stand back from platform edges.

As you know by now, your safety is always our first priority—and it is obviously yours too!

Ticket Offices (excluding Grand Central) or from Ticket Machines. For more details and a full list of Gateway packages, go to [www.mta.info/mnr](http://www.mta.info/mnr) and click on Deals and Getaways. We think you'll find they are good for what "ats" you...



Colin Powell...

Dion DiMucci... Ace Frehley...

...add J. Lo to the list and you've got the makings of one odd musical group... or a short list of some of the Bronx's most famous sons and daughters!

You can celebrate the people, places and history of this great borough during **Bronx Week 2011 (May 12-May 22)**. Outdoor performances, trolley tours, health fairs, and a salute to veterans are just some of the events you can look forward to when visiting the borough.

The grand finale on Sunday, May 22, features induction ceremonies for the Bronx Walk Hall of Fame on the Grand Concourse, followed by the annual "Parade, Food, Art Festival and Concert."

Best of all, Metro-North and MTA NYC Subways & Buses stop in the borough, making it easy for you to join the celebration. For more info, visit [www.ilovethebronx.com](http://www.ilovethebronx.com).

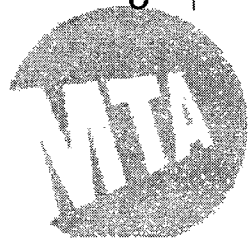
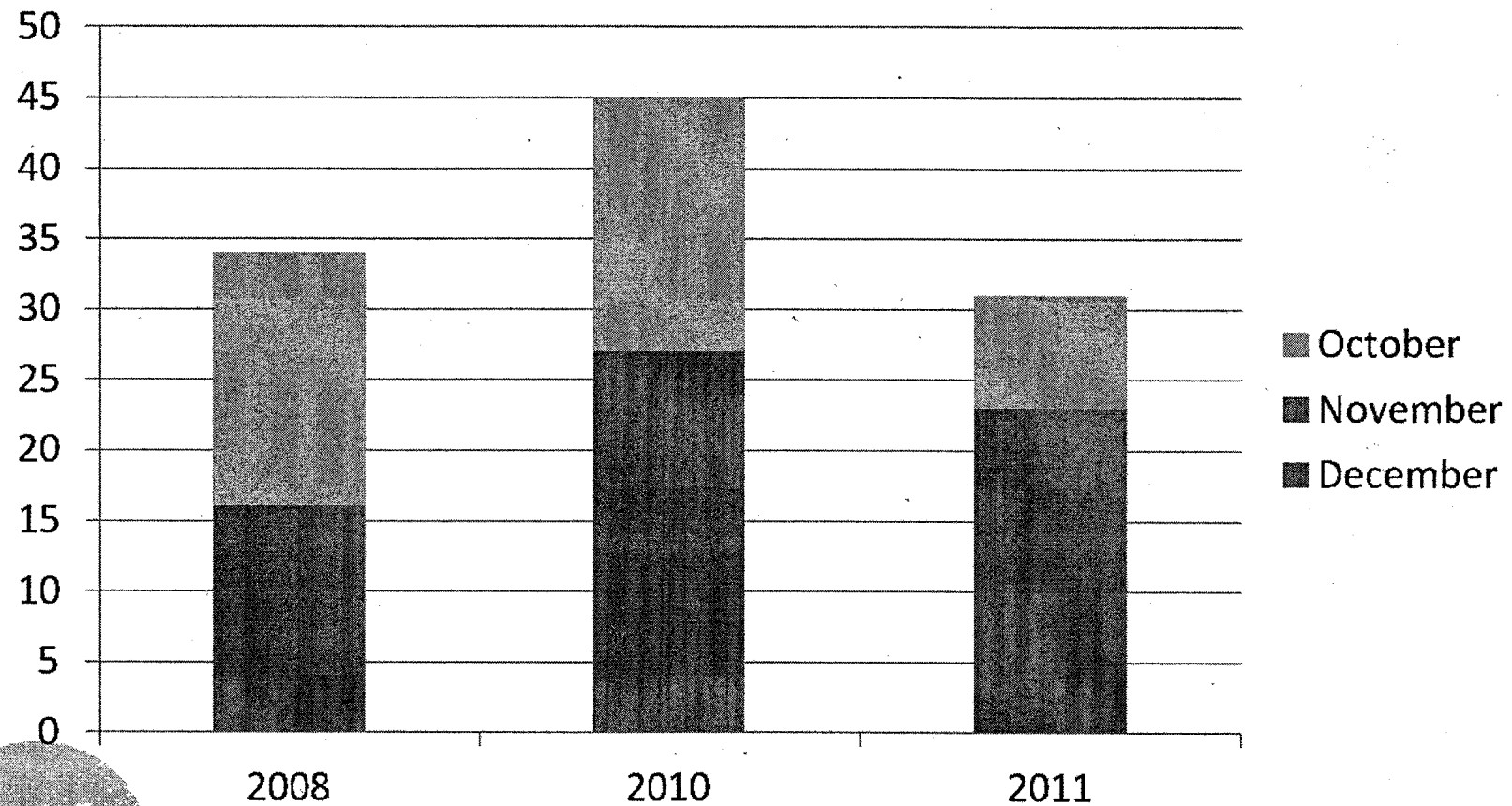
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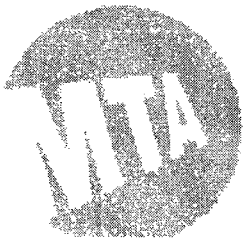
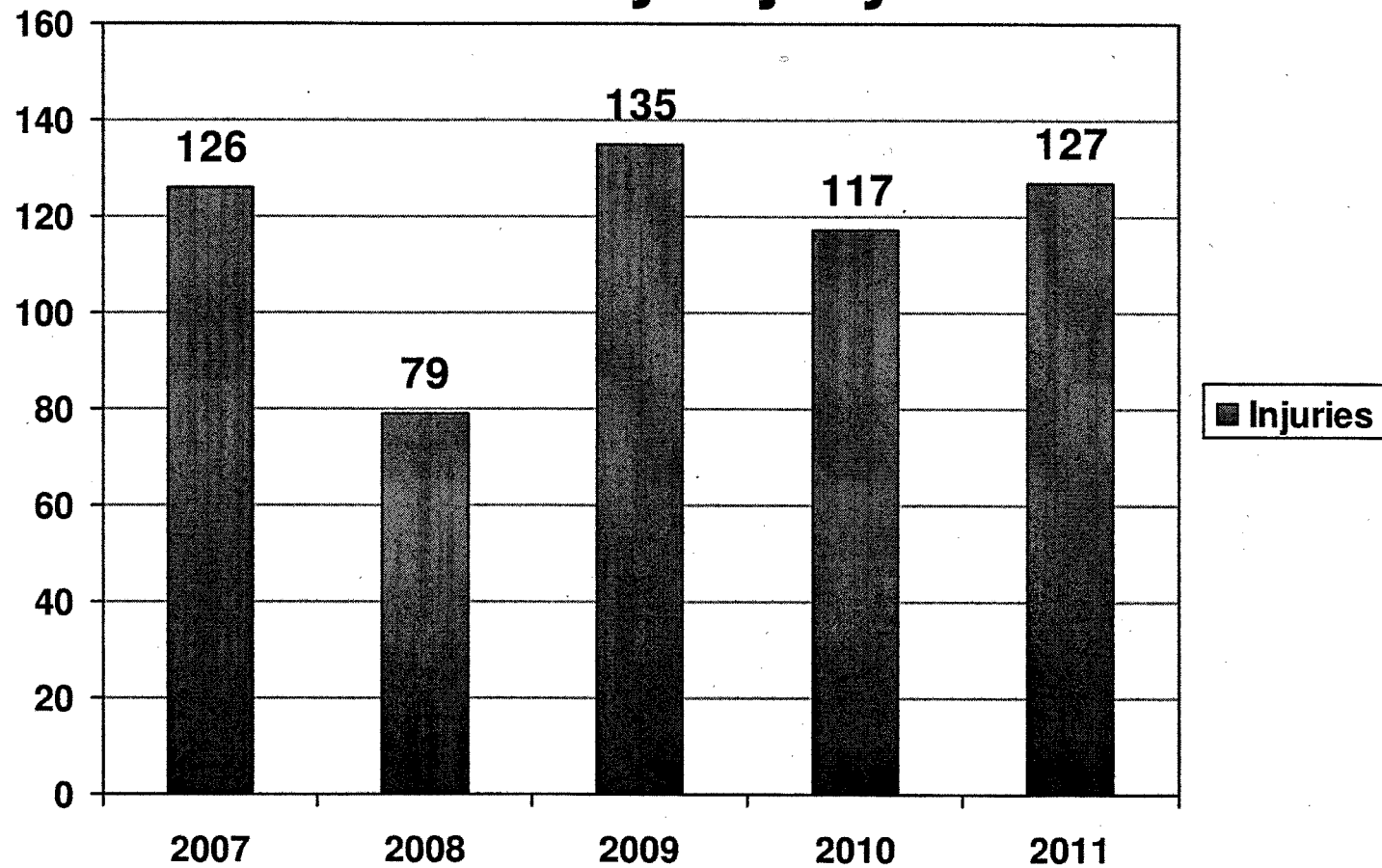
# 2011 New Canaan Emergency Simulation



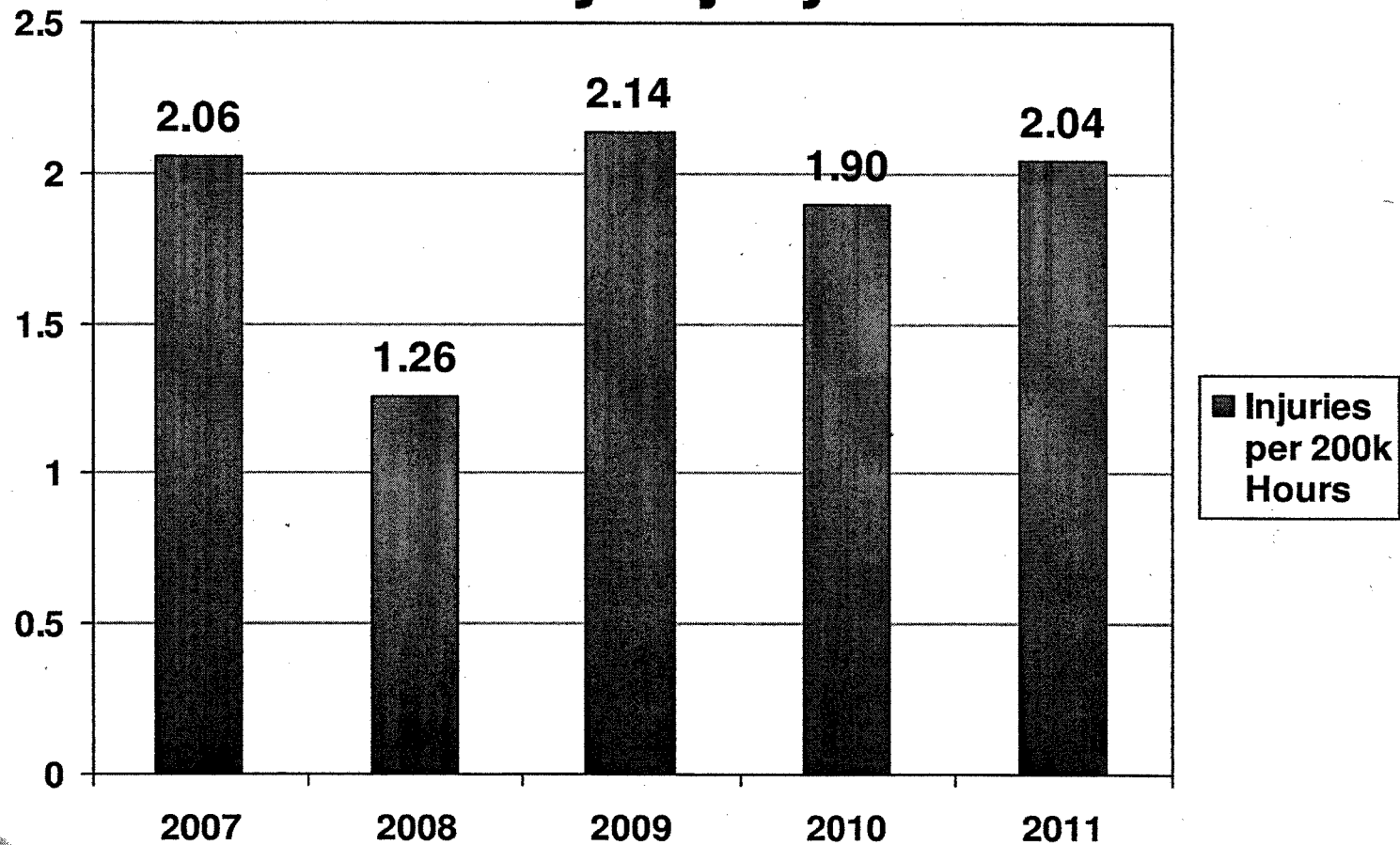
# MNR Employee Injury Cases 2011 4<sup>th</sup> Quarter BEST EVER!!!



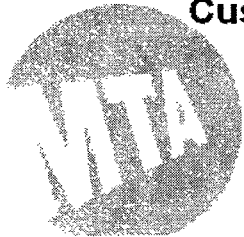
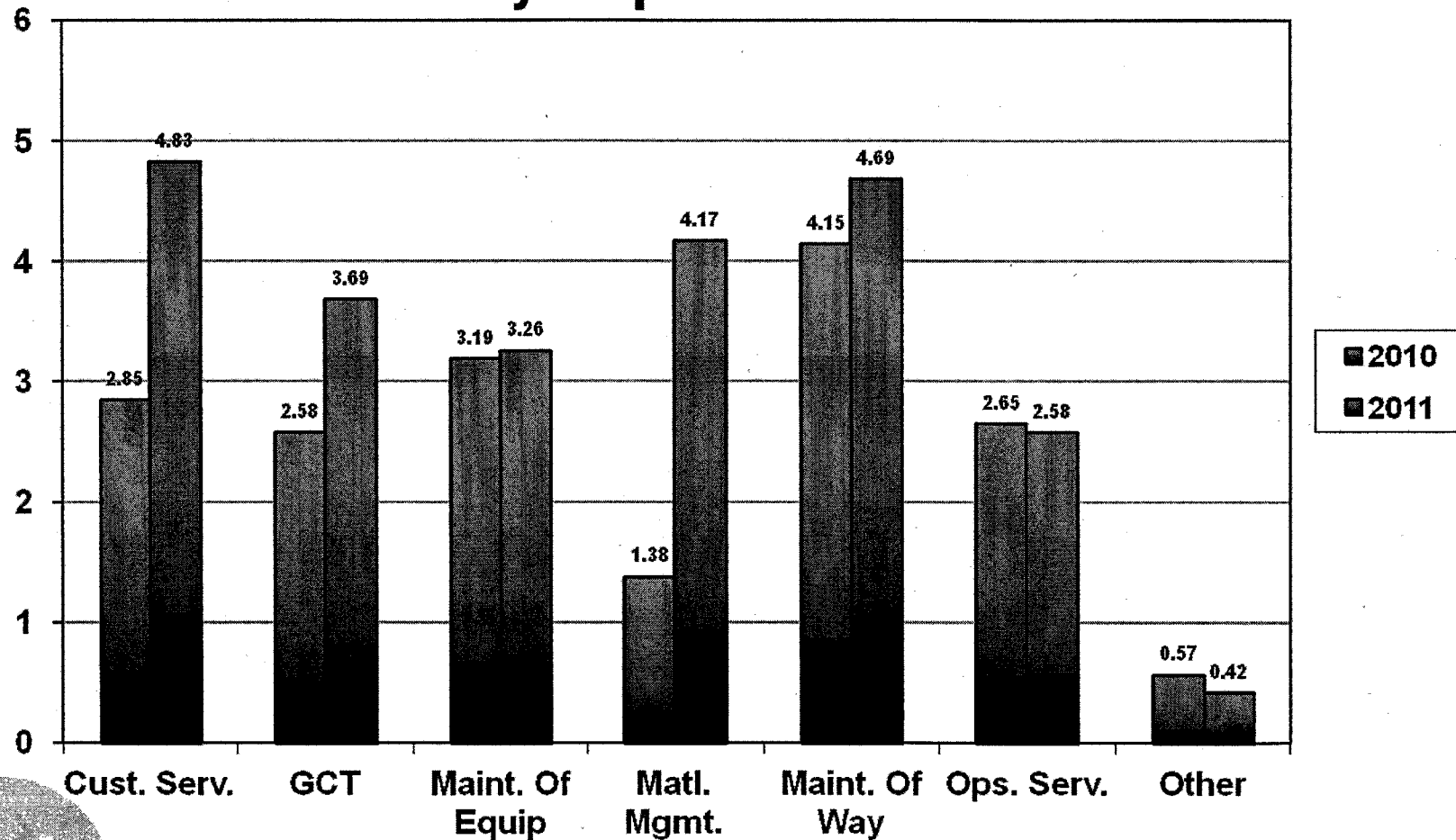
# Five-Year Lost Time and Restricted Duty Injury Cases



# Five-Year Lost Time and Restricted Duty Injury Case Rates

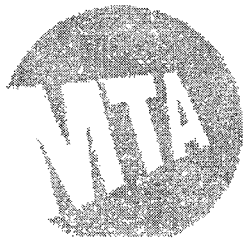
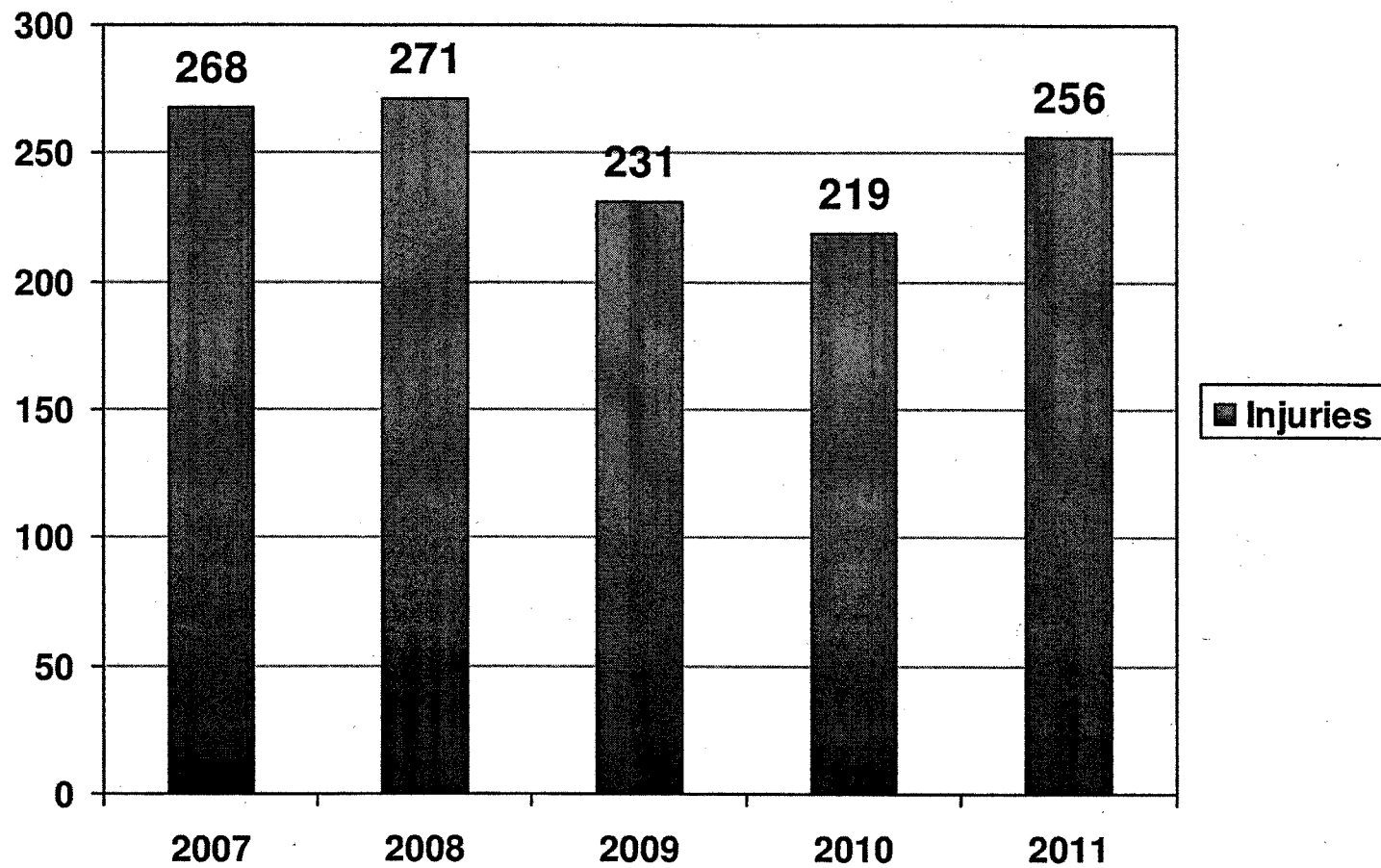


## Two-Year Lost Time and Restricted Duty Injury Case Rate by Department

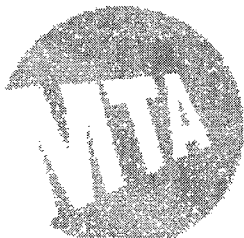
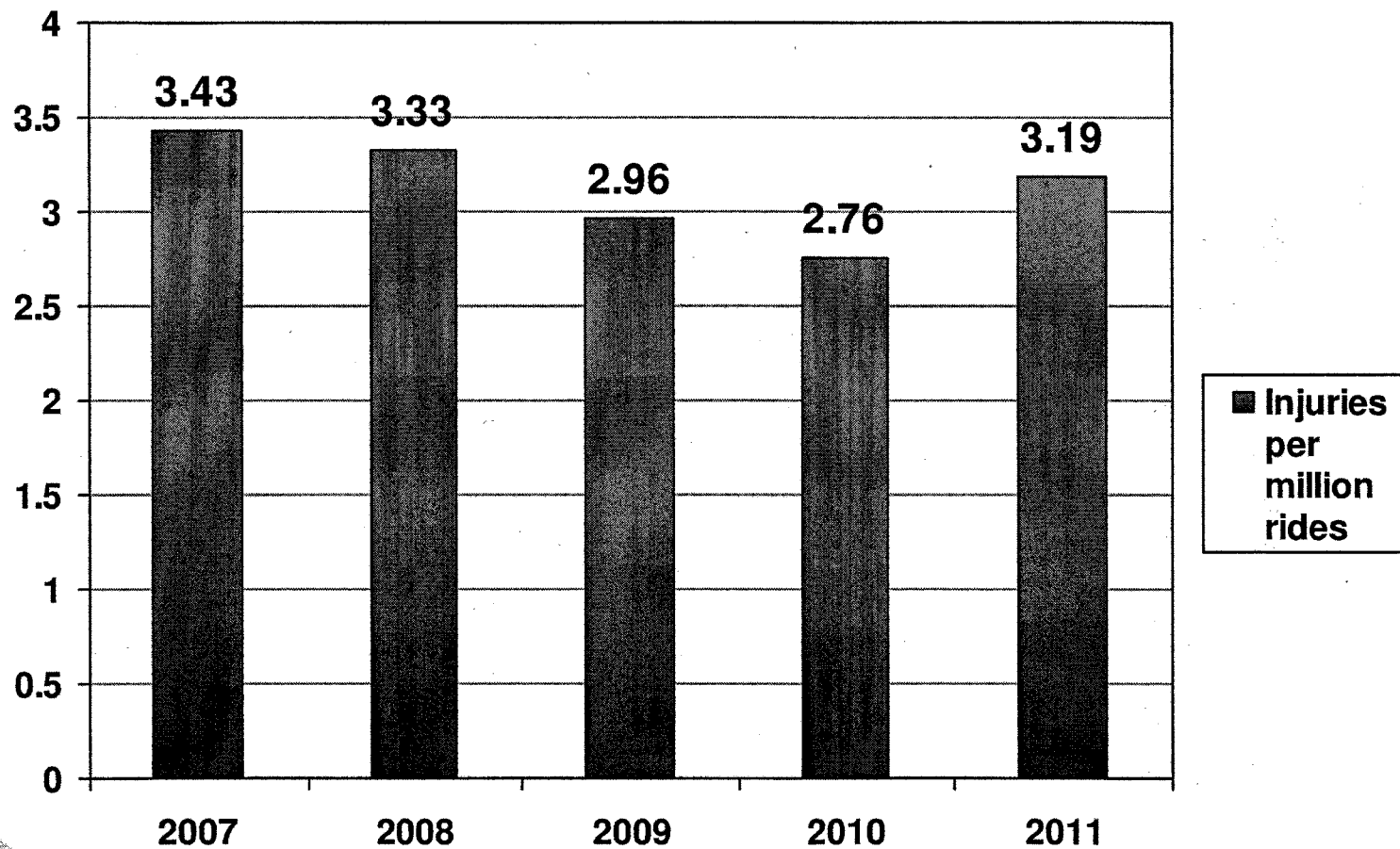




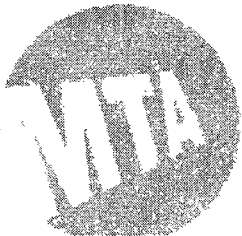
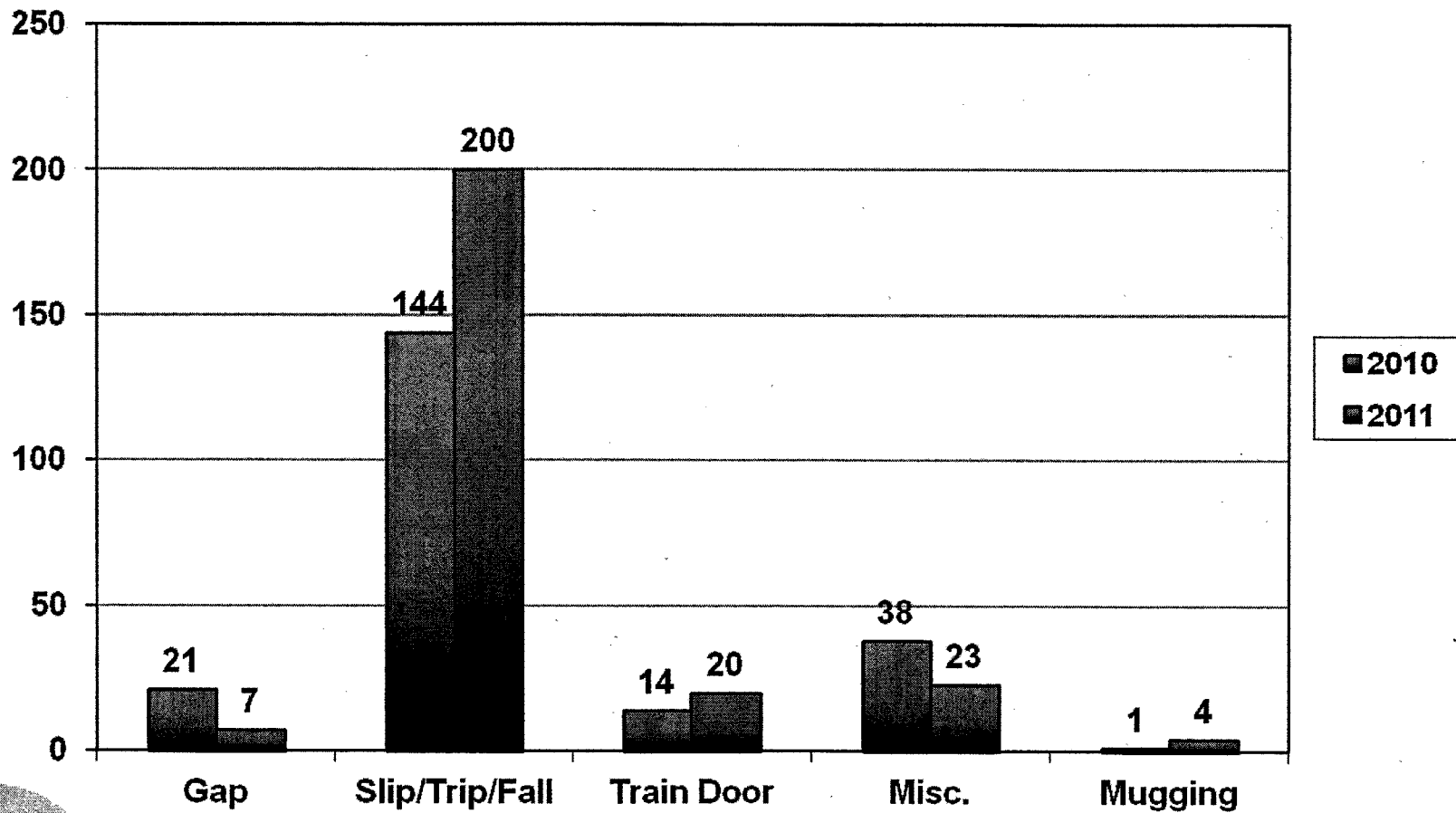
# Five-Year Customer Injuries



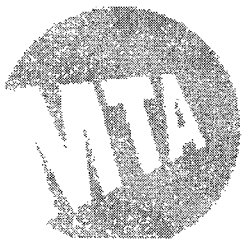
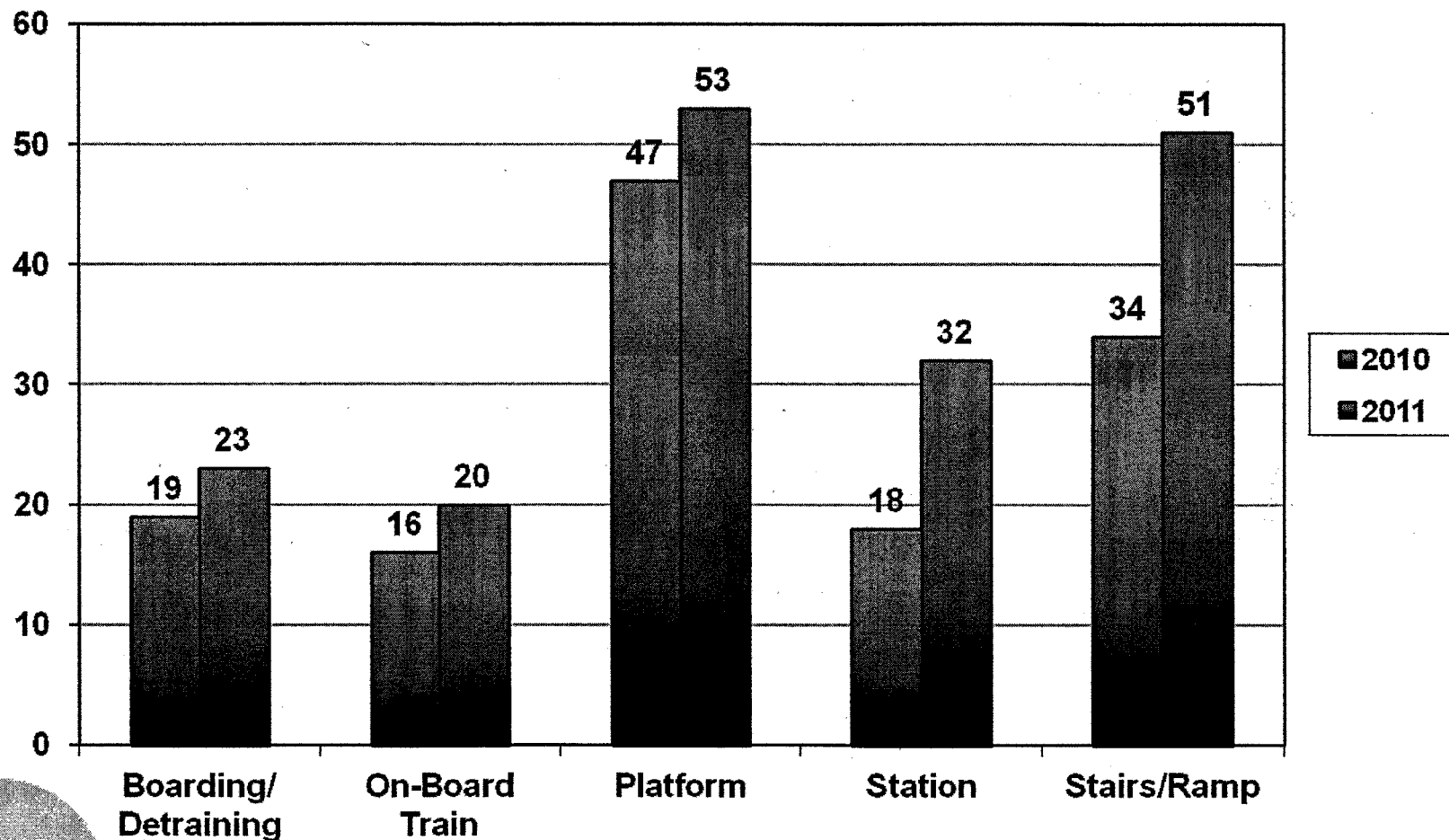
# Five-Year Customer Injury Rates



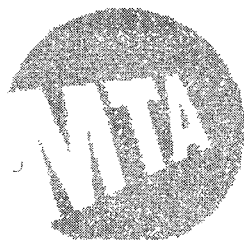
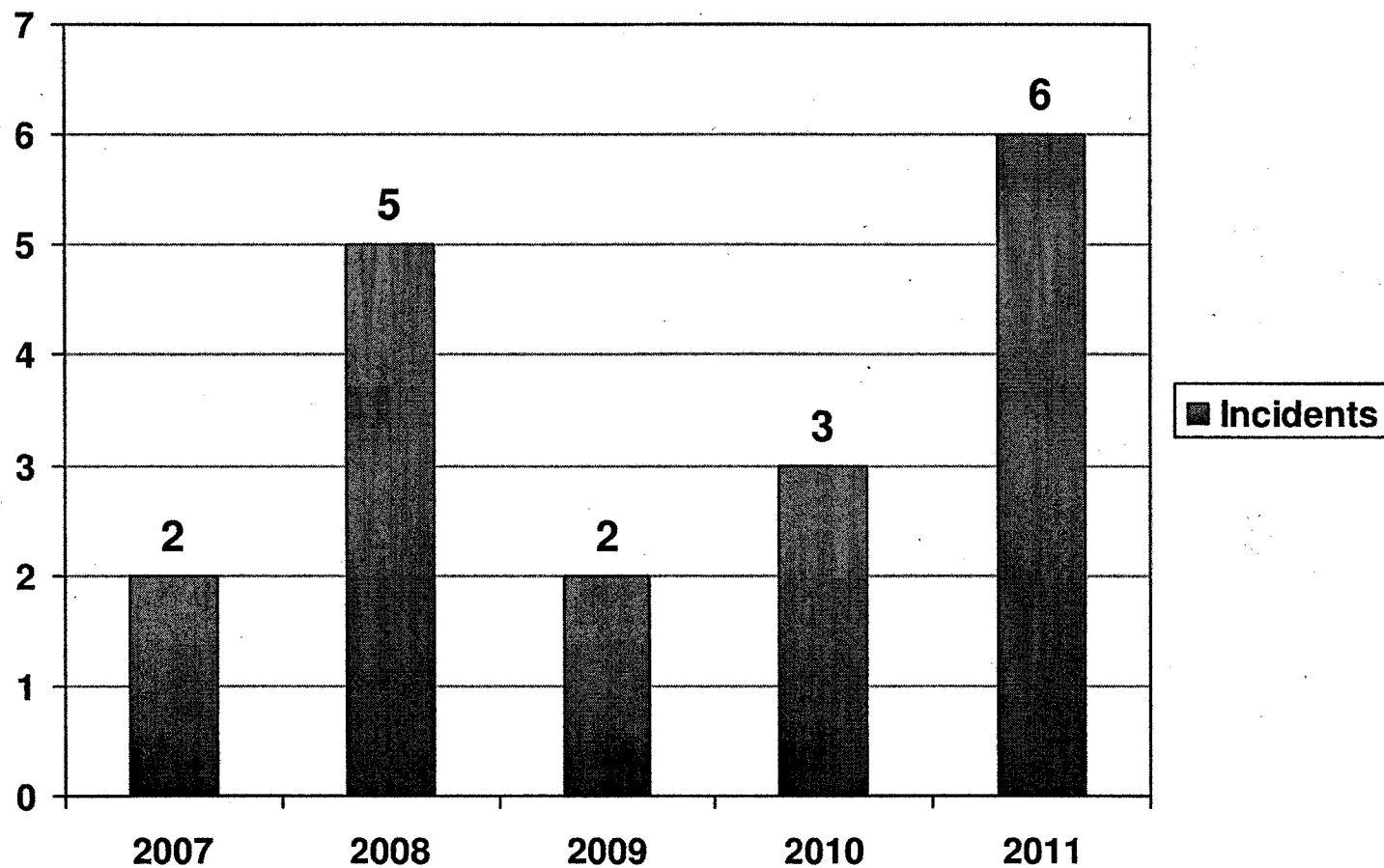
# Two-Year Customer Injury Cases by Type of Injury



# Two-Year Customer Slip/Trip/Fall Injury Cases by Location



# Five-Year Grade Crossing Incidents





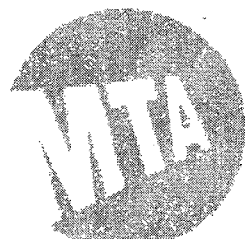
12/11

Start Safe  
Stay Safe



 Metro-North  
Railroad

**Safety is Priority One.**



MTA Metro-North Railroad

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# **MTA Metro-North Railroad**

## **Operations Division**

### **Annual Report on Fleet Maintenance** **2011**

# **Maintenance of Equipment**

The Maintenance of Equipment (M of E) Department is responsible for providing a safe and reliable fleet, available to support the Metro-North Railroad service plan. The Passenger Fleet consists of 1135 units, including locomotives, diesel hauled coaches and electric multiple units.

M of E performs periodic inspections and maintenance events as defined by our Maintenance Plan. In addition, equipment repairs and modifications are performed. These activities ensure rolling stock safety, reliability, availability and compliance with regulatory agencies requirements.



# **Maintenance Plan**

M of E departmental activities are designed to produce and execute an annualized maintenance plan. This effort supports the 20-Year rolling stock plan

Each fleet is scheduled for maintenance events at various shop locations. Calendar Day, 45-Day, 60-Day, 92-Day, 184-Day, 368-Day, 1104-Day, 1472-Day, 1840-Day, 6-Year, 8-Year, 9-Year and 12-Year maintenance events are performed at five equipment maintenance facilities and their respective yards, as well as four outlying yards and Grand Central Terminal.

Reliability Centered Maintenance (RCM) and its elements define the maintenance plan.

## **Reliability Centered Maintenance**

RCM is a process used to determine the maintenance requirements of rolling stock in its operating environment.

RCM at Metro-North Railroad is applied to assure the design level of reliability, safety and regulatory compliance.

Evaluation and adjustment of the Maintenance Plan to improve rolling stock availability and performance is achieved through continuous assessment.

Reliability Centered Maintenance has contributed to the fleets' improved Mean Distance Between Failure (MDBF) and Consist Compliance.

# Maintenance Plan

The Maintenance Plan combines federally mandated safety inspection and air brake requirements with Reliability Centered Maintenance activities e.g. inspections, servicing, or replacements relative to vehicle duty cycles.

The following is an overview of the Plan's elements.

Where practicable, rolling stock receives planned maintenance activities in conjunction with federally mandated inspection intervals. These intervals vary by fleet type, but typically receive Calendar Day Mechanical Inspection (CDMI), Quarterly, Semi-Annual, Annual, and higher level scopes based on 3, 4, and 5-Year multiples depending on the age and configuration of the vehicle.

The scope of each higher level interval is cumulative in nature.

**Calendar Day Mechanical Inspection**

Is the maintenance and inspection activity required once every calendar day to dispatch a train consist for use in service. The CDMI tests, inspects or validates, braking, cab signal, trucks, wheels, lighting, heating ventilation and air conditioning, propulsion and door systems.

**Quarterly Inspection**

Is a Periodic Inspection (PI) performed on all fleets. It includes an interior and exterior inspection and operational test of all major systems. The federally mandated requirements such as air brake gauge calibration and cab signal tests are satisfied. Renew brake shoes, filters, light bulbs, fluids, contactor tips and other consumable items based on condition assessment for wear or other deficiencies. Clean electrical components, measure wheels, and clean, adjust and test door operations. All work is documented in a comprehensive work packet and federally mandated records.

**Semi-Annual Inspection**

In addition to the lower level inspection items, this PI includes functional tests of emergency lighting, door operation, and HVAC systems as well as an undercar/pit inspection. A single car brake test is also performed.

**Annual Inspection**

In addition to the Quarterly and Semi-Annual PI requirements specific filters, strainers and valves for the air brake, and air supply systems are renewed, and additional testing such as Emergency Egress compliance is performed during this inspection. Selectively scheduled component renewals such as batteries, motor alternators are also performed.

<b>Interval</b>	<b>M-3 EMU</b>	<b>M-7 EMU</b>	<b>M-2 EMU</b>	<b>M-4/6 EMU</b>	<b>M-8 EMU</b>	<b>Bombardier Coach</b>	<b>All Locomotives</b>
45 Day (8 per yr)						X	
60 day (6 per yr)			X	X		Center Door Cab Car	
92 day (4 per yr)	X	X			X	End Door Cab Car	X
184 day (2 per yr)						Trailer	
368 day (Air Brake)	X	X	X	X	X	X	X

# Maintenance Plan

## **3-Year, 4-Year, 5-Year and Higher Level Scopes**

All lower level inspection requirements are satisfied. These PIs satisfy the federally mandated brake system component overhaul requirements. During these events additional scope coordinated in multiples of the mandated cycle is performed. These scopes become increasingly comprehensive relative to the vehicle age and expected service requirements to maintain equipment performance, reliability, and to maximize facility utilization. Typical higher level scope includes removal, rebuild and replacement of air brake components, couplers, toilets, trucks and suspension components, pantographs, HVAC compressors, air compressors, motors, propulsion control devices, and blowers assemblies. In addition, expansion valves, condenser fan motors, weather stripping, air bags, glazing, batteries, diaphragms, wheels and other components are renewed.

In addition to the progressive component replacements in the higher level scopes, the maintenance plan addresses broader equipment issues. Listed below are some examples:

System upgrades such as - Cab Signal, HVAC, Toilets

Car interior refurbishment - seats, flooring, glazing

Car exterior refurbishment - paint, decals

# EMU Scheduled Programs

		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
M3	3 Year	46	46	46	46	46	46	46	46	46		
	6 Year											
	AIR											
	COMPRESSOR	2	5	8	12	16	16	7				
	BATTERY 25											
	CELLS	2	5	14	12	10	4	7	7			
	BLOWER SEB B											
	END	12	8	9	10	7	5	5	7			
	BLOWER - SEB											
	F-END	19	8	27	19	12	11	13	17			
M7	MOTOR											
	ALTERNATOR	6	8	9	9	18	13	2				
	5Year	68	44									
	10 Year		24	66	68	66	68	44				
M2	15 Year							24	66	68	66	68
	3 Year	68	72									
M4	3 Year	17	20									
M6	3 Year	7	6									
M8	5Year	81	88	88	81	67						
	10 Year						81	88	88	81		

# Diesel Hauled Scheduled Programs

		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Center Door Coaches	4 Y	35	24	16								
	8 Y			1	28	35	24	16				
	12 Y							1	28	35	16	11
End Door Coaches	4 Y	2	5	10	11					1	7	2
	8 Y	15	17	24	4	2	5	10	11			
	12 Y	1	7	2	11	15	17	24	4	2	5	10
	16 Y					1	8	2	11	15	17	24
P32ACDM	5 Y	8	5	5	7	5	8	5	5	7	5	8
	8 Y	5	3									
	16 Y				5	5	5	5	5	5	1	
BL020	4 Y	11	1						4	7	1	
	8 Y				4	7	1					



# Completed Work Scope Activity

FLEET	SCOPE	2003	2004	2005	2006	2007	2008	2009	2010	2011	TOTAL
M2	3 - YEAR	72	76	76	72	82	80	72	70	82	682
	CSR	30	26	30	22	12	12	6			138
	BATTERY	10	20	23	15	26	14	3	6		117
M3	3 - YEAR	48	32	58	58	30	44	56	48	46	420
	6 - YEAR				6	32	44	52	4		138
	AIR COMPRESSOR ASSEMBLY	12	19	30	1		3	1		1	67
	BATTERY	8	5	14	10	4	4				45
	B END SEB	7	17	8	5	5	4		3	3	52
	F END SEB	19	30	12	15	8	8	3	6	6	107
	MOTOR ALTERNATOR	16	18	11	2	2	5	2	3	2	61
M4	3 - YEAR	26	21	6	17	22	9	17	23	12	153
	9 - YEAR					9		17	17	3	46
M6	BATTERY	22	11	1	7	6	2			9	58
	3 - YEAR	4	3	33	10	4	30	10		33	127
	6 - YEAR			6	7	3	3				19
	9 - YEAR							7	3	27	37
	BATTERY	4	5		5			8	11	6	39
M7	5 - YEAR	4	152	128	52	14	46	64	80	66	606
P32AC-DM	4 - YEAR		8	6	7	4				1	26
	5 - YEAR	7	2	6	10	8	7	5	9	4	58
	8 - YEAR		1		1	4	5	5	4	3	23
	BATTERY						5	7	11	3	26
Shoreliner 019	3 - YEAR	15	13	7		4		19	4	4	42
	8 - YEAR				1	8	20				56
	OVERHAUL						1				1
Shoreliner 021	3 - YEAR	4	3	4	2	1		22	5		39
	4 - YEAR				2	13	11	11	5	12	54
	OVERHAUL					12	9	12	4		37
Shoreliner 034	3 - YEAR	8	5	6	1	3					23
	4 - YEAR			1	1	7	4	10	21		44
Shoreliner 038	OVERHAUL							5	23		28
	3 - YEAR	14	9	2	6	1					32
	4 - YEAR				9	8	8	4	13	9	51
	8 - YEAR							3	13	9	25
	9 - YEAR				6						6
	12 - YEAR				8	6	8	1	2		25
	SEAT RENEWAL				24	2					26
Shoreliner 038 A	3 - YEAR	9	4	2							15
	4 - YEAR					8	6	1		8	23
	8 - YEAR							1		8	9
	12 - YEAR					2	6				8
Shoreliner 038 B	SEAT RENEWAL				10	1					11
	3 - YEAR	6	6	9		4					25
	4 - YEAR				24	11	4	13	24	9	85
	6 - YEAR			6	2						8
	8 - YEAR				24	10				1	37
Shoreliner 082	12 - YEAR						4	12	23	8	47
	3 - YEAR			2							2
	4 - YEAR				8		2		8		18
TOTAL	8 - YEAR						2		8		10
		345	486	487	453	376	422	449	453	375	3846

# 2011 Achievements

- **Overall Fleet Performance**
  - 114,347 MDBF vs. a goal of 125,000
    - 149,845 MDBF vs. a goal of 125,000  
*(Excluding 1<sup>st</sup> QTR New Haven Fleet 2011's Winter-Induced Failures)*
  - 99.0% Consist Compliance vs. a goal of 98.6%
  - 99.6% Consist Compliance in Harlem & Hudson Lines
  - 95.7% Consist Compliance in New Haven Line
- **MTA Inter-Agency Activities**
  - Continued collaboration with NYCT Central Electronics Shop (CES) for the repair M7 components
  - Continued work under MOU with LIRR to repair the M7 Communications System components and implemented other fleet equipment components, e.g. locomotive air compressor
  - Joint Task Force with LIRR to supplement the knowledge and experience to execute the M7 RCM program
- **M. of E. Budget Performance**
  - Overall - \$11.6 M (5.4%) under budget
  - Material - \$ 4.9 M (8.7%) under budget
  - Labor - \$2.4M (1.68%) under budget
    - OT is \$118K (0.90%) under budget
  - 2011 Overtime Reduction
  - Vacation Leveling – Achieved 93.5% compliance
  - \$1.2M in savings offset increased NHL Fleet needs

# 2011 Achievements

- **M3 Performance Improvement Program – To be completed in 4/2012**
  - Pre-Upgrade MDBF (2005): 58,700 miles
  - Post Upgrade MDBF(2011): 240,266 miles
- **M8 Fleet**
  - Conditional Acceptance of 70 vehicles for Revenue Service
  - Prepare for and begin retirement of M2 fleet
- **M7 Fleet**
  - Continued implementation of modifications originating from GSA II Agreement with Bombardier, e.g. Anti-roll bar, Swing arm articulation, fuse box.
  - 80.4 % completion of 5 YR work scope
- **Locomotives**
  - Genesis**
    - Off-site GE Transportation 8-Year Scheduled Overhaul - 3 units completed in 2011.  
Total of 22 units completed to date representing 71.0 % of a 31 unit fleet.
  - BL20**
    - Completed warranty modification program
- **Shoreliner Coaches**
  - Completed End Door Coach Modification – Open Contract Work
  - All Coaches now maintained in RCM Process
  - Established and Implemented Consist-Based maintenance protocol

# 2012 Activities

- **MTA Inter-Agency Activities**
  - Continue to support inter-agency activities: BL 20 Locomotive Air Compressor overhaul w/LIRR, discussions on Battery Reconditioning w/NYCT
  - Co-ordinate investigational activities on M7 traction motor bearing issues with LIRR
  - Enterprise Asset management activities
- **Fleet Performance**
  - Continue developing RCM plan for new M8 Fleet and establish 5YR RCM activities
  - Air Compressor replacement and Equipment Blower upgrades to improve MDBF of Genesis fleet.
  - Development of improved maintenance procedures to increase performance and reliability of Coach HVAC compressor
  - NH traction motor circuit modification in AC motoring to mitigate potential flash-over failures implemented
  - Enhance PI and establish RCM program for BL20 Locomotives
- **Key Indicators for Continuous Improvement**
  - Continue an evaluation of Key Performance Indicators to manage fleet reliability and maintenance events
  - New reporting will guide fleet maintenance teams to focus on cost-effective continuous improvement

# 2012 Challenges

- **Harmon Shop Replacement**
  - Design and build new EMU Consist Maintenance Tracks in Harmon
    - Required to perform higher level RCM activities on M7 and Coach fleets
  - Forward design and build of new EMU facility in Harmon
    - Support continued M7/M9 RCM requirements
- **New Haven Shop Facilities**
  - Work with CDOT to ensure New Shop Facilities are operational to support higher level maintenance (3, 4 & 5 year component maintenance cycles) for the new M8 Fleet
- **Business Enterprise Systems**
  - Address obsolescence of existing business systems
  - Identify and acquire real-time business tools to support cost-effective maintenance of rolling stock
- **Workforce Attrition**
  - Minimize impact due to loss of experienced personnel
  - Train new maintenance and repair employees

## 2012 Goals

Description	Target
MDBF – All Fleets	135,000
M-2 MDBF	80,000
M-4/6 MDBF	60,000
M-8 MDBF	200,000
M-3 MDBF	120,000
M-7 MDBF	440,000
Bombardier Coach	290,000
P32 Locomotives	35,000
BL20 Locomotives	12,000
HVAC Compliance	
Heat	99.5%
Air Conditioning	98.8%
Consist Compliance	
System	99.1%
Hudson Line AM Peak	99.6%
Harlem Line AM Peak	99.6%
New Haven Line AM Peak	97.0%



**Metro-North Railroad**

# **DIVERSITY/EEO REPORT**

**1<sup>ST</sup> Quarter 2012**

Metro-North Railroad has conducted an availability analysis of females and minorities in its workforce. The availability analysis consists of comparing Metro-North Railroad's March 31, 2012 workforce percentages for females and minorities to 80 percent of the females and minorities available within the relevant labor market based on the U.S. Census.

The following numbers and information do not reflect availability for specific job groups. In addition, the numbers and information provided do not show statistical disparities or explain the reasons or provide a root cause for any identified failure to meet availability. Nothing in this report constitutes a finding or admission of unlawful discrimination.



**2012, 1ST QUARTER EEO REPORT**

**AGENCY NAME: METRO-NORTH RAILROAD**

**WORKFORCE UTILIZATION ANALYSIS  
AS OF 3/31/12**

JOB CATEGORY	FEMALES			BLACKS			HISPANICS			ASIANS			AI/AN			NHOPI			OTHER		
	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)
Officials & Administrators	27%	19%	No	8%	14%	Yes	7%	4%	No	6%	6%	Yes	0%	0%	Yes	0%	0%	Yes	2%	1%	No
Professionals	37%	36%	No	10%	21%	Yes	7%	8%	Yes	7%	16%	Yes	0%	0%	Yes	0%	0%	Yes	2%	1%	No
Technicians	40%	2%	No	12%	19%	Yes	17%	10%	No	11%	5%	No	0%	0%	Yes	0%	0%	Yes	3%	0%	No
Protective Services	0%	0%	Yes	0%	0%	Yes	0%	0%	Yes	0%	0%	Yes	0%	0%	Yes	0%	0%	Yes	0%	0%	Yes
Paraprofessionals	56%	65%	Yes	17%	15%	No	12%	6%	No	6%	11%	Yes	0%	0%	Yes	0%	0%	Yes	3%	0%	No
Administrative Support	52%	44%	No	19%	31%	Yes	14%	12%	No	4%	3%	No	0%	0%	Yes	0%	0%	Yes	3%	2%	No
Skilled Craft	5%	6%	Yes	16%	17%	Yes	11%	6%	No	2%	2%	Yes	0%	0%	Yes	0%	0%	Yes	2%	1%	No
Service Maintenance	12%	18%	Yes	15%	41%	Yes	29%	21%	No	6%	2%	No	0%	0%	Yes	0%	0%	Yes	3%	1%	No

## **DEFINITIONS OF EEO JOB CATEGORIES:**

### **Officials & Administrators**

Occupations in which employees set broad policies, exercise overall responsibility for execution of these policies, or direct individual departments or special phases of the agency's operations, or provide specialized consultation on a regional, district or area basis.

### **Professionals**

Occupations which require specialized and theoretical knowledge which is usually acquired through college training or through work experience and other training which provides comparable knowledge.

### **Technicians**

Occupations which require a combination of basic scientific or technical knowledge and manual skill which can be obtained through specialized post-secondary school education or through equivalent on-the-job training.

### **Protective Services**

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

### **Paraprofessionals**

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

### **Administrative Support**

Occupations in which workers are responsible for internal and external communication, recording and retrieval of data and/or information and other paperwork required in an office.

### **Skilled Craft**

Occupations in which workers perform jobs which require special manual skill and a thorough and comprehensive knowledge of the process involved in the work which is acquired through on-the-job training and experience or through apprenticeship or other formal training programs.

### **Service Maintenance**

Occupations in which workers perform duties which result in or contribute to the comfort, convenience, hygiene or safety of the general public or which contribute to the upkeep and care of buildings, facilities or grounds of public property.

# 2012, 1ST QUARTER EEO REPORT

AGENCY NAME: METRO-NORTH RAILROAD

## NEW HIRES AS OF 3/31/12

JOB CATEGORY	TOTAL <sup>1</sup>	FEMALES <sup>2</sup>		BLACKS		HISPANICS		ASIANS		AI/AN		NHOPI		OTHER	
		#	%	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrators	5	1	20.0%	2	40.0%	1	20.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Professionals	13	4	30.8%	3	23.1%	0	0.0%	3	23.1%	0	0.0%	0	0.0%	0	0.0%
Technicians	4	0	0.0%	1	25.0%	1	25.0%	1	25.0%	0	0.0%	0	0.0%	0	0.0%
Protective Services	0	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Paraprofessionals	1	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Administrative Support	7	7	100.0%	1	14.3%	2	28.6%	1	14.3%	0	0.0%	0	0.0%	0	0.0%
Skilled Craft	67	6	9.0%	9	13.4%	3	4.5%	1	1.5%	0	0.0%	0	0.0%	1	1.5%
Service Maintenance	31	4	12.9%	4	12.9%	7	22.6%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
<b>Total</b>	<b>128</b>	<b>22</b>	<b>17.2%</b>	<b>20</b>	<b>15.6%</b>	<b>14</b>	<b>10.9%</b>	<b>6</b>	<b>4.7%</b>	<b>0</b>	<b>0.0%</b>	<b>0</b>	<b>0.0%</b>	<b>1</b>	<b>0.8%</b>

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

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

**2012, 1ST QUARTER EEO REPORT****AGENCY NAME: METRO-NORTH RAILROAD****EEO AND TITLE VI COMPLAINTS  
AS OF 3/31/12**

Category	Race	Disability	Gender	National Origin	Age	Sexual Harassment	Religion	Other <sup>1</sup>	Total Issues <sup>2</sup>	Total Cases	Status (# Open)
EEO	6	6	4	2	3	1	4	12	38	17	11
External Complaints	5	6	4	2	3	0	3	9	32	12	10
Internal Complaints	1	0	0	0	0	1	1	3	6	5	1

Category	Race	National Origin	Color	Total Issues <sup>3</sup>	Total Cases	Status (# Open)
Title VI	3	2	0	5	3	2

<sup>1</sup> "Other" contains all EEO categories not otherwise specifically mentioned on the chart.

<sup>2</sup> In some instances a single complaint may involve two or more EEO categories.

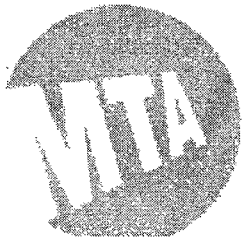
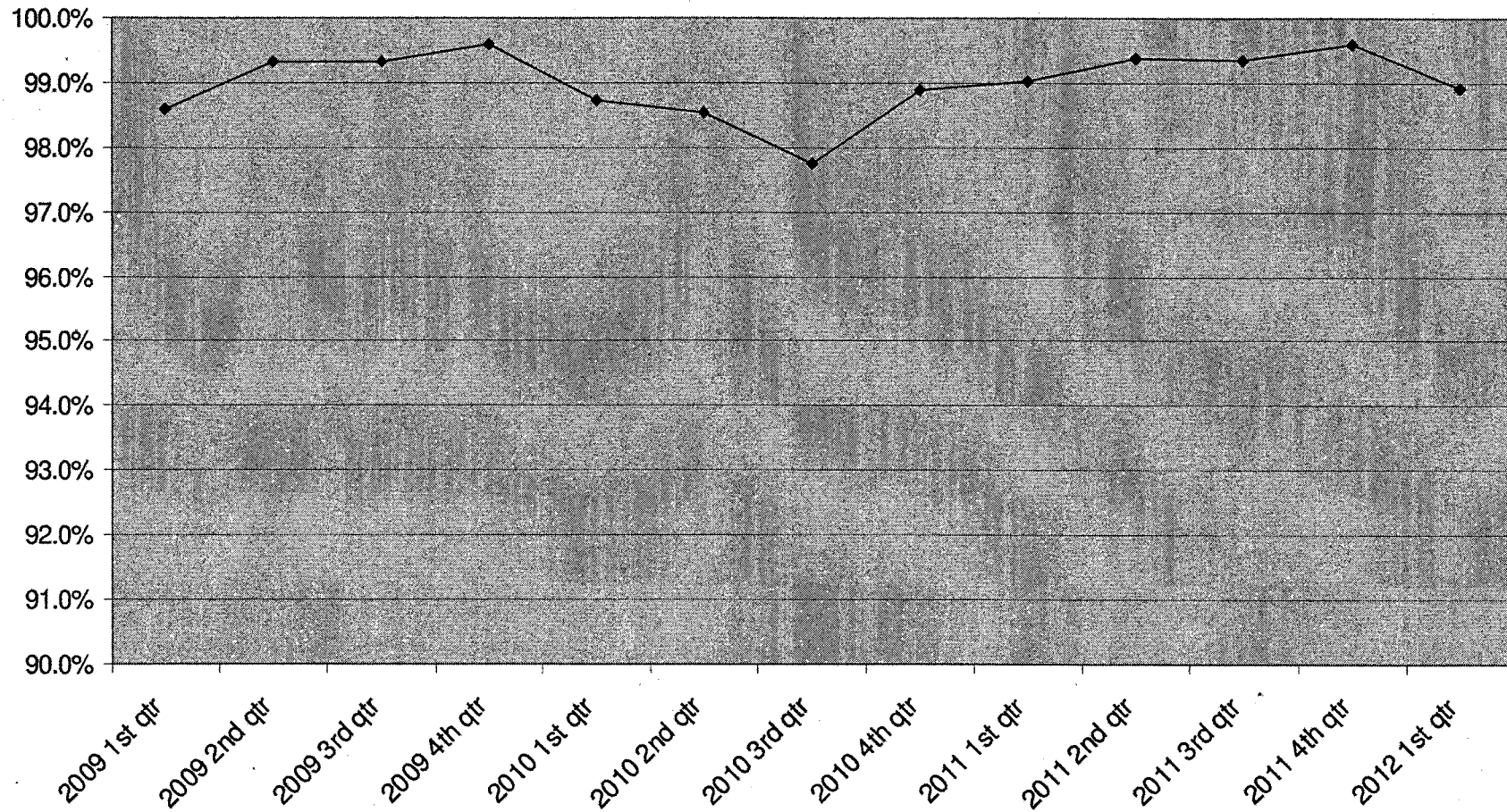
<sup>3</sup> In some instances a single complaint may involve two or more EEO categories based on race, national origin, or color.

# **Metro-North Railroad Elevator/Escalator**

First Quarter Report  
2012



# Passenger Elevator Availability



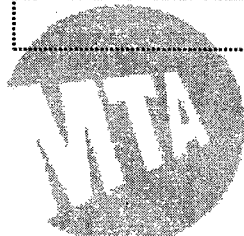
Definition: Availability measures the percent of time that a unit is running and available for customer service.

# 2012 First Quarter Elevator Availability by Station – Hudson Line

Elevator Name	Elevator Number	% Available (Mechanical Failures only)	Elevator Name	Elevator Number	% Available (Mechanical Failures only)
ARDSLEY-ON-HUDSON	026N	99%	GRAND CENTRAL TERMINAL	T-18	97%
ARDSLEY-ON-HUDSON	026S	100%	GRAND CENTRAL TERMINAL	T-19	100%
BEACON	056I	99%	GRAND CENTRAL TERMINAL	T-20	97%
COLD SPRING	054N	100%	GRAND CENTRAL TERMINAL	T-6	93%
COLD SPRING	054S	96%	GRAND CENTRAL TERMINAL	T-7	99%
CORTLANDT	043P	99%	GRAND CENTRAL TERMINAL	T-8	97%
CORTLANDT	043I	99%	GRAND CENTRAL TERMINAL	T-9	100%
CROTON-HARMON	3813	99%	GRAND CENTRAL TERMINAL	WCL	100%
CROTON-HARMON	3821	97%	GRAND CENTRAL TERMINAL NORTH	NE-1	100%
CROTON-HARMON	3842	100%	GRAND CENTRAL TERMINAL NORTH	NE-2	100%
CROTON-HARMON	038P	100%	GRAND CENTRAL TERMINAL NORTH	NE-3	100%
DOBBS FERRY	024N	100%	GRAND CENTRAL TERMINAL NORTH	NE-4	100%
DOBBS FERRY	024S	100%	GRAND CENTRAL TERMINAL NORTH	NE-5	100%
GARRISON	050N	100%	GRAND CENTRAL TERMINAL NORTH	NE-6	100%
GARRISON	050S	94%	GREYSTONE	020N	100%
GLENWOOD	018N	100%	GREYSTONE	020S	100%
GLENWOOD	018S	100%	HARLEM 125th	002N	99%
GRAND CENTRAL TERMINAL	T-10	100%	HARLEM 125th	002S	100%
GRAND CENTRAL TERMINAL	T-11	90%	HASTINGS-ON-HUDSON	022N	100%
GRAND CENTRAL TERMINAL	T-12	93%	HASTINGS-ON-HUDSON	022S	100%

# 2012 First Quarter Elevator Availability by Station – Hudson Line

Elevator Name	Elevator Number	% Available (Mechanical Failures only)	Elevator Name	Elevator Number	% Available (Mechanical Failures only)
MORRIS HEIGHTS	004I	100%	RIVERDALE	012N	100%
OSSINING	3624	100%	RIVERDALE	012S	100%
OSSINING	036C	99%	SCARBOROUGH	034N	100%
OSSINING	036N	100%	SCARBOROUGH	034S	100%
OSSINING	036S	100%	TARRYTOWN	030N	100%
PEEKSKILL	046N	97%	TARRYTOWN	030S	100%
PEEKSKILL	046S	100%	UNIVERSITY HEIGHTS	006N	99%
PEEKSKILL	Trk2	100%	YANKEES - E. 153RD STREET	321	100%
POUGHKEEPSIE	058N	98%	YANKEES - E. 153RD STREET	364	100%
POUGHKEEPSIE	058PE	99%	YANKEES - E. 153RD STREET	003P	99%
POUGHKEEPSIE	058PW	100%	YANKEES - E. 153RD STREET	003W	99%
POUGHKEEPSIE	058S	100%	YONKERS	016N	100%
			YONKERS	016S	100%





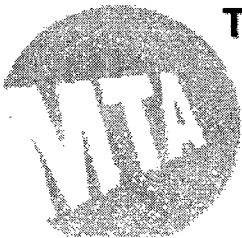
# 2012 First Quarter Elevator Availability by Station – Harlem Line

Elevator Name	Elevator Number	% Available (Mechanical Failures only)	Elevator Name	Elevator Number	% Available (Mechanical Failures only)
BEDFORD HILLS	152P	100%	HAWTHORNE	142I	99%
BEDFORD HILLS	152I	100%	KATONAH	154P	100%
BOTANICAL GARDEN	110N	100%	KATONAH	154I	100%
BOTANICAL GARDEN	110S	100%	MOUNT KISCO	150P	100%
BREWSTER	162P	100%	MOUNT KISCO	150I	100%
BREWSTER	162I	100%	MOUNT VERNON WEST	118N	100%
CHAPPAQUA	148P	99%	MOUNT VERNON WEST	118S	100%
CHAPPAQUA	148I	99%	NORTH WHITE PLAINS	134N	100%
CRESTWOOD	126N	99%	NORTH WHITE PLAINS	134P	99%
CRESTWOOD	126P	98%	NORTH WHITE PLAINS	134S	100%
CRESTWOOD	126S	100%	PLEASANTVILLE	146I	100%
CROTON FALLS	160P	99%	PURDYS	158P	100%
CROTON FALLS	160I	100%	PURDYS	158I	100%
FLEETWOOD	120N	95%	SCARSDALE	128N	100%
FLEETWOOD	120S	100%	SOUTHEAST	163P	100%
FORDHAM	108N	99%	SOUTHEAST	163I	98%
FORDHAM	108S	99%	TUCKAHOE	124N	100%
GOLDENS BRIDGE	156P	98%	VALHALLA	136P	99%
GOLDENS BRIDGE	156I	99%	VALHALLA	136I	100%
HAWTHORNE	142P	99%	WHITE PLAINS	132I	99%

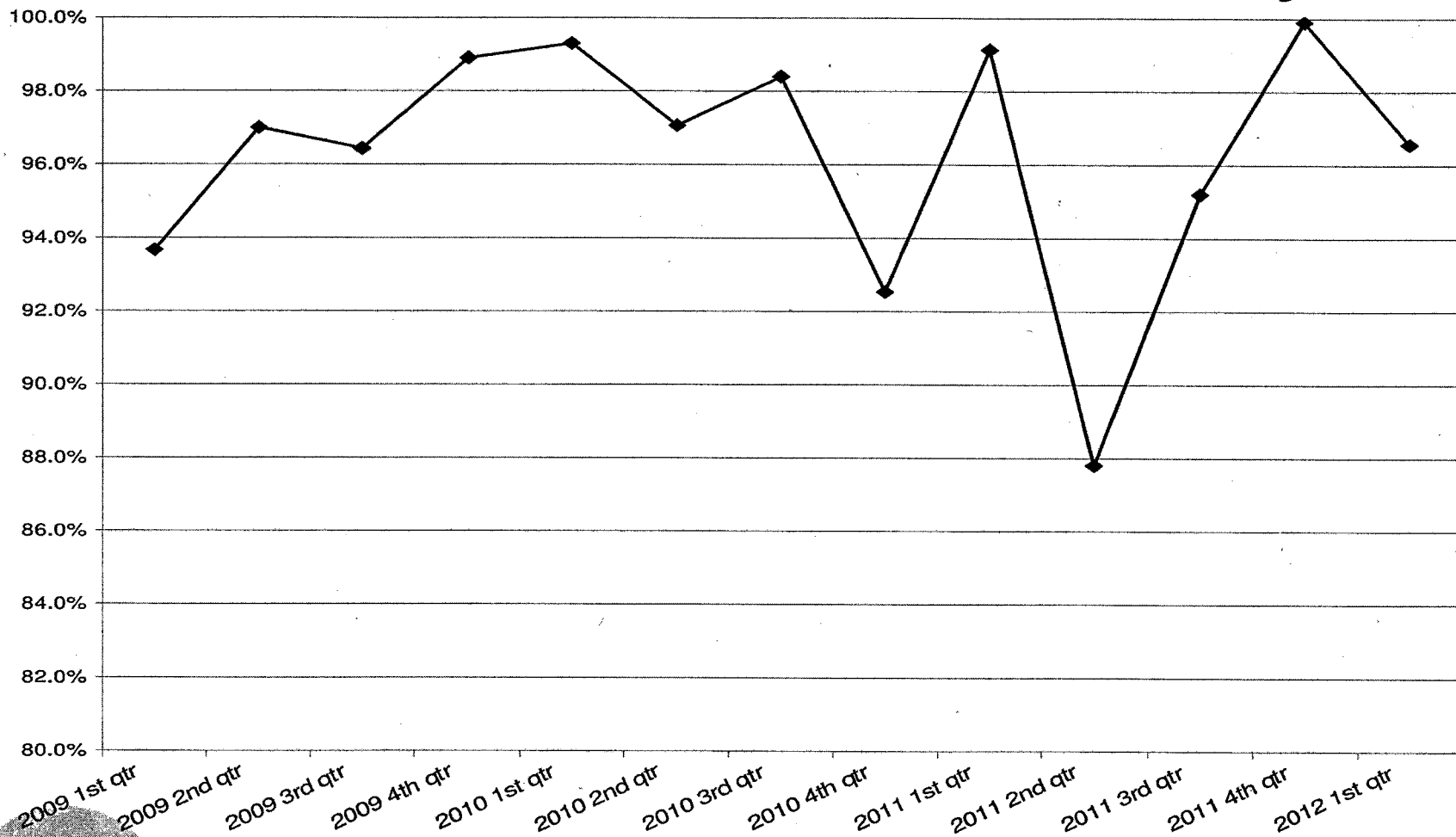
# 2012 First Quarter Elevator Availability by Station - New Haven Line

Elevator Name	Elevator Number	% Available (Mechanical Failures)
GREENWICH	218E	100%
GREENWICH	218W	100%
HARRISON	212E	100%
HARRISON	212W	100%
LARCHMONT	208E	100%
LARCHMONT	208W	100%
MOUNT VERNON EAST	202E	100%
MOUNT VERNON EAST	202W	100%
NEW ROCHELLE	206E	100%
NEW ROCHELLE	206W	100%
RYE	214E	100%
RYE	214W	100%

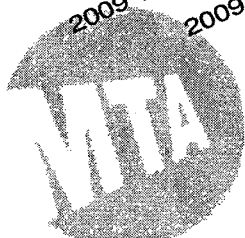
These are the only elevators Metro-North maintains on the New Haven Line.



# Passenger Escalator Availability

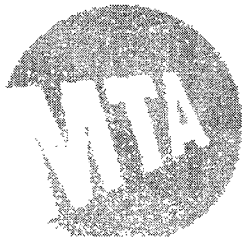


Definition: Availability measures the percent of time that a unit is running and available for customer service.



# 2012 First Quarter Escalator Availability by Station

Escalator Name	Escalator Number	% Available (Mechanical Failures only)
GRAND CENTRAL TERMINAL	1	95%
GRAND CENTRAL TERMINAL	2	98%
GRAND CENTRAL TERMINAL	3	97%
GRAND CENTRAL TERMINAL	4	98%
GRAND CENTRAL TERMINAL	5	93%
GRAND CENTRAL TERMINAL	6	94%
GRAND CENTRAL TERMINAL	7	Long Term Repair
GRAND CENTRAL TERMINAL	8	95%
GRAND CENTRAL TERMINAL	9	91%
GRAND CENTRAL TERMINAL	10	93%
GRAND CENTRAL TERMINAL	11	98%
WHITE PLAINS	N	94%
WHITE PLAINS	S	100%



## Elevator Customer Injuries/Entrapments by Station

Station Name	Mechanical	Human Factor	Entrapment
Croton Falls (160P)	0	0	1

## Escalator Customer Injuries by Station

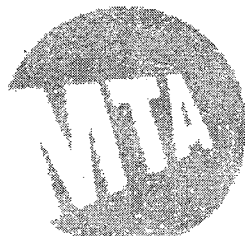
Station Name	Mechanical	Human Factor
White Plains	0	1

### Definitions:

**Mechanical** includes sudden changes in speed, handrail, alignment. **Human Factor** includes lost balance, encumbrances, Slip/Trip/Fall, pushed/shoved, intoxication, caught between, etc.

**Entrapment** includes failure of the elevator to move to a floor landing thus resulting in the customer being stuck. These events require MNR or MTA PD intervention but result in no injury to the customer.

**Please note:** These numbers are subject to change based upon additional customer injury reports and claims that may be received after the reporting period end date of March 31, 2012.





**Long Island Rail Road**

**INFORMATION**

**ITEMS**

# MTA Long Island Rail Road 2012 Safety Program Report

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May 2012 MNR/LIRR Committee Meeting

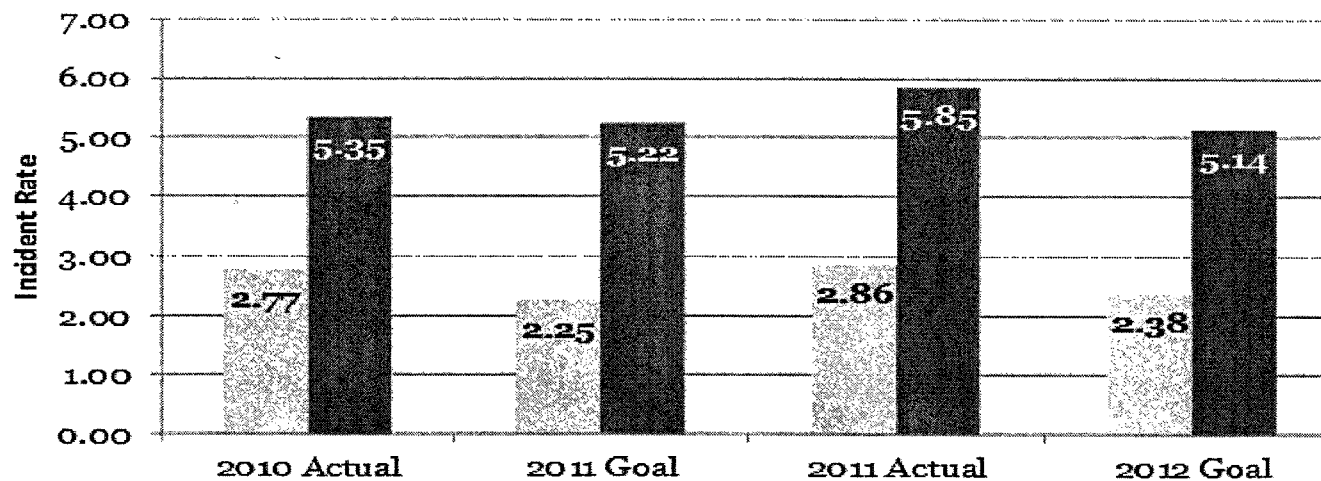


**THINK | ACT**  
**SAFETY | SAFELY**  
*Working towards an accident-free workplace.*

# 2012 Safety Goals

- To provide an accident-free environment for our customers and employees through implementation of a comprehensive, sustainable, and measurable safety initiative that engages every level of the organization in promoting the value of safety.
- To ensure that safety is always our number one priority.

## Safety Goals



\* Employee Lost Time and Restricted Duty Rate: Injuries per 200,000 Hours Worked

\*\* Customer Injury Rate: Injuries per 1,000,000 customers

■ Employee\*

■ Customer\*\*

MTA Long Island Rail Road



# Safety Program Summary

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The LIRR maintains several safety programs that have proven successful. These programs are designed to minimize accident potential and provide a safe and efficient means of transportation for the benefit of our customers, employees and the general public.

The following are customer and employee safety initiatives for 2012:

## Customer Safety Initiatives

- T.R.A.C.K.S Program Expansion
- Operation Lifesaver
- Elevator/Escalator Safety, Inspection, and Reporting Process
- Safety Awareness Campaign

## Employee Safety Initiatives

- Rail Resource Management
- Safety Goal Implementation Program
- Technology Based Training
- Corporate Safety Policy Revisions
- Revised Corporate Safety Rule Book
- SAFER Program Improvements

# Employee Safety Initiatives

## Rail Resource Management

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The Federal Railroad Administration awarded a grant to LIRR to work with Texas Transportation Institute to develop and implement the first passenger Rail Crew Resource Management Initiative. Rail Crew Resource Management involves a team's effective use of all available resources to achieve safe and efficient operations through team and individual performance.

- To assess the effectiveness of this initiative, qualitative and quantitative baseline metrics were established.
- Employee Training Modules Include:
  1. Technical Proficiency
  2. Situational Awareness
  3. Communications
  4. Teamwork
  5. Assertiveness



# **Employee Safety Initiatives**

## **Safety Goal Implementation Program**

---

The LIRR developed and implemented a Safety Goal Implementation Program designed to enhance processes for identifying and remediating hazards in the workplace and customer environment while supporting individual safety responsibility and accountability.

Page 95

- Departments established goals, described customized supporting actions and method of implementation.
- A performance based, risk prioritized audit will evaluate each department's program plan for effectiveness and make improvements via an on-going quality support process.



# Employee Safety Initiatives

## Technology Based Training

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As part of a multifaceted approach to efficient and effective training, the LIRR continues to expand its library of available technology based training and resources for employees both on and off the property 24/7. Web-based training and resources include:

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- SAFER for M of E and Engineering employees
- CFR 225 Accident Reporting and the LIRR Accident Control System
- CFR 217-218 Operating Rules Compliance and Handling Equipment, Switches, and Fixed Derails
- CFR 228 Hours of Service for Transportation Employees
- Virtual Bulletin Boards
- Transportation Best Practices – Penn Zone



# **Employee Safety Initiatives**

## **Safety Policy and Corporate Safety Rule Book Revisions**

---

Reinvigorating the safety message and responding to regulatory changes included a revision to both the corporate safety policy and safety rule book.

Page 97

- The corporate safety policy was revised in response to the Federal Rail Safety Improvement Act.
- The corporate safety rule book revision reflects changes in the workplace, as well as federal, state and local regulatory requirements.



# Employee Safety Initiatives

## SAFER Program Improvements

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49 CFR Part 217 requires railroads to have a program for observation of employee compliance with operating rules. The LIRR has expanded this program to also include compliance with safety rules.

Enhanced training for Maintenance of Equipment and Engineering Department employees includes:

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- What the SAFER Program is and why it is important.
- The most common causes of accidents and their financial and human impact.
- How to plan and perform a quality observation.
- Departmental minimum monthly audit requirements.
- How to properly fill out a SAFER form.
- Employee Interaction - when and how to approach, coach, correct non-compliance, and/or acknowledge compliance.



# Customer Safety Initiatives

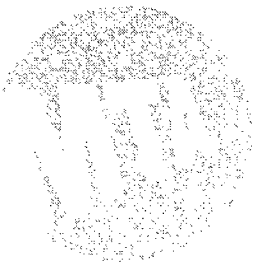
## Community Outreach Programs

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The LIRR continues the T.R.A.C.K.S program (Together Railroads And Communities Keeping Safe), a joint effort between LIRR and the MTAPD to educate the communities adjacent to our tracks. The program instructs participants about the importance of safety at grade crossings and the dangers of being on or near the tracks.

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- Reaches out to students in grades K through 12, community groups, defensive driving classes, and local businesses that operate vehicles over grade crossings (such as bus companies).
- During 2011, the program reached more than 85,000 participants.
- During the first quarter of 2012, the program has already reached nearly 30,000 participants.



# Customer Safety Initiatives

## Elevator/Escalator Safety

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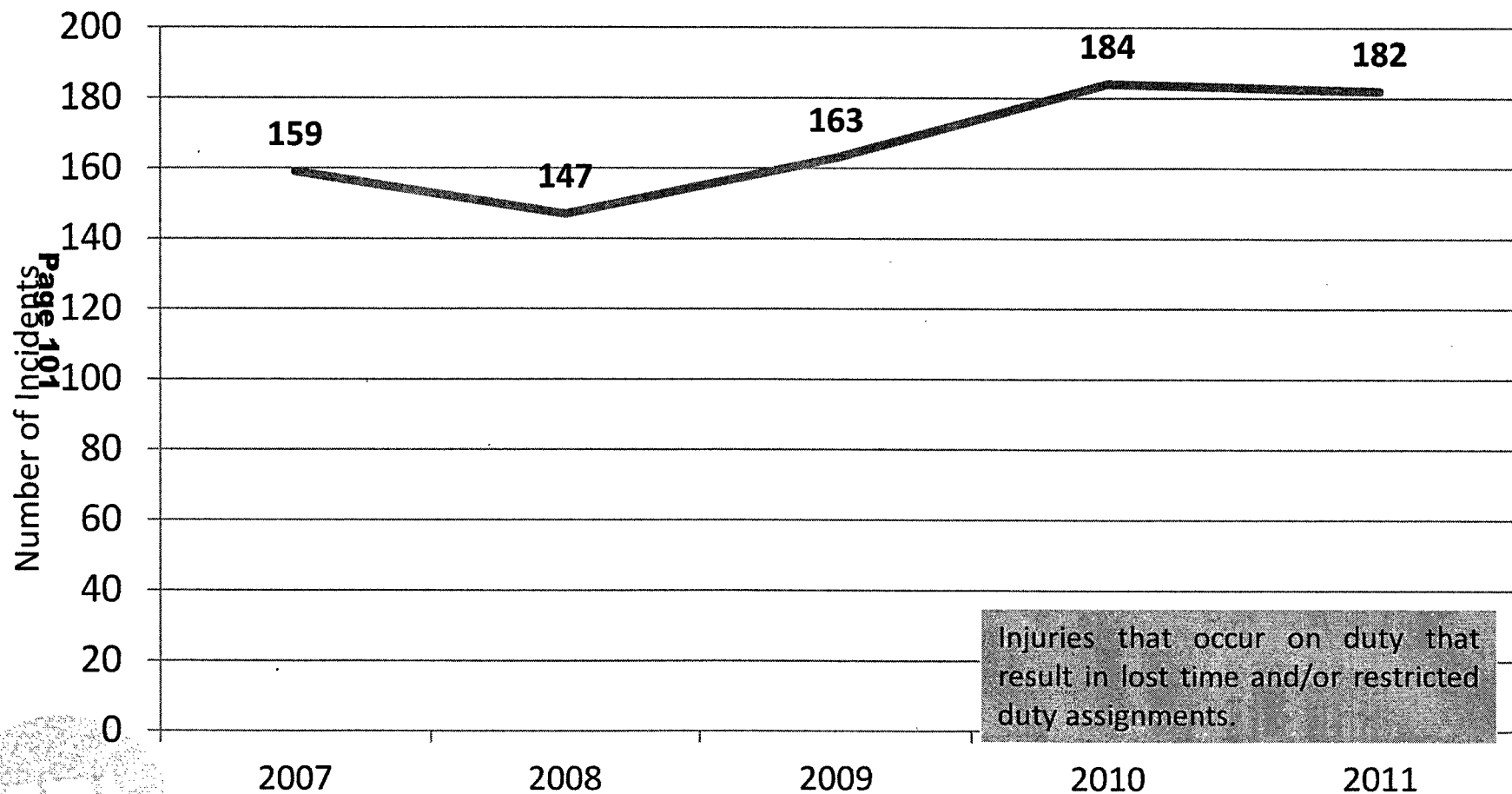
To improve equipment availability and safety, the LIRR has instituted a comprehensive plan including, but not limited to:

- Policy to address the notification process for reporting equipment outages, complaints and related issues.
- Uniform reporting of equipment availability to MTA Long Island Committee.
- Scoping to identify potential enhancements to equipment safety features.
- Customer elevator/escalator safety awareness campaign.

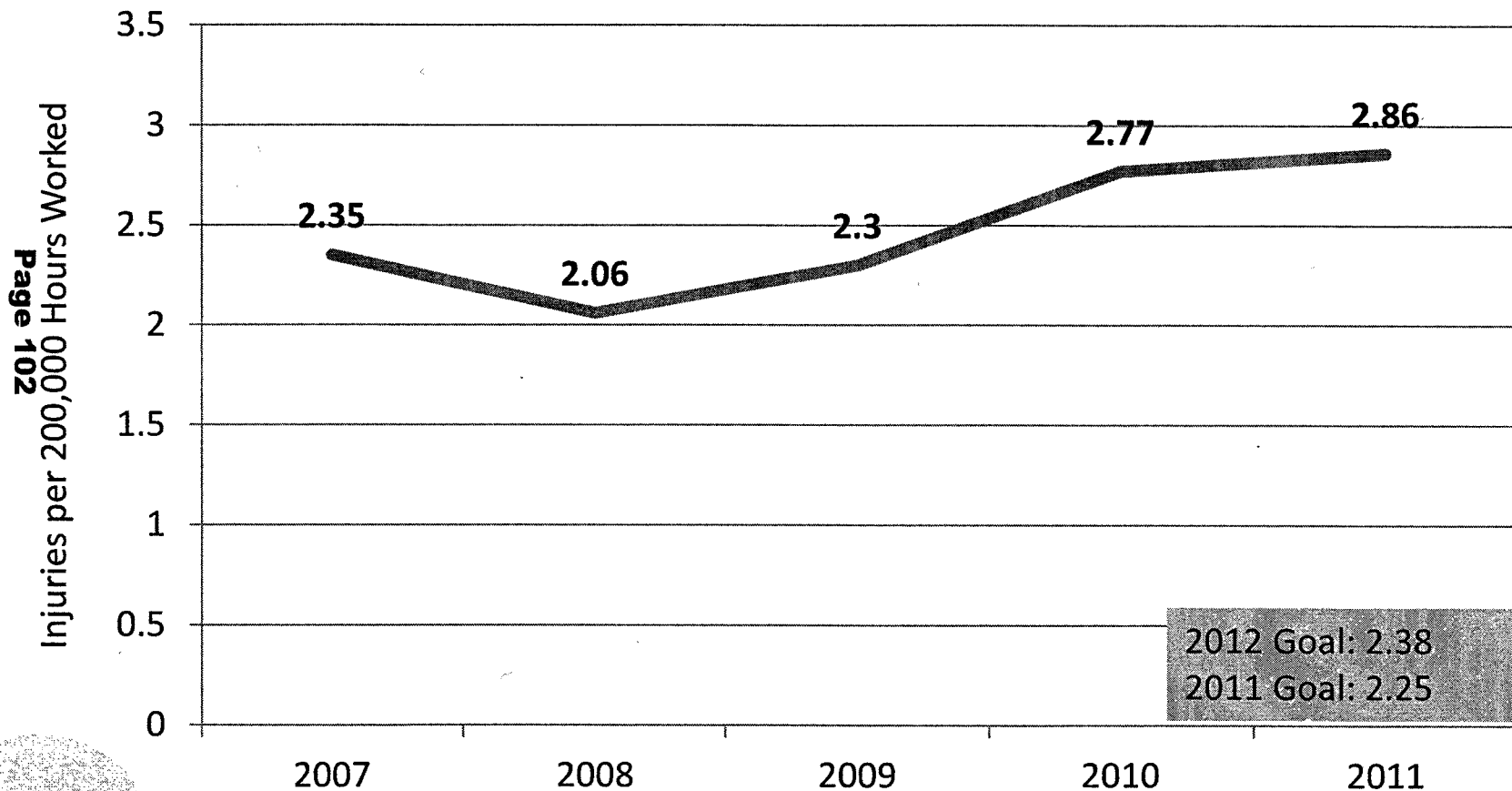




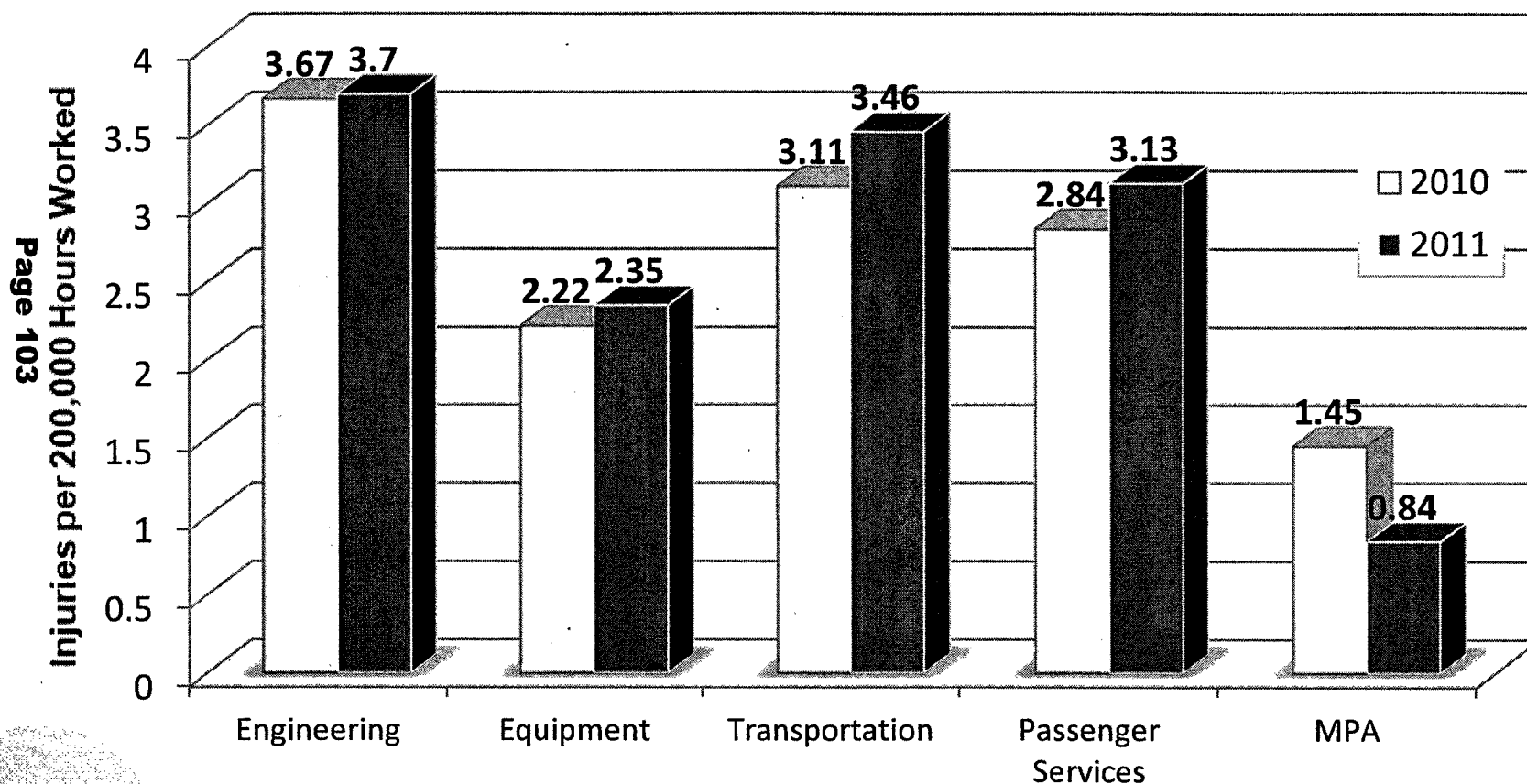
# Five-Year Lost Time and Restricted Duty Injury Cases



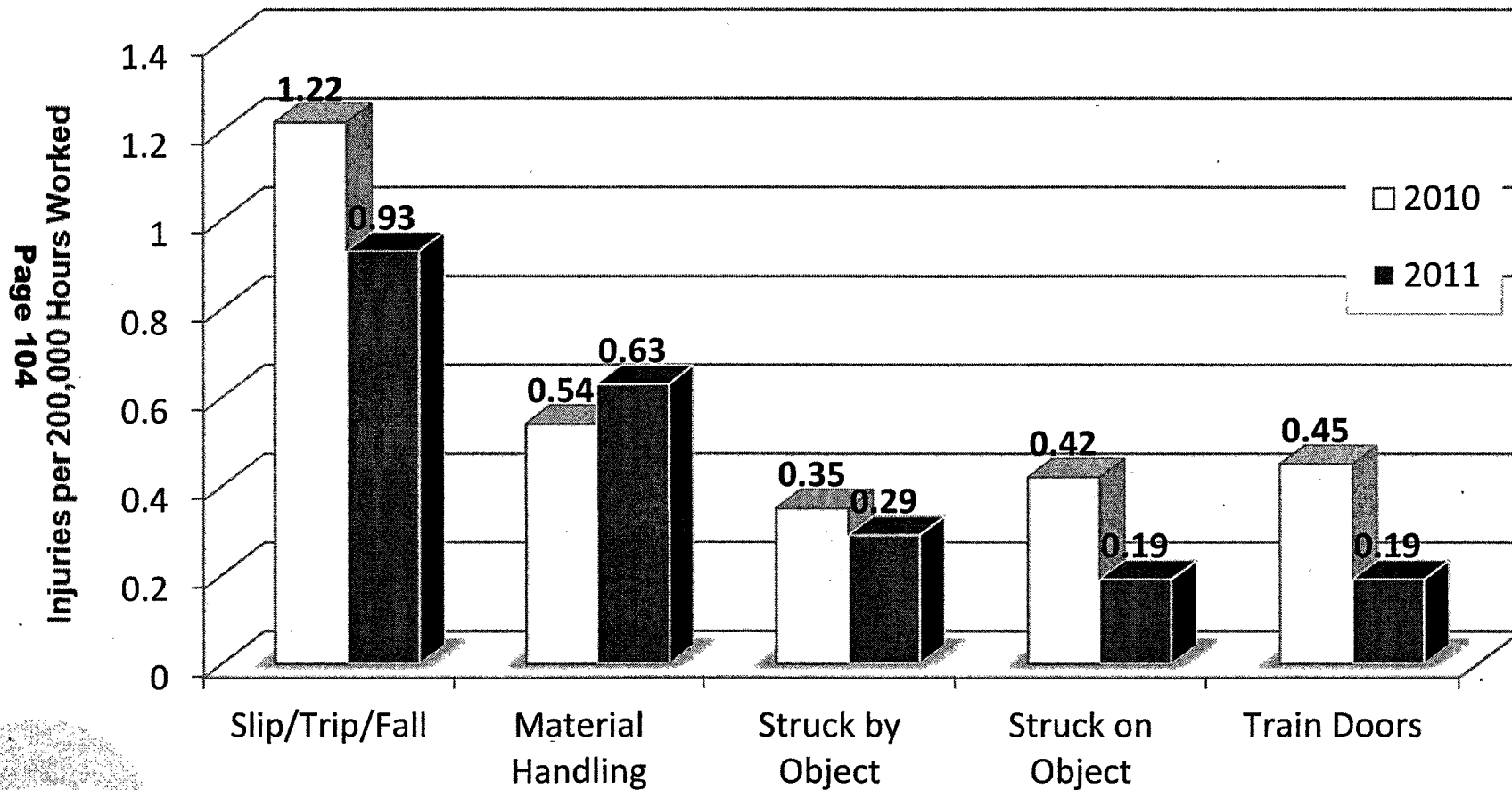
# Five-Year Lost Time and Restricted Duty Injury Case Rate



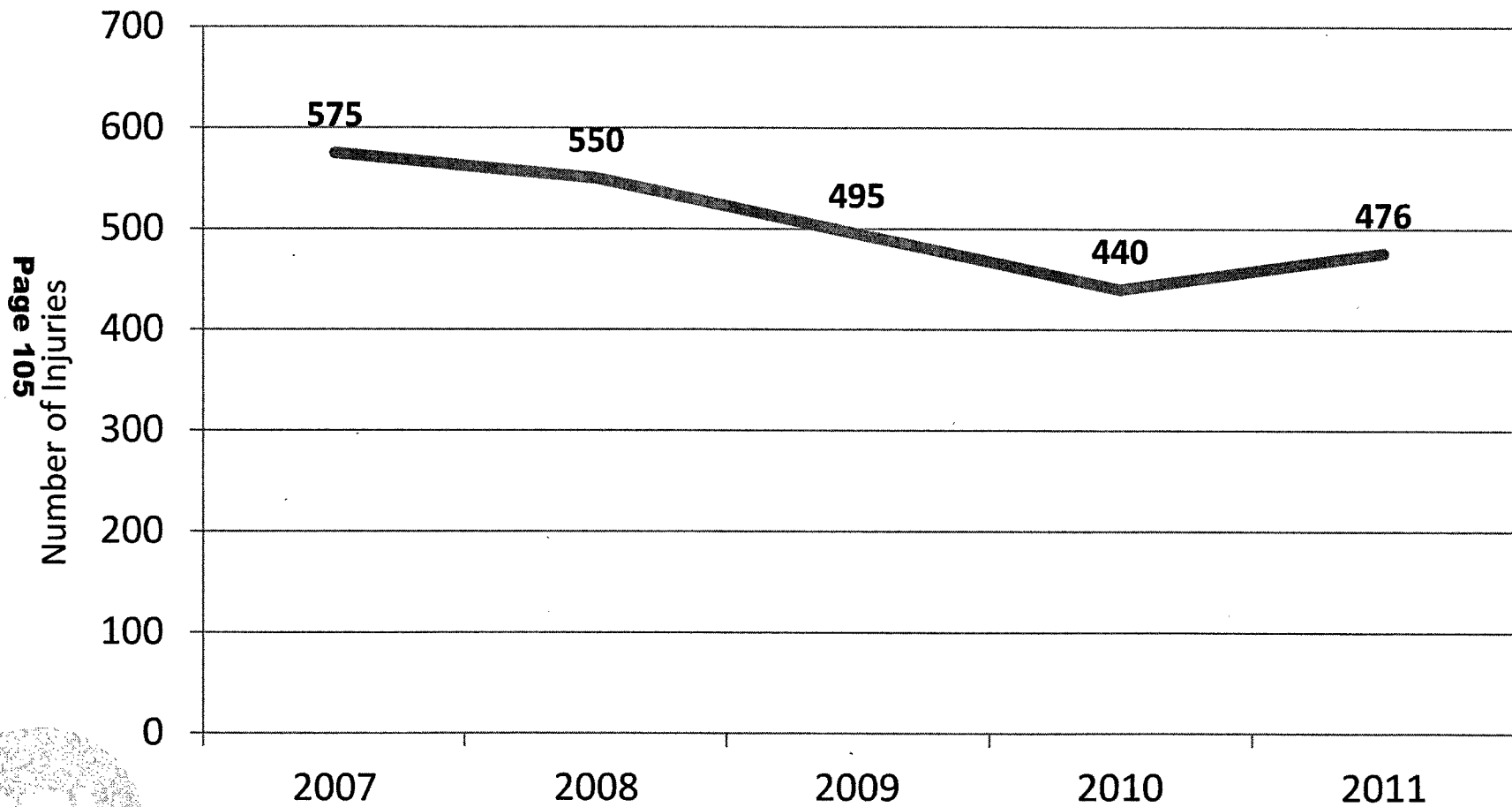
# Two-Year Lost Time and Restricted Duty Case Rate by Department



# Two-Year Lost Time and Restricted Duty Case Rate by Type of Injury

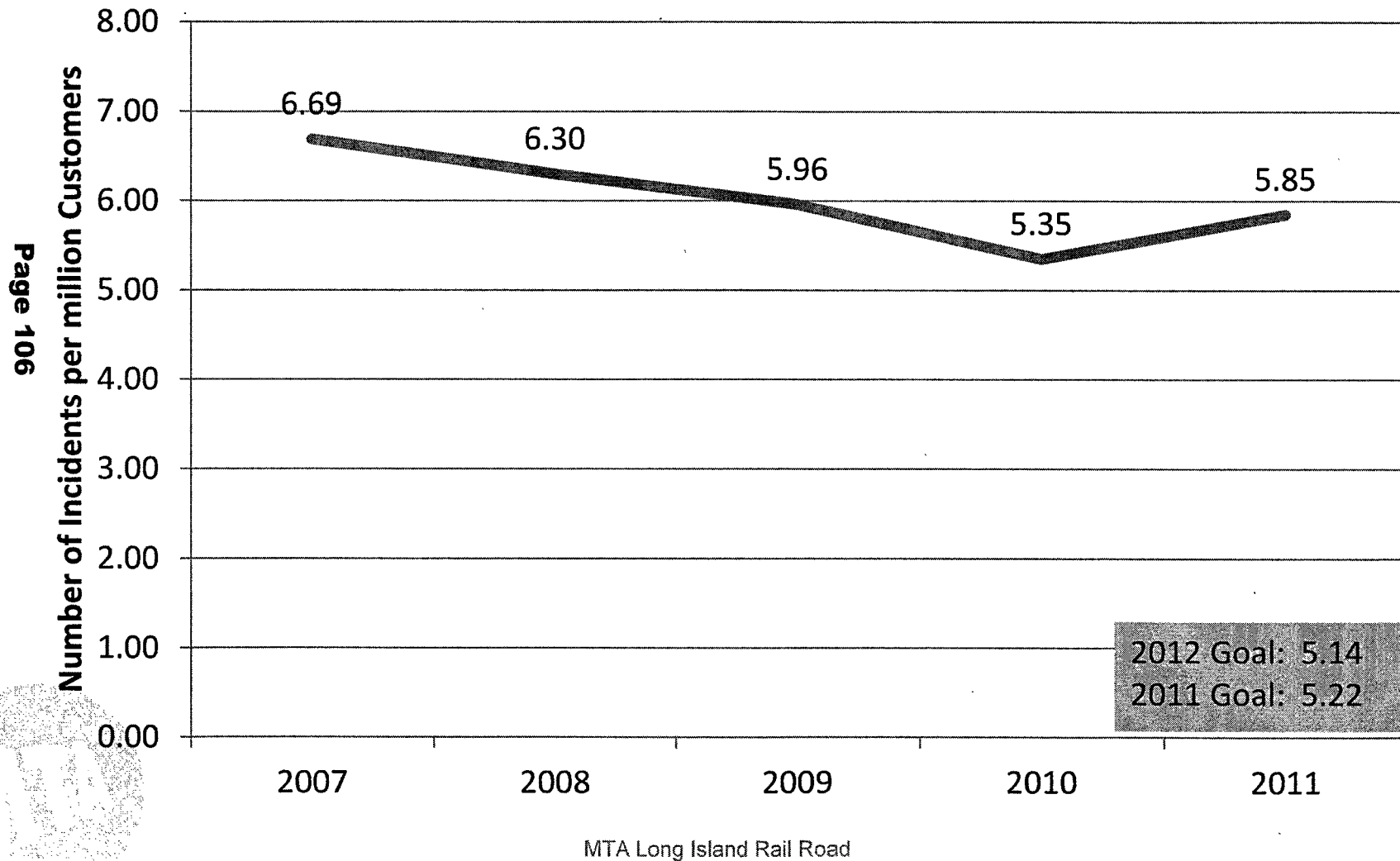


# Five-Year Customer Injuries

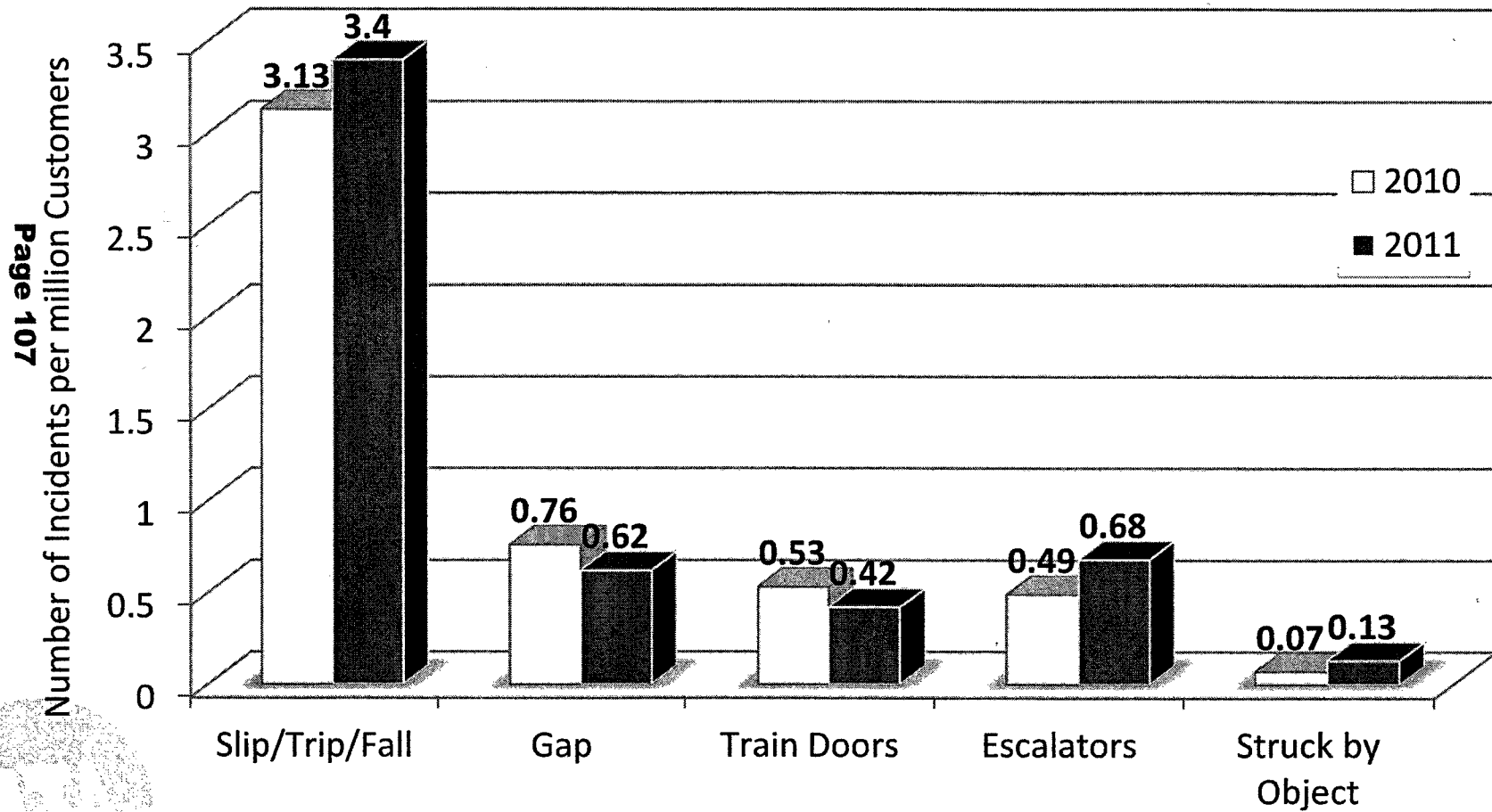


MTA Long Island Rail Road

# Five-Year Customer Injury Rate

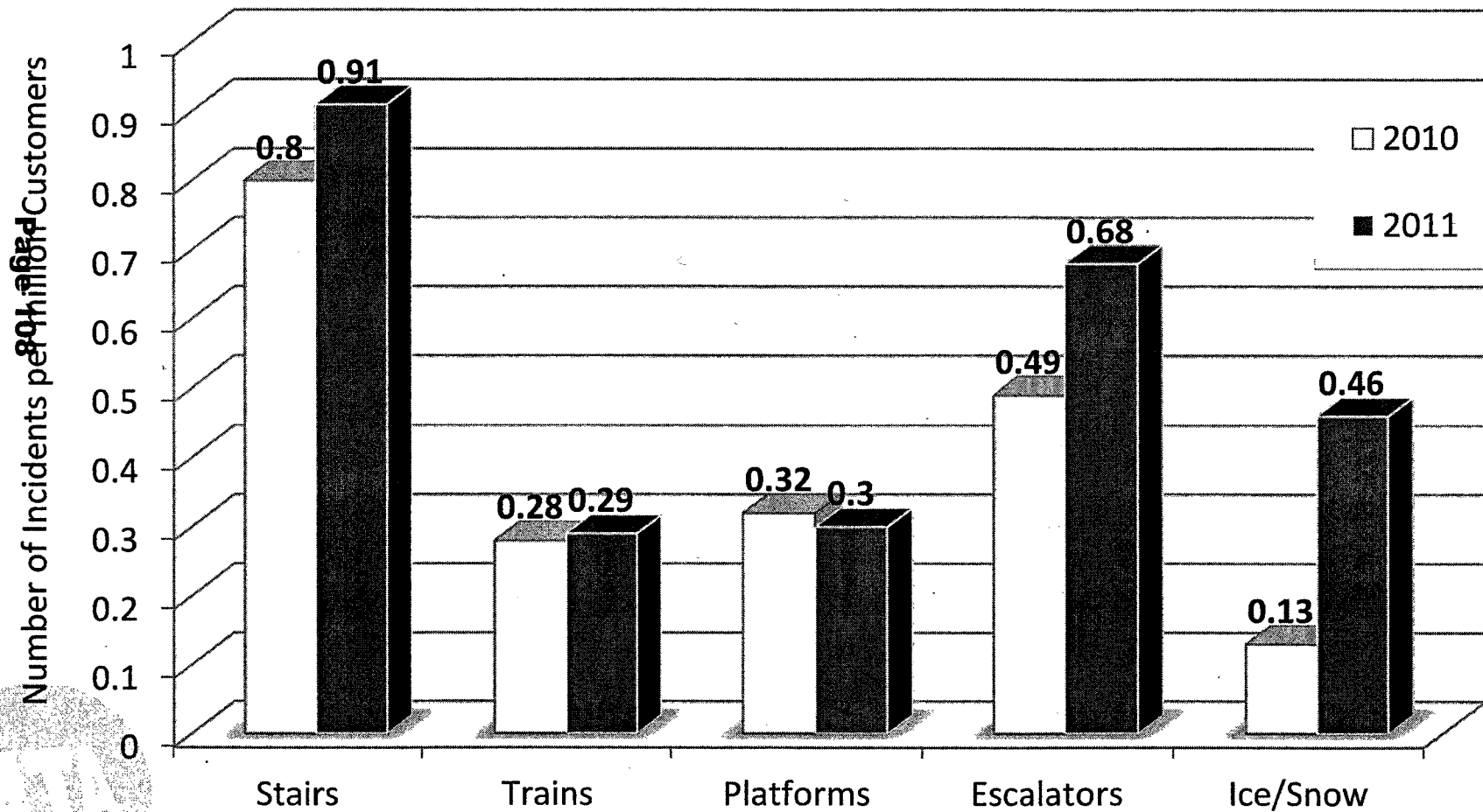


# Two-Year Customer Injury Rate by Type of Injury



MTA Long Island Rail Road

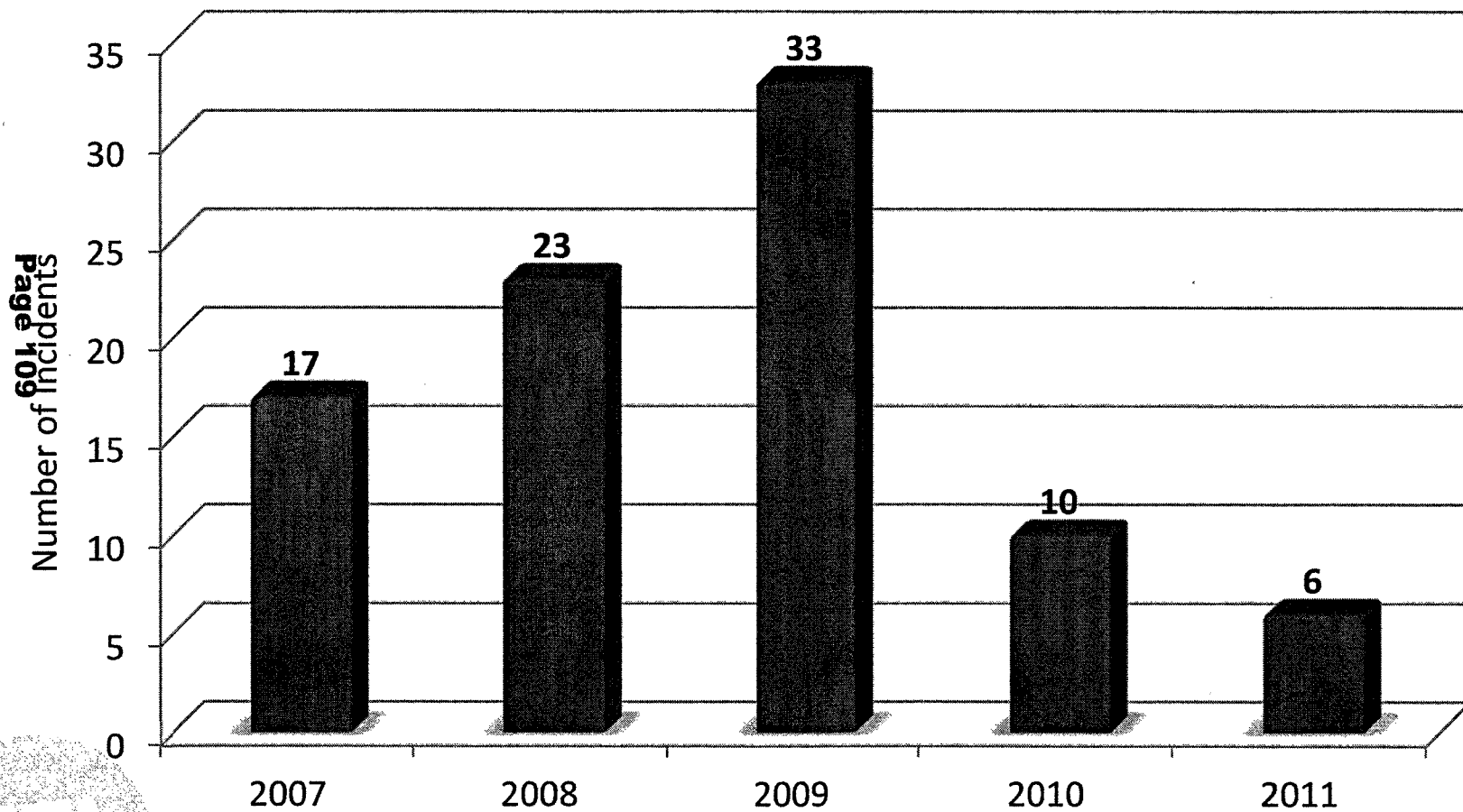
# Two-Year Customer Slips, Trips and Falls Injury Rate by Type



MTA Long Island Rail Road



# Five-Year Grade Crossing Reportable Incidents



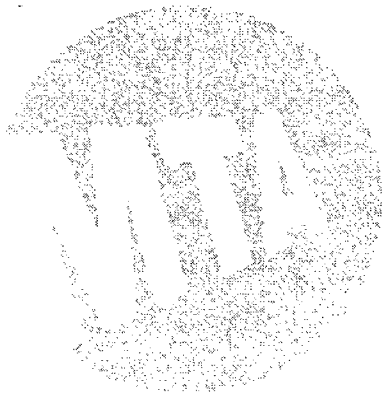
MTA Long Island Rail Road

**MTA Long Island Rail Road**  
**Maintenance of Equipment**  
**Annual Report**  
**on**  
**Fleet Maintenance**

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May 21, 2012

LIRR/MNR Committees Meeting



# Maintenance of Equipment

The Long Island Railroad Maintenance of Equipment Department (M of E) is responsible for providing a safe and reliable fleet to support the Long Island Rail Road service plan. The overall mission is to maintain rolling stock and associated support equipment while meeting corporate goals of safety resource efficiency, equipment availability, increase Mean Distance Between Failures (MDBF), improve On-Time-Performance (OTP), regulatory requirements and safety. M of E is organized with seven (7) major sub-groups to support this effort:

Page 111

- (1) MU Shop and (2) Diesel Shop Operations conduct the bulk of preventative maintenance and running repair activities;
- (3) Field Operations is responsible for conducting daily cleaning and inspection activities at outlying Yard facilities and Central Control addresses all in-service failures and either makes repairs with mobile service, yard repairs, or "shops" the Rolling Stock Unit (RSU) for repair;
- (4) Support Shops provide in-house component overhaul and repair;
- (5) RCM Management provides planning, implementation and management of maintenance and budget activities;
- (6) Fleet Engineering provides vehicle and component engineering support;
- (7) Administration provides labor, system support, and fleet analysis.

# Maintenance Plan

## Introduction

- M of E departmental activities are designed to produce and execute an annualized maintenance plan. This effort supports the 20/40-Year rolling stock plan.
- Each fleet is scheduled for maintenance events at various shop locations. Calendar Day, 46-Day, 92-Day, 180-Day, 1-Year, 2-Year, 2.5-Year, 3-Year, 4-Year, 5-Year, 6-Year, 8-Year, 9-Year, 10-Year, 12-Year and 16-Year maintenance events are performed at four equipment maintenance facilities and their respective yards, as well as 15 outlying yards.
- Reliability Centered Maintenance (RCM) and its elements define the majority of the plan. In addition, Equipment cleaning is a major requirement as well as maintenance of Work Engines. Each of these plan elements will be further described below.

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## Reliability Centered Maintenance

RCM is a maintenance strategy used to determine the most effective maintenance approach to maintain the functionality of the equipment it is applied to. Most importantly, RCM requires that maintenance decisions are based upon maintenance requirements supported by sound technical and economic justification. RCM uses evaluation tools to determine the optimal maintenance strategy with the desired objectives of maintaining fleet functionality while providing greater safety and environmental integrity, improved operating performance (fleet reliability, longer useful life, customer service) and efficiency of operating and preventative maintenance costs. The useful life of components/systems are initially defined by the Original Equipment Manufacturer (OEM) and continually assessed by using a combination of component monitoring, physical inspections, and experiential data that tailor preventive maintenance to actual conditions.

- Reliability Centered Maintenance has contributed to the fleets' improved performance as measured by Mean Distance Between Failure (MDBF) and On Time Performance (OTP).

## RCM Schedule/Intervals

MTA LIRR RCM Schedule by Fleet 2011-2030																					
MU Fleet (prs)		2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
	M-3	75	75	75	75	75	75	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	M-7	418	418	418	418	418	418	418	418	418	418	418	418	418	418	418	418	418	418	418	418
	M-9					36	149	244	244	244	244	244	244	244	244	244	244	244	244	244	244
	Total	493	493	493	493	529	642	662	662	662	662	662	662	662	662	662	662	662	662	662	662
M-3	3 YR RCM	16	19	22	26	26	26														
	6 YR RCM	10	7	4	air brake/truck only																
M-7	3 YR RCM	140	140	140	140	140	140	140	140	140	140	140	140	140	140	140	140	140	140	140	140
	5 YR RCM	84	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42
	6 YR RCM	70	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
	8 YR RCM	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52
	9 YR RCM	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46
	10 YR RCM		42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42
M-9	12 YR RCM		35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
	6 yr RCM 12 yr RCM					acceptance			41	41	41	41	41	39		41	41	41	41	39	21 20
Diesel Fleet		2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
	C-3	134	134	134	134	134	134	134	134	134	134	134	134	134	134	134	134	134	134	134	134
	DE/DM	45	45	45	45	45	45	45	45	45	45	45	45	45							
	New Loco														45	45	45	45	45	45	45
	Total	179	179	179	179	179	179	179	179	179	179	179	179	179	179	179	179	179	179	179	179
C-3	4 yr RCM	34	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	34	34	34
	8 yr RCM		17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17			
DEDM / New Loco	2.5 yr RCM	18	18	18	18	18	18	18	18	18	18	18	18	18	new loco		5	5	5	5	5
	5 yr RCM	9	9	9	9	9	9	9	5	5	5	5	5	5	new loco		5	5	5	5	5
	5 yr Plus														new loco						
	15 yr RCM	1	1	TBD	TBD	TBD	TBD	TBD	5	5	5	5	5	5	new loco						

## II. Scheduled Inspections and Oversight

Daily and Periodic Inspections of Rolling Stock Assets are conducted in accordance to the guidelines as outlined in Chapter II: Federal Railroad Administration (FRA), Department of Transportation of the Code of Federal Regulations (CFR), and LIRR Maintenance Procedures.

## III. Daily Inspections

Daily Inspections are performed on Electric Multiple Units (EMU), Diesel Locomotives, C-3 Cab Cars and Coaches, and Work Engines prior to entering service. The inspections and recordkeeping requirements are carried out as per CFR 229.21: Daily Inspections, CFR238.303 Exterior calendar day inspections, and CFR238.305 Interior calendar day inspections to include exterior, interior, Brake Tests, and Radio Test.

## IV. Periodic Inspections (PI)

All EMU, locomotive and coach equipment follow inspection intervals in which all car systems are inspected, periodic maintenance is performed, and all noted defects corrected. The interval length is determined by CFR, shop capacity and maintenance requirements. Periodic inspections and record keeping requirements are carried out according to CFR 229.23: Periodic Inspection: General, CFR 229.25: Tests: Every periodic inspection, CFR 238.307: Periodic mechanical inspection of passenger cars and un-powered vehicles used in passenger trains.

Interval	M3 EMU	M7 EMU	C3 Coach	Diesel Loco	Work Engines
46 day (ATC/Wheel)					X
92 day (4 per yr)	X	X	X Cab	X	X
180 day (2.5 per yr)			X Trl		
368 day (Air Brake)			X	X	X

## **V. Fleet Modifications (Campaigns, Projects)**

LIRR manages program maintenance activities to implement one-time, non-repeating projects to correct fleet-wide defects, redesign components for improved performance, and replacement/upgrade of certain components based on obsolescence and/or regulatory mandates.

## **VI. Unscheduled Maintenance – (reactive, unplanned, corrective)**

Rail car work that is not performed as part of a scheduled or preventative maintenance program is defined as unscheduled maintenance. The LIRR, through the implementation of its maintenance plan and RCM processes, strives to maximize scheduled maintenance and minimize unscheduled maintenance activities. True RCM process allows certain non-critical components run-to-fail, as a cost effective approach. When primary systems fail, the effected equipment is taken out of service and the problems rectified.

## **VII. Fleet Cleaning**

- Extraordinary Interior Cleaning (EIC) is the highest level of cleaning performed once every 60-days on the MU and 90-days on the Diesel.
- Layup is the most comprehensive *daily* cleaning program conducted prior to the morning rush period on every train.
- Turn-Around, pick-up and sweep cleanings between peak hours are performed mid-day/cycle depending on lay-up/contact time.
- As Needed, in addition to the standard interior cleaning listed above, cleaning is also performed on an as needed basis for example, graffiti removal (interior & exterior), power-washing / clean-up of biological matter (interior & exterior), special detail cleaning (interior & exterior) and enroute cleaning of windshields.
- Toilets are serviced in specified yards by a contractor. In addition to the routine toilet servicing, cleaning & restocking of the toilet compartment, cleaning, servicing and repairs are also performed on an as needed basis.

## VIII. Work Engines

- Maintenance of 22 locomotives, 17 are 1500 hp yard/road engines and 5 are 1000hp switching (yard) engines {that were delivered in 1976}. These locomotives are used for yard switching, rail and infrastructure projects, autumn track preparation (sandite and stone "leaf crusher" trains), winter storm and special event protect service, and rescuing disabled passenger equipment. In addition to these locos, MTA LIRR also owns, leases, and performs heavy repairs, wheel truing, and load box testing for 11 New York & Atlantic Railway (NYAR) freight locomotives, consisting of 3 - 1000 hp switchers, 4 - 1500 hp yard/road locos, and 4 - 2000 hp freight locos. These 33 pieces of equipment have received minimal maintenance under the RCM process due to their anticipated replacement, having exceeded their normal useful life expectations. Other than Running Repair, the current level of effort on this aging fleet consists mainly of load box testing and smart start.



## Completed Work Scope Activity

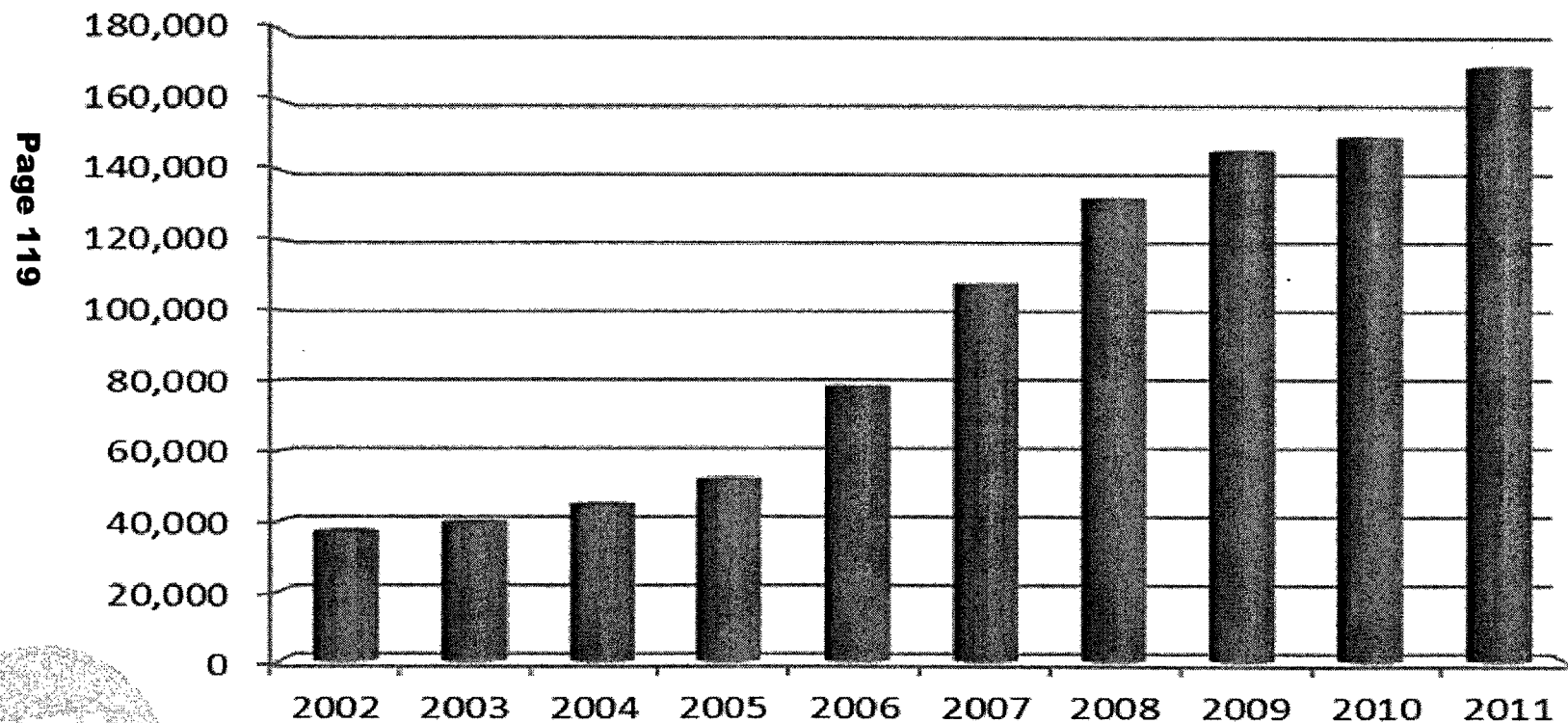
<b>M-3</b>								
WO #	QTY	Description	2006	2007	2008	2009	2010	2011
M301	26	SYS 3 - Air Brake (COTS)	26	30	28	26	24	23
M301	26	SYS 3 - Air Brake (COTS)	26	30	28	26	22	29
M302	26	SYS 3 - ASU Dryer C/O	4	13	14	16	12	27
M303	26	SYS 7 - 3 YR Truck (Class A) increase due to 6yr phaseout	2	26	26	24	20	32
M319	13	SYS 2 - ATC C/O & Test B Car only	5	0	8	20	10	9
M316	26	SYS 7 - 6 YR Truck (Class AA) reduced phaseout	22	30	28	26	24	22
M318	13	SYS 12 - Event Recorder Svc B car Only	13	11	14	15	14	10
<b>M-7</b>								
WO #	QTY	Description	2006	2007	2008	2009	2010	2011
M701	70	3 YR ASU Dryer			131	108	58	65
M718	168	5 YR Truck		124	180	172	140	170
M730	70	6 YR ATC PI			75	70	83	65
M710	140	6 YR Air Brake		124	184	170	142	142
M712	140	6 YR Aux Power			174	172	92	146
M714	140	6 YR Doors			98	170	142	148
M717	140	6 YR Coupler			174	172	140	158
M719	84	10 YR HVAC changed from 8 yr 2010			128	150	78	75
M732	104	8 YR Relays			0	0	0	104
M731	47	9 YR ASU change from 6 year 2011			72	67	86	35

<b>C-3</b>								
<b>WO #</b>	<b>QTY</b>	<b>Description</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
C301	134	1 YR Air Brake Svc (Filters/Drain Valve)	141	144	151	147	183	164
C305	34	Air Brake (COTS)	34	35	33	32	31	34
C306	34	Aux Power - Battery			9	21	26	36
C308	34	Door			12	32	28	35
C310	34	Truck			9	29	29	36
C320	34	HVAC			0	17	21	19
C312	6	Event Recorder (Cab Cars)			2	5	3	3
C322	4	SYS 2 - ATC C/O & Test (Cab Cars) Due 2014	13	1	22	1	0	0
<b>DE/DM</b>								
<b>WO #</b>	<b>QTY</b>	<b>Description</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
DD11	45	1 YR Air Brake		50	44	50	44	50
DD15	9	2.5 YR LCM DEDM				10	14	13
DD08	9	5 YR Event Recorder				7	7	7
DD02	9	5 YR Air Brake		7	8	7	8	10
DD03	9	5 Aux Power- HEP Recp				7	8	6
DD04	9	5 YR Truck		6	7	6	7	9
DD05	9	5 YR HVAC		6	7	6	7	8
DD12	9	5 YR Propulsion		6	7	6	7	6
DD06	9	5 YR Engine (incl of 2/5 YR & Plus Mods DD-13)		4	8	4	8	5
DD22	7	6 YR ATC		2	2	2	2	35

# 2011 Achievements

## MDBF:

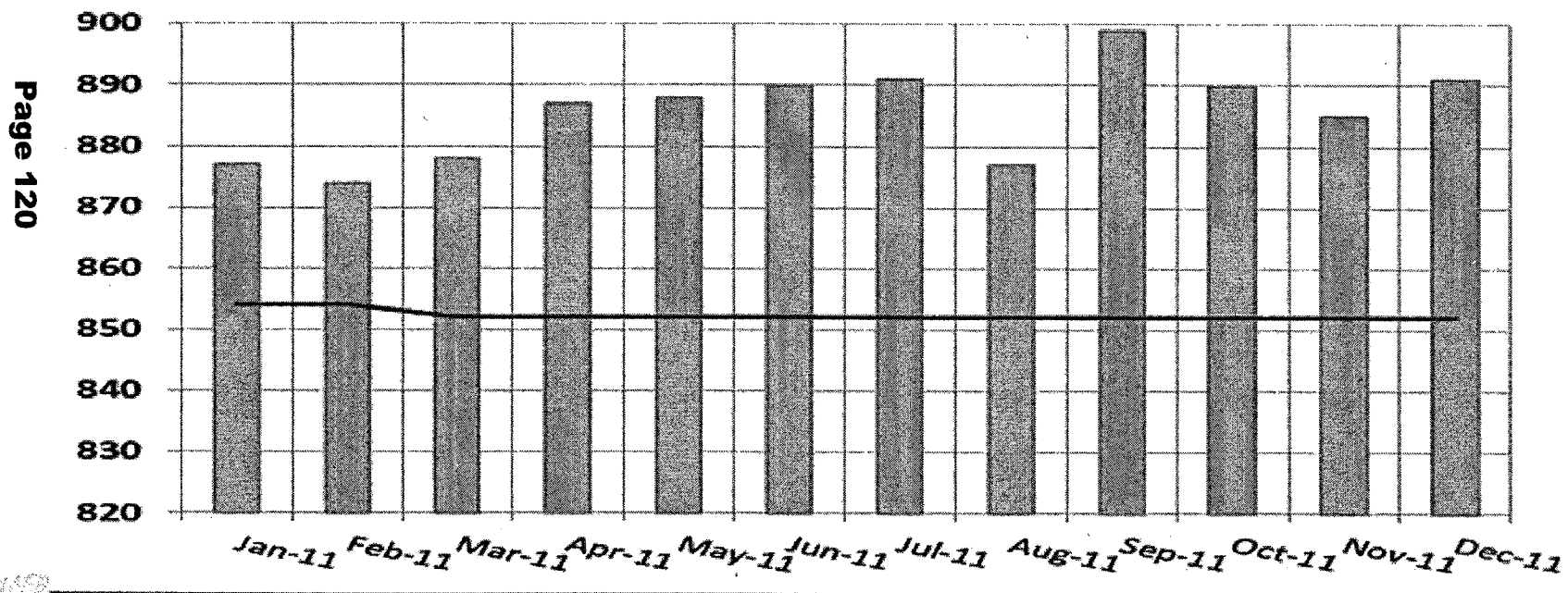
LIRR fleet has consistently demonstrated annual reliability improvements in terms of the MDBF numbers. MDBF had been remarkably improving every year over the last decade. There was an improvement of 13.4% in 2011 compared to a year before. Additionally, the MDBF performance continues to extend its progressive up-trend during the current year.



# 2011 Achievements

## Electric Fleet Availability:

Every weekday morning, the Railroad requires a certain number of cars to run a full consist on every AM peak train. Anything short of meeting the service requirements threshold means some trains will operate short and take longer to load, and potentially result in overcrowded cars. In 2011 M of E successfully exceeded this demanding goal each and every month against the average requirement of 852 vs. the actual average of 886. The trend continues in the current year as well.



# 2011 Achievements

## Overall Fleet Performance

- 169,724 MDBF (vs. a goal of 150,000)
- LIRR M of E department consistently exceeded monthly service requirement goals every month during 2011.

## MTA Inter-Agency Activities

- Implemented MOU with MNR to repair M-7 and Diesel Components
- Renewed MOU with NYCT to overhaul air brake components.
- Continued Joint Task Force with MNR for collaboration on M7 fleet
- Expand inter-agency activities
  - M-7 System Component with MNR
  - M-7 Air Brake FRA Waiver
  - Joint fleet procurement strategies with MNR

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## M of E Budget Performance

- Overall - \$13.8M under budget
- Material(new accrued) - \$7.8M under budget
- Labor w/fringe - \$3.7M under budget
- OT – (\$5.1)M over budget – (\$6.4M) due to coverage of avg. 81 open jobs
- \$1.3M under budget excluding open job impact
- Reduced gross labor hours by 54,228hrs from 2010 and 202,841hrs from 2009 actual

# 2011 Achievements

## Administration and Management

- Migration to CAMS (Corporate Asset Management System) for shop work scheduling and tracking.
- Migration to MPS (Master Planning System) for shop production planning
- Hiring Plan for Open Job/OT reduction
- 127 new or revised BOM's for all maintenance types (RCM, PI, PM, Running Repair)
- Split material BOM's for all fleets from MU pair quantities to car specific (A, B, C3 Coach, C3 Trailer, C3 cab, DE30, DM30) to capture more accurate needs
- 940 total MPS plans created and approved (252 new and 688 revise)
- 39 "Make vs. Buy" reviews completed for high value material
- PI Folder reviews for C3 coaches designed to identify potential RCM needs

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## Fiscal Activities

- 80/20 Preventive / Corrective Maintenance Goal
- M/E inventory is down \$6.5 mil (5.6%)
- Reduced inactive/excess M/E inventory by \$1.9 mil
- 98% material availability for RCM scheduled work
- M-7 RCM intervals extensions:
  - Relays – from 5 to 8 years, and 10 to 16 years
  - Air Brake – continued monitoring for possible waiver extension
  - Electric couplers - from 5 to 10 years
- Fully integrated MPS and CAMS into the Support Shops. MPS provides a much more accurate accounting of labor needs per task.
- Began implementing MPS and CAMS into Diesel and MU car shops

# 2011 Achievements

## Fleet Performance Improvement Programs

- M3 Door Control Micro-switch Program continued
- M7 vent valve modification and ASU Air Filter ongoing.
- M7 gear case and HS bearing inspections completed and initiated GSA-3
- M7 GSA 1&2 IDL program developed for implementation 2011-2015
- C-3 coach door prototype initiated
- C-3 HVAC prototype initiated
- DEM Engine plus mods implementation (ER SW, TM wire, Turbo, water pump)

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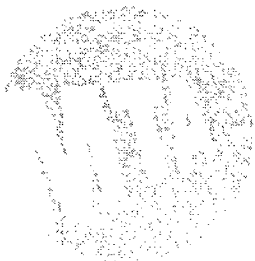


# 2012 Activities / Challenges

## Fiscal Activities

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- Reduce overtime by reducing number of open jobs.
- Develop and implement improved cost tracking controls for material and labor expenditures in new Maximo system.
- Fully integrated Material Planning System (MPS) and Corporate Asset Management System (CAMS) into the Diesel Shops and Yards. MPS provides a much more accurate accounting of labor needs per task.
- Develop and implement the following diesel accountability initiatives:
  - Review of all RCM plans , procedures and maintenance intervals to assure optimum equipment reliability, customer safety and cost effectiveness
  - Review pick lists for all RCM plans ensuring consistent material consumption.
  - Track RCM through-put to ensure process compliance.





# 2012 Activities / Challenges

## Fleet Performance

- M7 GSA-III gearbox High Speed Bearing failure mitigation
- M7 Traction Motor bearing failure mitigation
- M7 Transformer replacement
- C3 coaches HVAC and Door system prototype evaluation
- Extensive review of Diesel fleet modifications
- Planning for 15 YR DE RCM
- C3 low voltage power supply, windshield wiper motor and speed sensor replacement
- Corporate Initiative Planning:
  - Fleetwide Positive Train Control
  - ESA / 250Hz
  - Radio narrow band reprogramming
  - RF ID tags for wash monitoring
  - AVP (M3/DEM GPS, C3 Automated Station Announcements, and WiFi)
  - On-board Emergency (Water and do not evacuate decal)

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## Key Indicators for Continuous Improvement

- Major Key Indicators currently being tracked in MTA PERS system and also being evaluated in Performance Improvement Teams to improve fleet reliability, availability and safety.

# 2012 Activities / Challenges

## LIRR Shop Improvements

- Replace Morris Park turntable
- Provide capacity for diesel fleet RCM
- To establish improved efficiency of operations using track 13 and 14 for PI and long term repairs until the new diesel shop is constructed
- \$1.2M contract award to the Macton Corp for the replacement of the Richmond Hill Sheridan Shop Car Hoist system. Construction start 12/2010.
- \$85k Award to Sissco / Permadrur for the upgrade of the existing 11 track HVAC Shop crane, along with the procurement of an addition to support the increased workload. Equipment in fabrication.
- New Diesel Store room in Richmond Hill

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# 2012 Goals

Description	Target
MDBF - All fleet	150,000
M-7 MDBF	350,000
M-3 MDBF	55,000
C-3 MDBF	70,000
DE MDBF	18,000
DM MDBF	18,000
HVAC Compliance	97%
MU AM peak Availability requirement	852
Diesel Coach AM peak Availability requirement	114-118
Car Cleanliness (Lay-up) - Combined fleet	93%
Diesel Fleet Delays per Month	45
MU Fleet Delays per Month	70
Toilet Servicing Compliance - Electric Fleet	92%
Toilet Servicing Compliance - Diesel Fleet	96%



# DIVERSITY / EEO REPORT

1<sup>st</sup> Quarter

2012

# OVERVIEW

The Long Island Rail Road has conducted an availability analysis of females and minorities in its workforce. The availability analysis consists of comparing the LIRR's March 31 2012 workforce percentages for females and minorities to 80 percent of the females and minorities available within the relevant labor market based on the U.S. Census.

The following numbers and information do not reflect availability for specific job groups. In addition, the numbers and information provided do not show statistical disparities or explain the reasons or provide a root cause for any identified failure to meet availability. Nothing in this report constitutes a finding or admission of unlawful discrimination.

# 2012 FIRST QUARTER EEO REPORT

AGENCY NAME: LONG ISLAND RAIL ROAD

## UTILIZATION ANALYSIS WORKFORCE DATA AS OF MARCH 31, 2012

JOB CATEGORY	FEMALES			BLACKS			HISPANICS			ASIANS			AI/AN			NHOP			OTHER		
	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)
Officials & Administrators	21%	20%	No	11%	11%	Yes	6%	6%	Yes	4%	4%	Yes	0%	0%	Yes	0%	0%	Yes	1%	2%	Yes
Professionals	20%	22%	Yes	10%	13%	Yes	7%	7%	Yes	6%	15%	Yes	0%	0%	Yes	0%	0%	Yes	1%	2%	Yes
Technicians	9%	11%	Yes	10%	20%	Yes	8%	12%	Yes	6%	6%	Yes	0%	0%	Yes	0%	0%	Yes	1%	0%	No
Administrative Support	35%	48%	Yes	19%	27%	Yes	11%	9%	No	3%	4%	Yes	0%	0%	Yes	0%	0%	Yes	2%	2%	Yes
Skilled Craft	8%	9%	Yes	16%	17%	Yes	11%	10%	No	3%	2%	No	0%	0%	Yes	0%	0%	Yes	2%	1%	No
Service Maintenance	17%	19%	Yes	18%	29%	Yes	18%	13%	No	2%	2%	Yes	0%	0%	Yes	0%	0%	Yes	2%	2%	Yes

### DEFINITIONS OF EEO JOB CATEGORIES:

#### Officials & Administrators

Occupations in which employees set broad policies, exercise overall responsibility for execution of these policies, or direct individual departments or special phases of MTA LIRR's operations, or provide specialized consultation on a regional, district or area basis.

#### Professionals

Occupations which require specialized and theoretical knowledge which is usually acquired through college training or through work experience and other training which provides

#### Technicians

Occupations which require a combination of basic scientific or technical knowledge and manual skill which can be obtained through specialized post-secondary school education or through equivalent on-the-job training.

#### Administrative Support

Occupations in which workers are responsible for internal and external communication, recording and retrieval of data and/or information and other paperwork required in an office.

#### Skilled Craft

Occupations in which workers perform jobs which require special manual skill and a thorough and comprehensive knowledge of the process involved in the work which is acquired through on-th-job training and experience or through apprenticeship or other formal training programs.

#### Service Maintenance

Occupations in which workers perform duties which result in or contribute to the comfort, convenience, hygiene or safety of the general public or which contribute to the upkeep and care of the buildings, facilities or grounds of public property.

**2012 FIRST QUARTER EEO REPORT**  
**AGENCY NAME: LONG ISLAND RAIL ROAD**

**NEW HIRES**  
**AS OF MARCH 31, 2012**

JOB CATEGORY	TOTAL <sup>1</sup>	FEMALES <sup>2</sup>		BLACKS		HISPANICS		ASIANS		AI/AN		NHOPI		OTHER	
		#	%	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrators	5	1	20.0%	2	40.0%	1	20.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Professionals	0	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Technicians	1	0	0.0%	1	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Administrative Support	1	1	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Skilled Craft	11	5	45.5%	3	27.3%	1	9.1%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Service Maintenance	44	14	31.8%	14	31.8%	10	22.7%	1	2.3%	0	0.0%	0	0.0%	0	0.0%
Total	62	21	33.9%	20	32.3%	12	19.4%	1	1.6%	0	0.0%	0	0.0%	0	0.0%

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

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

## 2012 FIRST QUARTER EEO REPORT

AGENCY NAME: LONG ISLAND RAIL ROAD

### EEO AND TITLE VI COMPLAINTS AS OF MARCH 31, 2012

Type	Race	Sexual Harassment	Age	Gender	Religion	National Origin	Disability	Other	Total Issues	Total Cases	Status (# Open)
EEO	3	0	1	2	1	3	3	18	31	18	16
External Complaints	3	0	1	2	1	3	3	15	28	17	15
Internal Complaints	0	0	0	0	0	0	0	3	3	1	1

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

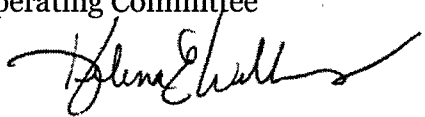


# MEMORANDUM



Date: May 21, 2012

To: Members of the LIRR/MNR Operating Committee

From: Helena E. Williams - President 

Subject: **LIRR Report on Elevator/Escalator Performance: First Quarter 2012**

I am pleased to submit the LIRR's first report on the performance of its customer elevators and escalators. The report will be updated quarterly as a regular LIRR/MNR MTA operating committee work plan item.

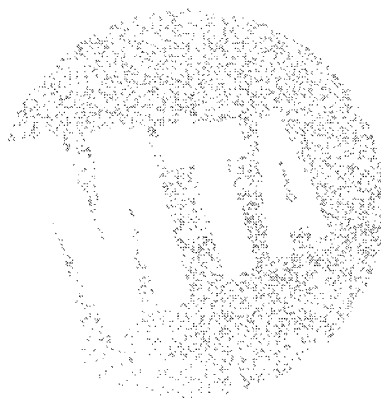
This initial report provides data on the 19 escalators and 25 elevators maintained directly by LIRR and the 15 escalators and six elevators maintained by AMTRAK at Penn Station. Future reports will include the six escalators and ten elevators in Jamaica Station that are maintained by the Port Authority of NY/NJ.

Elevator and escalator availability is defined as the percentage of full calendar days within the reporting period that a unit remains in service for customer use. An elevator or escalator outage during any part of a day excludes the unit from being considered as "available" on that day. Some of the reasons outages occur include mechanical breakdowns, emergency stoppages, planned service outages for conditional assessments, and to help in safely queuing and managing customer flow.

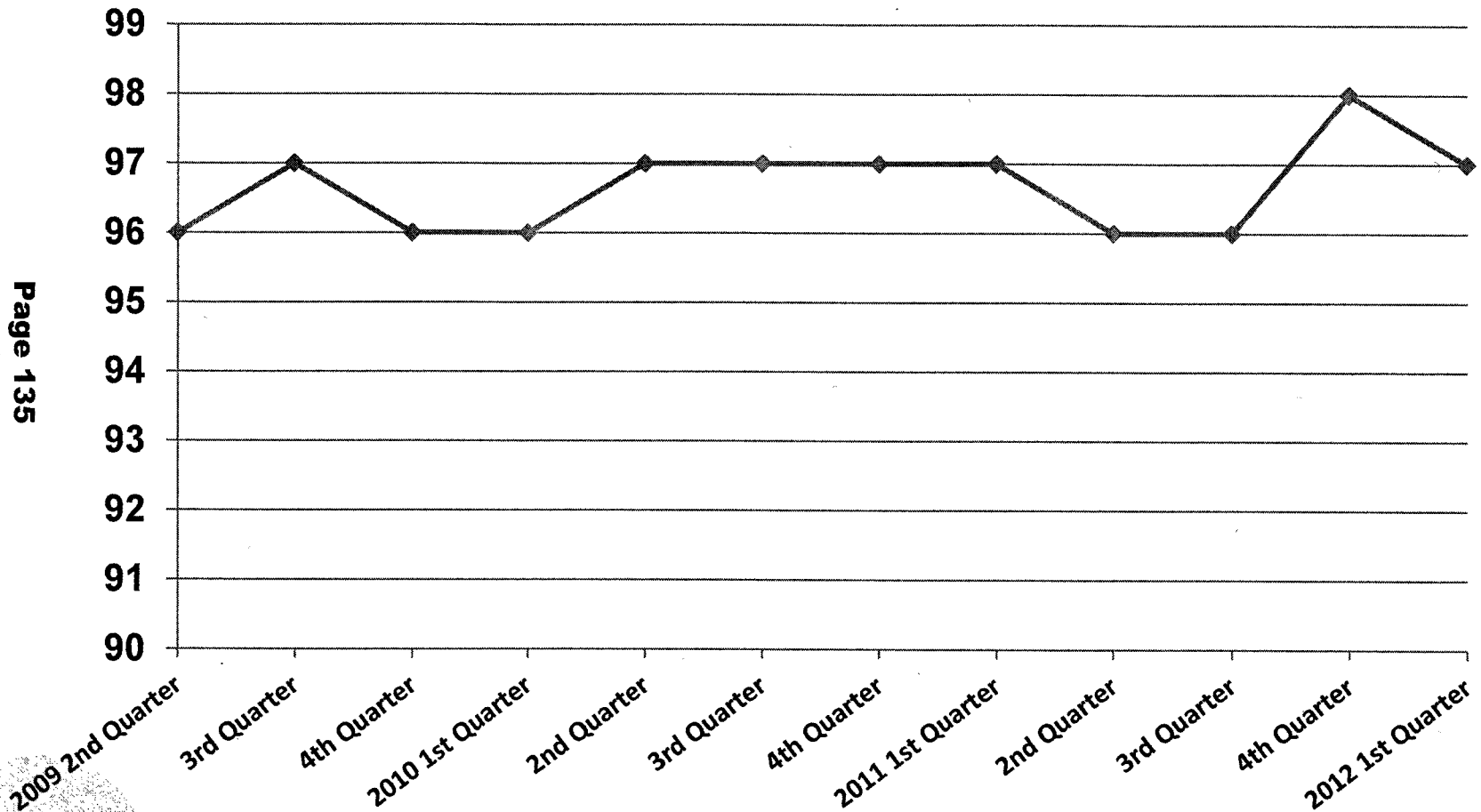
In addition, the report provides data on customer injuries/entrapments. LIRR is notified of customer injuries through employee and customer accident reports, customer claims, and police reports. A chart is also included that lists the years in which each of LIRR's escalators were installed as well as those units that are scheduled for replacement in the LIRR's 2010 - 2014 Capital Program.

# **Long Island Rail Road Elevator/Escalator**

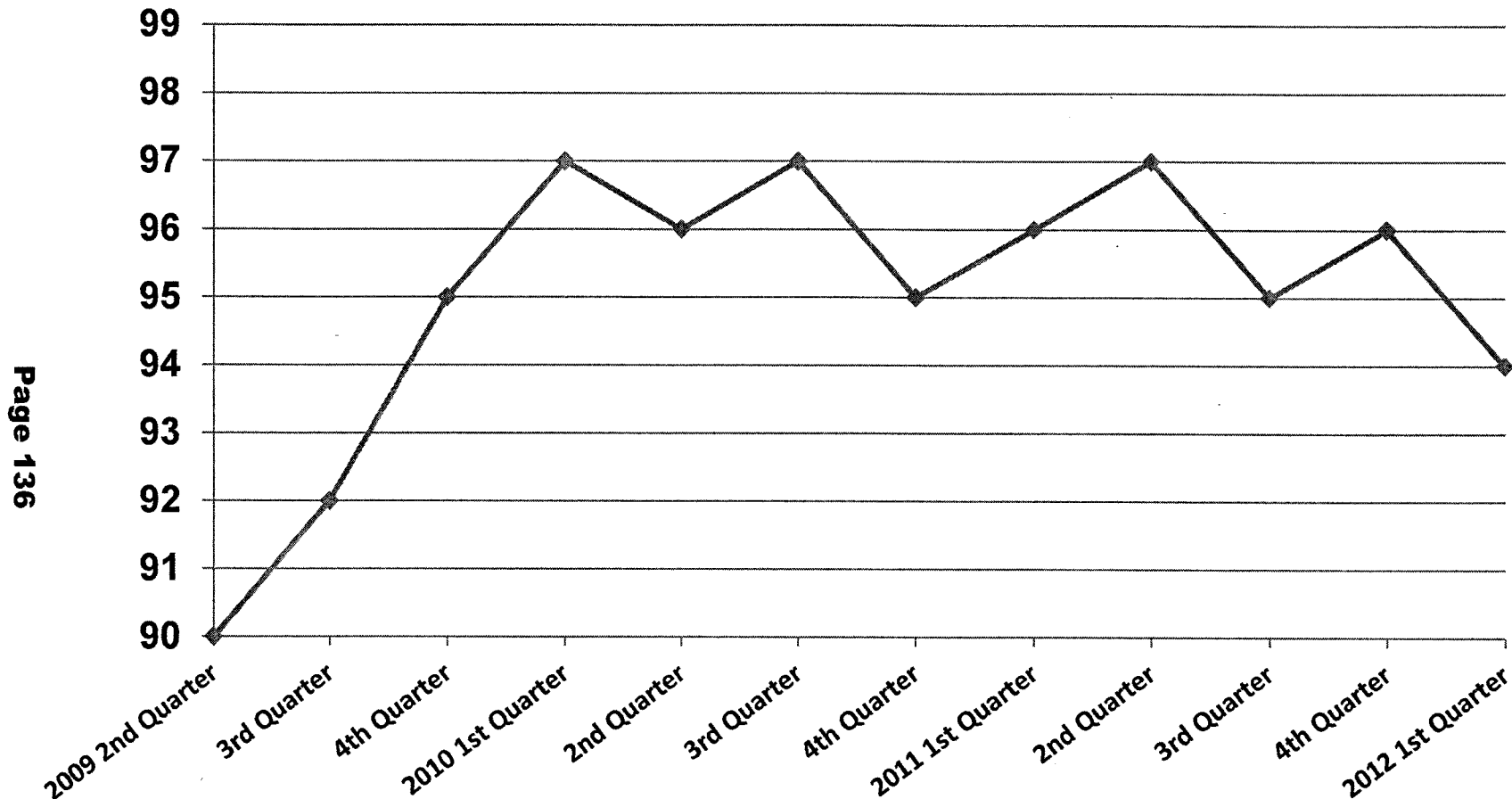
First Quarter Report  
2012



# Passenger Elevator Availability



# Passenger Escalator Availability



Note:

1. Escalator Availability below 85% on branch stations is due primarily to the lengthy timeframe needed for custom building replacement parts since the escalator manufacturer is no longer in business.
2. Penn Station data provided by Amtrak.

# 2012 First Quarter Elevator Availability by Station

Branch/Station	Availability
<b>BABYLON</b>	
Babylon (A)	98%
Babylon (B)	100%
Massapequa	98%
Seaford	95%
Bellmore	100%
Merrick	100%
Freeport	91%
Baldwin	98%
Rockville Centre	77%
<b>PORT WASHINGTON</b>	
Great Neck (A)	97%
Great Neck (B)	97%
Auburndale	97%
<b>RONKONKOMA</b>	
Ronkonkoma (A)	99%
Ronkonkoma (B)	92%
Ronkonkoma (C)	99%

Please Note: Penn Station data provided by Amtrak

Branch/Station	Availability
<b>FAR ROCKAWAY</b>	
Valley Stream	98%
Rosedale	96%
<b>PORT JEFFERSON</b>	
Hicksville (A)	100%
Hicksville (B)	88%
<b>LONG BEACH</b>	
Lynbrook (A)	99%
Lynbrook (B)	99%
<b>CITY TERMINAL</b>	
Atlantic Terminal	99%
Woodside 415x	96%
Woodside 418x	98%
Woodside 419x	90%
Penn 34S-ELV-P34	98%
Penn CEN-ELV-P-7	100%
Penn CEN-ELV-P-8	99%
Penn CEN-ELV-P-9	100%
Penn CEN-ELV-P10	90%
Penn CEN-ELV-P11	100%

# 2012 First Quarter Escalator Availability by Station

Branch/Station	Availability
<b>BABYLON</b>	
Babylon A (W/B)	100%
Babylon B (E/B)	100%
Lindenhurst	79%
Copliague	96%
Amityville	77%
Massapequa Park	96%
Massapequa	100%
Seaford	98%
Wantagh	93%
Bellmore	92%
Merrick	98%
Freeport	78%
Baldwin	91%
Rockville Center	92%

Branch/station	Availability
<b>FAR ROCKAWAY</b>	
Valley Stream	97%
<b>PORT JEFFERSON</b>	
Hicksville A (W/B)	66%
Hicksville B (E/B)	100%
<b>LONG BEACH</b>	
Lynbrook	99%
<b>HEMPSTEAD</b>	
Floral Park	100%

Branch/Station	Availability
<b>CITY TERMINAL</b>	
Penn 34S-ESC-34A	97%
Penn 34S-ESC-34B	100%
Penn 34S-ESC-34C	100%
Penn EXI-ESC-09E	100%
Penn EXI-ESC-10E	99%
Penn EXI-ESC-10W	100%
Penn EXI-ESC-7EW	100%
Penn EXI-ESC-8EW	99%
Penn MG-ESC-011	100%
Penn MG-ESC-1MG	100%
Penn MG-ESC-2MG	100%
Penn MG-ESC-3MG	100%
Penn MG-ESC-7MG	100%
Penn MG-ESC-8MG	99%
Penn WEC-ESC-8WE	100%

Please Note: Penn Station data provided by Amtrak

## Elevator Customer Injuries/Entrapments by Station

Station Name	Injuries/Mechanical	Injuries/Human Factor	Entrapment
Jamaica	0	1	0
Ronkonkoma B	0	0	1*

\* This event's cause was Human Factor not Mechanical.

## Escalator Customer Injuries by Station

Station Name	Injuries/Mechanical	Injuries/Human Factor
Penn Station	0	3
Bellmore	0	1
Hicksville	0	1
Jamaica	0	1
Rockville Centre	0	1
Lindenhurst	Under Investigation	

### Definitions:

**Mechanical** includes sudden changes in speed, handrail, alignment.

**Human Factor** includes lost balance, encumbrances, Slip/Trip/Fall, pushed/shoved, intoxication, caught between, etc.

**Entrapment** includes failure of the elevator to move to a floor landing thus resulting in the customer being stuck. These events require LIRR or MTA PD intervention but result in no injury to the customer.

**Please note:** These numbers are subject to change based upon additional customer injury reports and claims that may be received after the reporting period end date of March 31, 2012.

# Asset Inventory – Line Station Escalators

BRANCH	STATIONS	Year Installed	Count	2010-2014 Capital Program Replacement Plan	2015-2019 Capital Program Replacement Plan
BABYLON	Rockville Centre	1995	1	1	
	Baldwin	1994	1	1	
	Freeport	1995	1	1	
	Merrick	2011	1		
	Bellmore	2011	1		
	Wantagh	1994	1	1	
	Seaford	2009	1		
	Massapequa Park	2011	1		
	Massapequa	1980	1	1	
	Amityville	1994	1	1	
	Copiague	1994	1	1	
	Lindenhurst	1994	1	1	
	Babylon	1995	2		2 *
HEMPSTEAD	Floral Park	2004	1		
PORT JEFFERSON	Hicksville	1993	2	2	
LONG BEACH	Lynbrook	2003	1		
FAR ROCKAWAY	Valley Stream	2003	1		
TOTAL ESCALATORS			19		

\* Part of a larger platform replacement program.



# Memorandum



Long Island Rail Road

**DATE** May 21, 2012  
**TO** Members of LIRR/MNR Committee  
**FROM** Helena E. Williams, President, LIRR  
**RE** Branch Line OTP Goals

## **EXECUTIVE SUMMARY**

Members of the LIRR Operations Division recently performed an extensive analysis of train performance by branch to evaluate the feasibility of branch specific On Time Performance goals. The review encompassed available performance data covering a five-year period and concluded that branch line OTP goals would not serve the interest of the overall system performance. The LIRR does not want to undermine long standing training efforts that ensure personnel base their decisions on optimizing peak performance of the overall system.

## **DISCUSSION:**

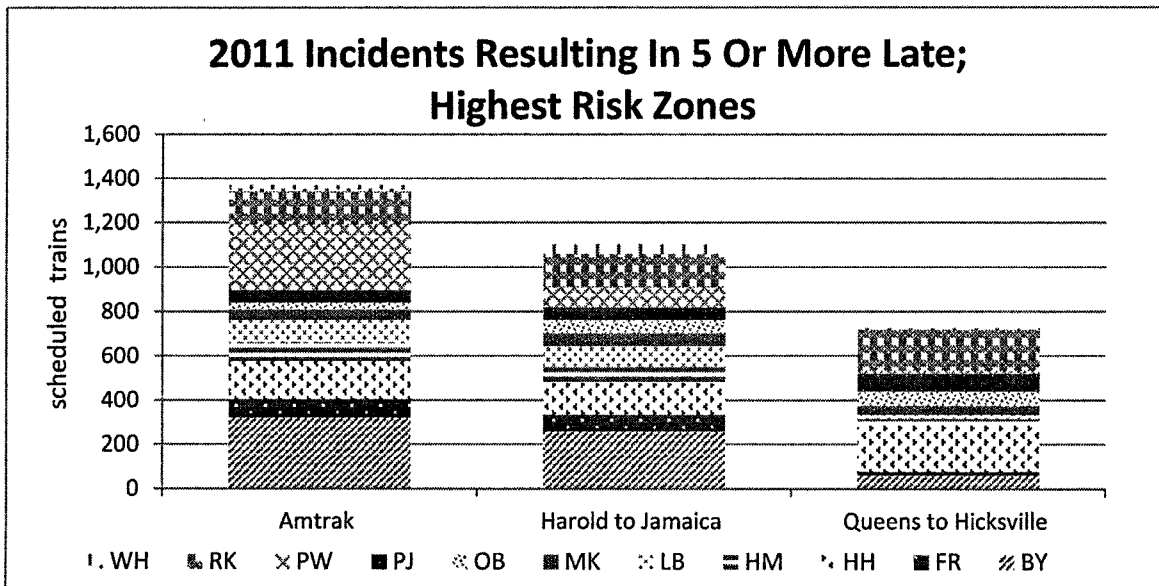
Reliability is one of the most important attributes for our customers. Through April the overall OTP was 96.1% against the goal of 95.1%. This new record was a result of mild winter weather combined with the concerted effort of our employees to provide the best possible service to the broadest customer base across our entire system.

- Scheduled service covers 11 branches over 313 route miles
- 65% of miles traveled occur in multi-branch territory
- Service on all branches is interconnected

## **ANALYSIS:**

Approximately 28% of delays occur between Penn Station and Harold Interlocking and 23% of delays occur in the Jamaica vicinity. There are three high risk areas where multiple branches share common trackage. These high risk areas are: Amtrak through East River tunnels, Harold to Jamaica and Queens to Hicksville. As demonstrated in Table 1 below, these high risk zones are where the highest concentration of delays occur, and they significantly affect the branches traveling through the area. Almost 1400 late trains occurred in the Amtrak territory, with the Port Washington and Babylon branches being the most affected. The Queens to Hicksville pinch point affects the Port Jefferson, Ronkonkoma, Oyster Bay and Huntington Branches, with the Huntington Branch having the largest number of incidents. These pinch points are responsible for the preponderance of delays and are not characteristic of branch attributes.

**TABLE 1**



(WH – West Hempstead; RK – Ronkonkoma; PW – Port Washington; PJ – Port Jefferson; OB – Oyster Bay; MK – Montauk; LB – Long Beach; HM – Hempstead; HH – Huntington; FR – Freeport; BY – Babylon)

Table 2 below shows the number of scheduled trains for each of the four West End terminals and their corresponding OTP for all trains arriving and departing those terminals. Trains leaving Atlantic Terminal have a high OTP of 96.5% average over a total of 40,000 scheduled trains since they are not affected by two out of the three pinch points.

**TABLE 2**

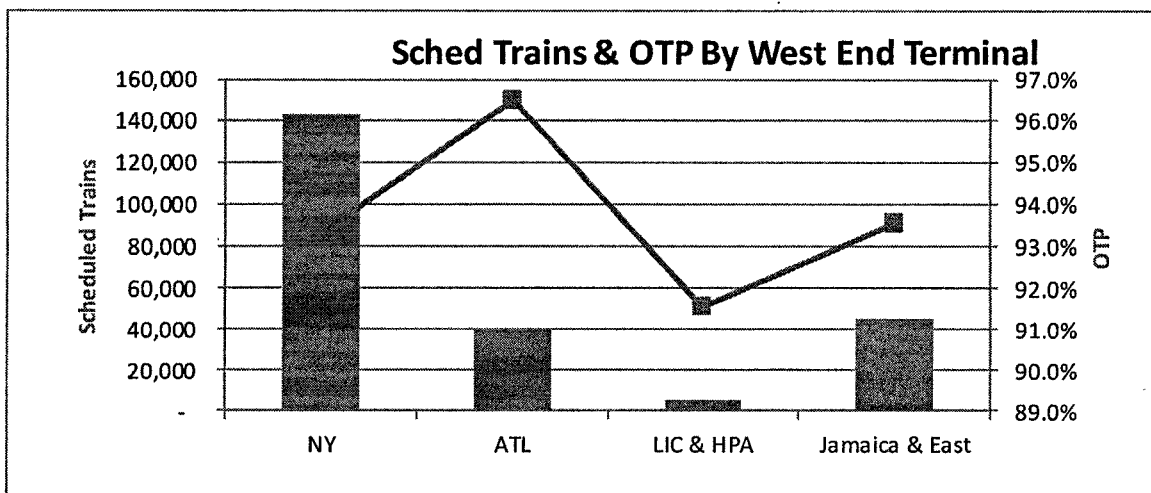
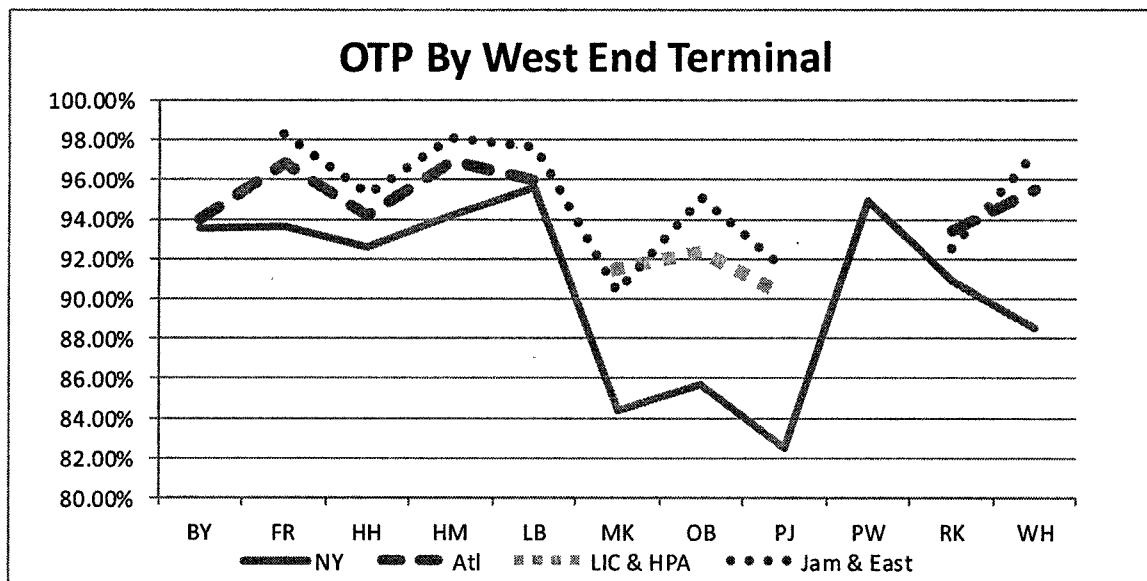


Table 3 below demonstrates the OTP impact by branch with the Port Jefferson Branch trains having a low OTP of slightly over 82% leaving Penn Station. Train delays are assigned to branches based on the eastern-most scheduled terminal stop of each train. Port Jefferson trains travel through the highest number of pinch points and, as a result, incur the greatest impact to OTP. Further, because there are fewer trains than say Babylon Branch, the impact on OTP is mathematically greater.

**TABLE 3**



**CONCLUSION:**

The LIRR's goal is to manage through service disruptions in a way that is most beneficial to any train stranded between stations as the first priority, and then to the greatest number of customers impacted. Further, the LIRR must consider train service intervals and customer waiting time. Decision-making must work toward optimizing system-wide performance and not result in actions that benefit specific branch OTP goals.



**Long Island Rail Road**

**ACTION ITEM**

## Staff Summary

Page 1 of 2

<b>Subject</b> Phase 1 of the Moynihan Station Development Project
<b>Department</b> Real Estate
<b>Department Head Name</b> Jeffrey Rosen
<b>Department Head Signature</b>
<b>Project Manager/Division Head</b>

<b>Date</b> May 10, 2012
<b>Vendor Name</b>
<b>Contract Number</b>
<b>Contract Manager Name</b>
<b>Table of Contents Ref #</b>

Board Action					
Order	To	Date	Approval	Info	Other
1	LI Committee	5/21	x		
2	Finance	5/21	x		
3	MTA Board	5/23	x		

Internal Approvals			
Order	Approval	Order	Approval
1	LIRR President [Signature]	5	MTA Chief Financial Officer [Signature]
2	LIRR Executive Vice-President [Signature]	7	MTA Chief of Staff [Signature]
3	LIRR Legal [Signature]	6	MTA Chief of Administration [Signature]
4	MTA Legal [Signature]		

### Purpose:

To obtain Board authorization for the MTA Real Estate Department ("MTARE") and the LIRR to enter into three agreements necessary to effectuate Phase 1 of the Moynihan Station Development Project (the "Project"): (1) an amendment to the existing easement agreement between the New York State Urban Development Corporation d/b/a Empire State Development Corporation ("ESDC") and the LIRR with respect to the West End Concourse ("WEC") portion of Penn Station; (2) a memorandum of understanding ("MOU") between MTA/LIRR and Amtrak that confirms the parties' intent to amend the existing Penn Station lease ("Lease") to address cost and revenue-sharing issues necessitated by the expansion of the WEC during Phase 1; and (3) an amendment of the Lease consistent with the terms of the MOU upon substantial completion of the Phase 1 improvements.

### Discussion:

ESDC acquired ownership of the James A. Farley Post Office Building ("Farley Building") from the United States Postal Service ("USPS") in March of 2007 to facilitate the redevelopment of the Farley Building, including the creation of the new Daniel Patrick Moynihan Station ("Moynihan Station"). The Project currently consists of two phases: Phase 1, which has a budget of approximately \$266 million and which includes the design, construction and installation of certain improvements to the existing Penn Station; and Phase 2, which is presently unfunded and which includes the construction of the public station hall, midblock entrances on 31<sup>st</sup> and 33<sup>rd</sup> Streets as well as other access points, a baggage handling facility, retail space immediately surrounding the public station hall, and back-of-house space for Amtrak. Although ESDC only acquired the Farley Building in 2007, the Project has been in the planning stages for many years. MTA's stated commitment to Moynihan Station is long-standing, with MTA's 1995-1999 Capital Program providing \$35 million for the Project.

One important element of the Phase 1 scope of work is the expansion of the existing WEC. The WEC, which was funded by MTA and the Federal Railroad Administration and constructed by MTA in the mid-1980s, currently serves platforms 7 through 11 (tracks 13-21) at Penn Station. Under Phase 1, MSDC will replace the existing WEC with a new concourse double in width and extending south to Platform 3 (tracks 5 through 12). The WEC work also includes the relocation of affected electrical, plumbing, communication and signal systems. In addition to the WEC work, Phase 1 includes the relocation of certain electric traction, signal and platform systems to facilitate other elements of the Project, installation of a platform ventilation system, expansion and improvement of the connections between the WEC, the 8<sup>th</sup> Avenue Subway and the remainder of the level currently occupied by LIRR, and the addition of new stairs, elevators and escalators connecting the train platforms to the WEC and the street through two new entrances to the WEC adjacent to the Farley Building. MSDC intends to construct Phase 1 in a series of phased sub-projects, all of which are projected to be completed by July 2016. Because the WEC expansion has the longest lead time of the sub-projects, MSDC has determined that it will proceed first.

The expansion of the WEC necessitates the execution of certain agreements regarding Amtrak's and MTA/LIRR's respective ownership interests and maintenance obligations once the expanded WEC is completed. The parties have agreed that title to the WEC improvements will vest in Amtrak and that the expanded WEC will be leased to LIRR through an amendment of the Lease. The Lease will be amended to become effective upon substantial completion of the Phase 1 improvements; however, in the interim, the parties will sign the MOU in order to memorialize their agreement. Under the MOU and ultimately the amended Lease, LIRR will be responsible for maintaining and policing the expanded WEC, with LIRR responsible for 35% of the resulting expense and Amtrak responsible for 65%. (By contrast, LIRR is currently 100% responsible for the expense of maintaining the existing WEC). Capital repair and replacement costs (following the initial expansion project) will be governed by the same allocation formula, as will any revenues generated by new retail space in the expanded WEC. The parties have also agreed to allocate the costs of the operation and maintenance of the new platform ventilation to be constructed as part of the Phase 1 improvements as follows: LIRR will be responsible for 41.2% of such costs and Amtrak will be responsible for 58.8%. The parties will amend the existing Joint Facility Agreement that governs the allocation of Penn Station-related costs to reflect the agreed-upon cost allocation for the platform ventilation.

Finally, at the time the WEC was constructed, the USPS, ESDC's predecessor-in-interest, granted a permanent easement to LIRR for the construction and maintenance of the portion of the WEC between a lower and upper elevating plane from 313 feet to 339 feet. This easement was required because a portion of the WEC extended above the Amtrak train shed under the Farley Building. MTA/LIRR paid the USPS \$482,000 for this easement. In order for LIRR/MTA to maintain and police the expanded WEC, the easement will need to be modified to reflect the expanded footprint of the concourse. There will be no additional cost to MTA for the modification of the existing easement.

Of the \$35 million originally included in the 1995-1999 Capital Program, \$3.2 million was used by MSDC for environmental impact studies and design work and \$3.5 million was used for other LIRR stations-related projects, leaving a balance of \$28.3 million. Recently, MTA and LIRR agreed to replace the \$3.5 million used for other station projects, as well as provide another \$500,000 in funding to the Project, funded from a prior capital program, in order to expedite construction and minimize inconvenience to LIRR customers. MTA's capital contribution will be used solely to fund the WEC work. LIRR Project Management and Force Account costs up to \$1.5 million will be deducted from the MTA contribution in advance of any payments to MSDC.

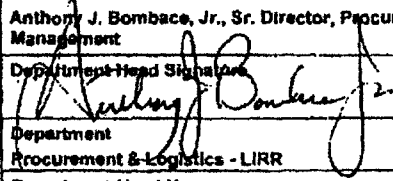
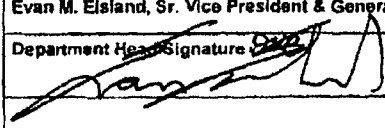

**Recommendation:**

It is recommended that the Board authorize MTARE/LIRR to execute all agreements necessary to effectuate Phase 1 of the Project.

**METRO-NORTH/LONG  
ISLAND COMMITTEES**

**PROCUREMENTS FOR  
BOARD ACTION**

**MAY 23, 2012**

<b>Subject</b> Request for Authorization to Award Various Procurements		<b>Date</b> May 9, 2012	
<b>Department</b> Procurement & Material Management - MNR		<b>Department</b> Law and Procurement - MTACC	
<b>Department Head Name</b> Anthony J. Bombace, Jr., Sr. Director, Procurement & Material Management		<b>Department Head Name</b> Evan M. Eisland, Sr. Vice President & General Counsel	
<b>Department Head Signature</b> 		<b>Department Head Signature</b> 	
<b>Department</b> Procurement & Logistics - LIRR			
<b>Department Head Name</b> Dennis L. Mahon, Chief Procurement & Logistics Officer			
<b>Department Head Signature</b> 			
<b>Board Action</b>			
<b>Order</b>	<b>To</b>	<b>Date</b>	<b>Approval</b>
1	MNR/LIRR Committee	5-21-12	X
2	MTA Board	5-23-12	X
<b>Internal Approvals</b>			
<b>Order</b>	<b>Approval</b>	<b>Order</b>	<b>Approval</b>
X	President, MNR		
X	President, LIRR		
X	President, MTACC		

**PURPOSE:**

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

**DISCUSSION:**

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

	<u># of Actions</u>	<u>\$ Amount</u>
<u>Schedules Requiring Two-Thirds Vote</u>		
Schedule A: Non-Competitive Purchases and Public Work Contracts	2	\$10,377,215
<b>SUBTOTAL</b>	<b>2</b>	<b>\$10,377,215</b>
<u>Schedules Requiring Majority Vote</u>		
Schedule G: Miscellaneous Service Contracts	2	\$1,400,000
Schedule L: Information Items/Budget Adjustments to Estimated Quantity Contracts	1	\$9,950,000
<b>SUBTOTAL:</b>	<b>3</b>	<b>\$11,350,000</b>

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># of Actions</u>	<u>\$ Amount</u>
<u>Schedules Requiring Majority Vote</u>		
Schedule F: Personal Service Contracts	1	\$75,000
Schedule G: Miscellaneous Service Contracts	3	\$3,973,018
Schedule H: Modifications to Personal/Miscellaneous Service Contracts	1	\$100,000
SUBTOTAL:	5	\$4,148,018

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

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

	<u># of Actions</u>	<u>\$ Amount</u>
<u>Schedules Requiring Majority Vote</u>		
Schedule H: Modifications to Personal Service Contracts and Miscellaneous Service Contracts	1	\$18,566,555
Schedule I: Modifications To Purchase and Public Work Contracts	2	\$4,486,000
SUBTOTAL:	3	\$23,052,555

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

	<u># of Actions</u>	<u>\$ Amount</u>
Schedule K: Ratification of Completed Procurement Actions	1	\$35,000
SUBTOTAL:	1	\$35,000

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

	<u># of Actions</u>	<u>\$ Amount</u>
Schedule D: Ratification of Completed Procurement Actions	1	\$1,547,608
SUBTOTAL:	1	\$1,547,608

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

<b>TOTAL:</b>	15	\$50,510,396
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The contractors noted above and on the following Staff Summary Sheets have been found in all respects responsive and responsible, and are in compliance with State laws and regulations concerning procurements.

**BUDGET IMPACT:**

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

**RECOMMENDATION:**

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

MAY 2012

METRO-NORTH RAILROAD

LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Schedules Requiring Two-Thirds Vote:

**A. Non Competitive Purchases and Public Works Contracts**

(Staff Summary required for all items greater than: \$100K; \$250K Other Non-Competitive)

**1. Westcode Inc. \$582,274 (not-to-exceed) Staff Summary Attached**

**Two Year Purchase Agreement for Westcode Friction Brake Parts for the M-2/4/6 Railcar Fleet**

Approval is requested for a non-competitive two year purchase agreement with Westcode Inc. (Westcode), for various original equipment manufacturer (OEM) friction brake parts for MNR's M-2/4/6 Railcar fleet. Westcode is the OEM and the sole supplier of specific MNR friction brake material and this purchase agreement is necessary to support the existing M-2/4/6 fleet through the 1<sup>st</sup> quarter of 2014, at which time the fleet will be retired from revenue service. The application of MNR's material forecasting system coupled with the imminent retirement of the M-2/4/6 fleet has resulted in a significant reduction in material usage for these parts. Prior to the use of the forecasting system and the retirement of the M-2/4/6 fleets, MNR would have procured \$2.6M in inventory to support that equipment over the same time period. The two year purchase agreement will be established for a not-to-exceed \$582,274 resulting in savings or cost avoidance of approximately \$2.0M.

The two year agreement with Westcode will apply to inventory and non-inventory items identified as obtainable only from Westcode for the following reasons a) sole pre-qualified items on the MNR Qualified Products list, and not available from any distributor or other source; and b) is proprietary to Westcode. MNR has complied with the MTA All-Agency Procurement Guidelines and with PAL 1265-a (3) regarding the posting of advertisements in order to identify potential alternate suppliers. In addition to the advertisement, direct outreach by MNR Procurement was performed and no alternate suppliers have been identified.

This purchase agreement will reduce administrative costs and advertising expenses, eliminate lead time for individual purchase orders and expedite material delivery. A comparison of prices paid for these materials over a four year period (the term of the last two agreements) indicates that pricing has remained the same and is considered fair and reasonable. This procurement is to be funded by the MNR Operating Budget.

**2. TransTech of SC, Inc. \$9,794,941 (not-to-exceed) Staff Summary Attached**

**Three Year Purchase Agreement of OEM Parts for Various Railcar Fleets**

Approval is requested for a non-competitive, three year purchase agreement with TransTech of S.C., Inc. (TransTech) for various original equipment manufacturer (OEM) replacement parts for MNR's M-2/4/6/8 railcar fleets. TransTech is the OEM, and the sole supplier of specific MNR third rail current collection and pantograph parts and this purchase agreement is necessary to support the existing M-2/4/6 fleet through the 1<sup>st</sup> quarter of 2014, at which time that fleet will be retired from revenue service. This purchase agreement will also support the new M-8 railcar fleet. The application of MNR's material forecasting system coupled with the imminent retirement of the M-2/4/6 fleet has resulted in a significant reduction in material usage for these parts on the M-2/4/6s. However, this is offset by the need to increase the inventory for the larger M-8 fleet of 405 cars (an increase in fleet size of 16.7%). The three year purchase agreement will be established for a not-to-exceed \$9,794,941.

The three year agreement with TransTech will apply to inventory and non-inventory items identified as obtainable only from TransTech for the following reasons a) sole pre-qualified items on the MNR Qualified Products list, and not available from any distributor or other source; and b) is proprietary to TransTech. MNR has complied with the MTA All-Agency Procurement Guidelines and with PAL 1265-a (3) regarding the posting of advertisements in order to identify potential alternate suppliers. In addition to the advertisement, direct outreach by MNR Procurement was performed and no alternate suppliers have been identified.

This purchase agreement will reduce administrative costs and advertising expenses, eliminate lead time for individual purchase orders and expedite material delivery. A comparison of prices paid for these materials over a six year period (the term of the last two agreements) has shown that pricing has increased an average of 1.2% per year, and is considered fair and reasonable. This procurement is to be funded by the MNR Operating Budget.

**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.)

3. **New York State Industries for the Disabled** **\$11,150,000** **Staff Summaries Attached**  
**Janitorial Services Agreement at Various MNR Facilities - \$1,200,000 (not-to-exceed)**  
**Additional funding to the All-Agency Temporary Personnel Services Agreement- \$9,950,000 (estimated)**  
The following are two procurement actions for approval with New York State Industries for the Disabled (NYSID) a New York State Preferred Source. Use of NYSID's services are in accordance with Section 162 of the New York State Finance Law, which provides that preferred sources shall be granted the right to provide services to New York State Agencies in order to advance social and economic goals. Under the State Finance Law, a contract award to a preferred source provider such as NYSID is exempt from New York State Statutory competitive procurement requirements provided, (i) it is capable of providing the service in the form, function and utility required and (ii) the price offered is as close to the prevailing market prices as is practicable. The two actions presented below are: a) new awards for Janitorial Services at various Metro-North locations and b) additional funding for a previous Board approved All-Agency Temporary Personnel Service agreement.

**a) New Janitorial Services Agreement** **\$1,200,000 (not-to-exceed)**  
**For Various Metro-North Facilities**

Approval is requested to award three, three year miscellaneous service agreements to provide comprehensive janitorial services at each of the following MNR station and facilities: a) Beacon, Croton Harmon and Poughkeepsie M of W facilities, b) Yankees-E. 153<sup>rd</sup> St. Station and c) Campbell Hall M of W facility.

NYSID's initial proposal for the above locations was \$1,247,226; it was reviewed by MNR Procurement and MTA Audit Services to identify potential cost savings and to ensure that the proposed manpower and rates were adequate and correct to support the level of required cleaning services for each location. With input from MTA Audit, MNR procurement negotiated NYSID's initial three year proposal cost down by 5%, to \$1,181,730 (a savings of \$65,496). Additionally, a market survey of costs in the cleaning industry was conducted and NYSID's costs are within prevailing market rates. The three year cost for the above referenced locations includes all labor, cleaning supplies & equipment and waste removal. The costs are deemed fair and reasonable. This procurement is to be funded by the MNR Operating Budget.

**b) Additional funding to the All-Agency Temporary Personnel Services - \$9,950,000 (estimated)**

Approval is requested to add funding totaling an estimated \$9,950,000 to an in-place, negotiated and Board-approved all-Agency Agreement with NYSID for as-needed Temporary Personnel Services. In November 2010, the MTA Board approved a five year (2011 through 2015), Metro-North-led, all-agency personal services agreement with NYSID for as-needed and short-term temporary personnel services. Participating Agencies/Departments include Metro-North Railroad, MTA Business Service Center, New York City Transit, Long Island Rail Road, MTA Bus Company and MTA Audit. The master agreement consolidated separate agreements that were previously held individually by the Agencies and totaled an estimated \$16,800,000. The breakdown was as follows: MNR \$6,575,000, NYCT \$5,300,000, BSC \$1,900,000, LIRR \$1,475,000, MTA Bus Company \$900,000, MTA Audit \$450,000 and, at the time of the award Long Island Bus \$200,000.

Significant requests for short-term temporary personnel have led to higher than anticipated usage of NYSID's services. The increased usage reduced allotted funding at a faster pace than originally anticipated and has led to a request for funding replenishment. Since the award, MTA Agencies have had to supplement existing staff with short-term temporary personnel at larger numbers than originally anticipated during recent periods of increased production and as such additional funds are required by the Agencies to cover services through the remaining contract term. The additional requested funding totaling \$9,950,000 is broken down by agency as follows: NYCT \$5.9M, BSC \$3.6M, LIRR \$225K, MNR \$225K.

New York City Transit has required additional temporary resources to backfill vacant positions for departments, support operations, in departments such as ParaTransit to answer phone calls and process reimbursement vouchers, Human Resources for test monitoring and other administrative functions formerly administered by DCAS, and Corporate Communications to process MetroCard claims, respond to customer complaints and process/mail Reduced Fare MetroCards to customers.

MTA Business Service Center (BSC) required additional temporary resources to maintain their current level of service to the Agencies, particularly in the areas of Accounts Payable, Human Resources, Benefits and Payroll services.

Metro-North and Long Island Rail Road have also required additional funding to cover an increase in administrative personnel gaps and in other critical office functions. The required funds will back fill and cover anticipated usage through completion of the contract.

All Board-approved pricing and terms from 2010 are in-place and will remain fixed for the remaining contract term. Personnel are utilized on an as-needed, as-requested task order basis and no services are guaranteed. Individual tasks or requests for short-term temporary personnel and related funding are approved within each agency prior to any personnel request. The alternative of hiring permanent MTA employees to perform short-term work would greatly exceed the cost of this contract. Funding is included in each Agency's Operating Budget.

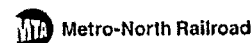
4. **Axion Technologies, Ltd** **\$200,000 (not-to-exceed)** **Staff Summary Attached**  
**Repair, Return and Replacement of Axion (OEM) Components and Equipment for Metro-North Railcars**

Approval is requested for a non-competitive, two year miscellaneous service contract with Axion Technologies Ltd. (Axion), for the repair, return and replacement of radio and train public address system assemblies and subassemblies for Metro-North's M-7 Railcars. Axion is the original equipment manufacturer (OEM) and the sole source supplier for specific MNR radio and public address system assemblies and subassemblies and this service agreement is necessary to support the M-7 fleet. This is the first repair, return and replacement service agreement for these assemblies as required by MNR.

The two year agreement with Axion will apply to parts/assemblies and subassemblies identified as obtainable only from Axion for the following reasons a) sole pre-qualified items on the MNR Qualified Products list, and not available from any distributor or other source; and b) is proprietary to Axion. MNR has complied with the MTA All-Agency Procurement Guidelines and with PAL 1265-a (3) regarding the posting of advertisements in order to identify potential alternate suppliers. In addition to the advertisement, direct outreach by MNR Procurement was performed and no alternate suppliers have been identified.

This purchase agreement will reduce administrative costs and advertising expenses, result in expedited purchase orders due to established fixed pricing and pre-defined turnaround time for the return of the material from the vendor. In addition, enhanced warranty provisions were obtained that are beneficial to MNR over the two year period. A cost/price analysis of the proposed fixed prices, guaranteed turnaround times and extended warranties has determined that fair and reasonable pricing has been established throughout the two year period of this procurement. This procurement is to be funded by the MNR Operating Budget.

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



Item Number: A

Vendor Name (& Location)	
Westcode Inc	
Description	
Purchase Agreement for OEM Friction Brake Replacement Parts	
Contract Term (including Options, if any)	
Two Years	
Option(s) included in Total Amount?	<input type="checkbox"/> Yes x No
Procurement Type	
<input type="checkbox"/> Competitive	x Non-competitive
Solicitation Type	
<input type="checkbox"/> RFP	<input type="checkbox"/> Bid x Other:

Contract Number	Renewal?
	<input type="checkbox"/> Yes x No
Total Amount:	\$582,274 (not-to-exceed)
Funding Source	
X Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name:	
Procurement & Material Management, Anthony J. Bombace, Jr	
Contract Manager:	
M. Coppola	

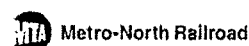
## Discussion:

Approval is requested for a non-competitive two year purchase agreement with Westcode Inc. (Westcode), for various original equipment manufacturer (OEM) friction brake parts for MNR's M-2/4/6 Railcar fleet. Westcode is the OEM and the sole supplier of specific MNR friction brake material and this purchase agreement is necessary to support the existing M-2/4/6 fleet through the 1<sup>st</sup> quarter of 2014, at which time the fleet will be retired from revenue service. The application of MNR's material forecasting system coupled with the imminent retirement of the M-2/4/6 fleet has resulted in a significant reduction in material usage for these parts. Prior to the use of the forecasting system and the retirement of the M-2/4/6 fleets, MNR would have procured \$2.6M in inventory to support that equipment over the same time period. The two year purchase agreement will be established for a not-to-exceed \$582,274 resulting in savings or cost avoidance of approximately \$2.0M.

The two year agreement with Westcode will apply to inventory and non-inventory items identified as obtainable only from Westcode for the following reasons a) sole pre-qualified items on the MNR Qualified Products list, and not available from any distributor or other source; and b) is proprietary to Westcode. MNR has complied with the MT/ All-Agency Procurement Guidelines and with PAL 1265-a (3) regarding the posting of advertisements in order to identify potential alternate suppliers. In addition to the advertisement, direct outreach by MNR Procurement was performed and no alternate suppliers have been identified.

This purchase agreement will reduce administrative costs and advertising expenses, eliminate lead time for individual purchase orders and expedite material delivery. A comparison of prices paid for these materials over a four year period (the term of the last two agreements) indicates that pricing has remained the same and is considered fair and reasonable. This procurement is to be funded by the MNR Operating Budget.

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



Item Number: A

Vendor Name (& Location)	
TransTech of SC, Inc.	
Description	
Purchase Agreement for OEM Replacement Parts	
Contract Term (including Options, if any)	
Three Years	
Option(s) included in Total Amount?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Procurement Type	
<input type="checkbox"/> Competitive	<input checked="" type="checkbox"/> Non-competitive
Solicitation Type	
<input type="checkbox"/> RFP	<input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other:

Contract Number	Renewal?
	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Total Amount:	\$9,794,941 (not-to-exceed)
Funding Source	
<input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name:	
Procurement & Material Manager: Anthony J. Bombace, Jr.	
Contract Manager:	
O. Messado	

## Discussion:

Approval is requested for a non-competitive, three year purchase agreement with TransTech of S.C., Inc. (TransTech) for various original equipment manufacturer (OEM) replacement parts for MNR's M-2/4/6/8 railcar fleets. TransTech is the OEM, and the sole supplier of specific MNR third rail current collection and pantograph parts and this purchase agreement is necessary to support the existing M-2/4/6 fleet through the 1<sup>st</sup> quarter of 2014, at which time that fleet will be retired from revenue service. This purchase agreement will also support the new M-8 railcar fleet. The application of MNR's material forecasting system coupled with the imminent retirement of the M-2/4/6 fleet has resulted in a significant reduction in material usage for these parts on the M-2/4/6s. However, this is offset by the need to increase the inventory for the larger M-8 fleet of 405 cars (an increase in fleet size of 16.7%). The three year purchase agreement will be established for a not-to-exceed \$9,794,941.

The three year agreement with TransTech will apply to inventory and non-inventory items identified as obtainable only from TransTech for the following reasons a) sole pre-qualified items on the MNR Qualified Products list, and not available from any distributor or other source; and b) is proprietary to TransTech. MNR has complied with the MTA All-Agency Procurement Guidelines and with PAL 1265-a (3) regarding the posting of advertisements in order to identify potential alternate suppliers. In addition to the advertisement, direct outreach by MNR Procurement was performed and no alternate suppliers have been identified.

This purchase agreement will reduce administrative costs and advertising expenses, eliminate lead time for individual purchase orders and expedite material delivery. A comparison of prices paid for these materials over a six year period (the term of the last two agreements) has shown that pricing has increased an average of 1.2% per year, and is considered fair and reasonable. This procurement is to be funded by the MNR Operating Budget.

# Staff Summary

Item Number <b>G</b>					
Dept & Dept Head Name:					
Procurement & Material Management, Anthony J. Ambrose, Jr.					
Division & Division Head Name:					
Senior Vice President – Administration, Raymond Burney					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	M-N Comm.Mtg.	5-21-12	x		
2	MTA Board Mtg.	5-23-12	x		
Internal Approvals					
Order	Approval	Order	Approval		
x	President	x	Sr. V.P. Operations		
x	Sr.V.P. Administration	x	V.P. Finance & IT		
		x	General Counsel		

SUMMARY INFORMATION	
Vendor Name	Contract Number
NYSID New York State Industries for the Disabled	1000003334 1000009768 1000010815
Description	
Janitorial Services –Beacon, Croton-Harmon, and Poughkeepsie locations, Yankee Stadium Station and Campbell Hall Facility	
Total Amount	
\$1,200,000 (not-to-exceed)	
Contract Term (including Options, if any)	
Three years	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type	
<input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive – NYS Preferred Source	
Solicitation Type	
<input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other:	
Funding Source	
<input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

## Narrative

### I. PURPOSE/RECOMMENDATION:

Metro-North requests MTA Board approval to award three year miscellaneous service agreements in the total amount not-to-exceed \$1,200,000 to New York State Industries for the Disabled ("NYSID – Preferred Source") member agencies to provide comprehensive janitorial services at MNR's: a) Beacon, Croton Harmon, and Poughkeepsie MofW facilities, b) Yankees-E. 153rd St. Station and c) Campbell Hall MofW facility.

### II. DISCUSSION:

Use of NYSID's services are in accordance with Section 162 of the New York State Finance Law, which provides that preferred sources shall be granted the right to provide services to New York State Agencies in order to advance social and economic goals. Under the State Finance Law, a contract award to a preferred source provider such as NYSID is exempt from New York State Statutory competitive procurement requirements provided, (i) it is capable of providing the service in the form, function and utility required and (ii) the price offered is as close to the prevailing market prices as is practicable.

The cost for the three year agreements with NYSID to provide janitorial services for the various MNR locations is all inclusive of prevailing wage rates, personnel, cleaning supplies, equipment, waste removal/recycling services. Additionally, floor stripping, waxing and cleaning of conference rooms, locker rooms, foyers, reception areas and restrooms is also included. NYSID has been satisfactorily providing janitorial services utilizing Member Agencies AHRC, NYC Chapter, NYS ARC, Jawonio, Inc., Occupations, Inc. and Westchester County ARC for MNR since 1997.

### III. COST/PRICE ANALYSIS

NYSID's initial proposal for MNR's a) Beacon, Croton Harmon, and Poughkeepsie b) Yankees-E. 153<sup>rd</sup> Street Station and c) Campbell Hall MofW facility was reviewed by MNR Procurement and MTA Audit Services. MTA Audit reviewed the proposals to identify potential cost savings and to ensure that the proposed manpower and rates were adequate and correct to support the level of required cleaning services for each location.



## Staff Summary

Based on the MNR & MTA Audit financial review, MNR Procurement negotiated NYSID's initial three year proposal cost down by 5% to \$1,181,730 (a savings of \$65,496). A comparison of NYSID's initial proposal and the negotiated price was conducted with the results listed as follows:

MNR Location	Proposed Annual Amount	Final Negotiated Annual Amount	Savings	3 Yrs. Total
a) Beacon, Croton Harmon, and Poughkeepsie	\$98,786	\$85,692	\$13,094	\$257,076
b) Yankee Stadium Station	\$295,696	\$286,958	\$8,738	\$860,874
c) Campbell Hall Facility	\$21,260	\$21,260	No change	\$63,780
<b>Total:</b>	<b>\$415,743</b>	<b>\$393,910</b>	<b>\$21,832</b>	<b>\$1,181,730</b>

NYSID agreed to reduce their pricing by \$13,094 or 13% for MNR's Beacon, Croton Harmon and Poughkeepsie MofW facilities and \$8,738 or 3% for MNR's Yankees-E. 153<sup>rd</sup> St. Station which was found to be fair and reasonable. The total annual amount for all of the locations was reduced from \$415,743 to \$393,910 (an annual reduction of \$21,833 or 5%).

A comparison of the prior three year contract total and the negotiated amount for the new Agreement(s) was conducted with the following results:

MNR Location(s):	Previous 3yr. Contract Values:	Negotiated 3yr. Contract Values:	Delta:
Beacon, Croton Harmon & Poughkeepsie	N/A - New 3 <sup>rd</sup> party contract request.	\$257,077	N/A*
Yankees-E.153 <sup>rd</sup> St. Station	\$754,660	\$860,873	14%
Campbell Hall	\$62,003	\$63,780	3%
<b>Total:</b>	<b>\$816,663</b>	<b>\$1,181,730</b>	<b>45%</b>

*\*At this time, a cost comparison for these locations was not feasible as MNR does not have previous cost history.*

Pricing includes all labor, water supply for power washing equipment, waste removal and recycling, cleaning supplies and equipments, and is based on the New York State Department of Labor prevailing wage schedule. A market survey of costs in the cleaning industry was conducted and NYSID's costs are within prevailing market rates. NYSID's pricing has been approved by New York State Office of General Services. Pricing shall remain firm for the three year period and has been determined to be fair and reasonable.

The services provided at Yankees E. 153<sup>rd</sup> St. Station are based on a 60 day a year event schedule for (to be adjusted based on the actual number of Yankee games) as well as 186 non-event days.

#### **IV. IMPACT ON FUNDING:**

The total award amount for the three agreements shall not exceed \$1,200,000 over the three year period. Funding will be provided by each MNR's Operating Budget.

#### **V. ALTERNATIVES:**

There are no recommended alternatives. MNR does not have the resources to perform this service in-house.

## Schedule L: Budget Adjustments to Estimated Quantity Contracts



#	Name of Vendor: New York State Industries for the Disabled (NYSID)	Original Amount:	\$ 16,800,000
	Contract Number: 62940	Prior Modifications:	\$ 0.00
	Term of Contract: 1/1/11 – 12/31/15	Prior Budgetary Increases:	\$ 0.00
		Current Amount:	\$ 16,800,000
		This Request:	\$ 9,950,000
		% of This Request to Current Amount:	59%
		% of Modifications (including This Request) to Original Amount:	59%

Approval is requested to add funding totaling an estimated \$9,950,000 to an in-place, negotiated and Board-approved all-Agency Agreement with NYSID for as-needed Temporary Personnel Services. In November 2010, the MTA Board approved a five year (2011 through 2015), Metro-North-led, all-agency personal services agreement with NYSID for as-needed and short-term temporary personnel services. Participating Agencies/Departments include Metro-North Railroad, MTA Business Service Center, New York City Transit, Long Island Rail Road, MTA Bus Company and MTA Audit. The master agreement consolidated separate agreements that were previously held individually by the Agencies and totaled an estimated \$16,800,000. The breakdown was as follows: MNR \$6,575,000, NYCT \$5,300,000, BSC \$1,900,000, LIRR \$1,475,000, MTA Bus Company \$900,000, MTA Audit \$450,000 and, at the time of the award Long Island Bus \$200,000.

Significant requests for short-term temporary personnel have led to higher than anticipated usage of NYSID's services. The increased usage reduced allotted funding at a faster pace than originally anticipated and has led to a request for funding replenishment. Since the award, MTA Agencies have had to supplement existing staff with short-term temporary personnel at larger numbers than originally anticipated during recent periods of increased production and as such additional funds are required by the Agencies to cover services through the remaining contract term. The additional requested funding totaling \$9,950,000 is broken down by agency as follows: NYCT \$5.9M, BSC \$3.6M, LIRR \$225K, MNR \$225K.

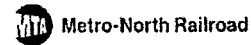
New York City Transit has required additional temporary resources to backfill vacant positions for departments, support operations in departments such as ParaTransit to answer phone calls and process reimbursement vouchers, Human Resources for test monitoring and other administrative functions formerly administered by DCAS, and Corporate Communications to processes MetroCard claims, respond to customer complaints and process/mail Reduced Fare MetroCards to customers.

MTA Business Service Center (BSC) required additional temporary resources to maintain their current level of service to the Agencies, particularly in the areas of Accounts Payable, Human Resources, Benefits and Payroll services.

Metro-North and Long Island Rail Road have also required additional funding to cover an increase in administrative personnel gaps and in other critical office functions. The required funds will back fill and cover anticipated usage through completion of the contract.

All Board-approved pricing and terms from 2010 are in-place and will remain fixed for the remaining contract term. Personnel are utilized on an as-needed, as-requested task order basis and no services are guaranteed. Individual tasks or requests for short-term temporary personnel and related funding are approved within each agency prior to any personnel request. The alternative of hiring permanent MTA employees to perform short-term work would greatly exceed the cost of this contract. Funding is included in each Agency's Operating Budget.

# Schedule G: Miscellaneous Service Contracts



Item Number: G

<b>Vendor Name (&amp; Location)</b> Axion Technologies, Ltd
<b>Description</b> Repair, Return and Replacement of Components for MNR Railcars
<b>Contract Term (including Options, if any)</b> Two Year
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>Procurement Type</b> <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other:

<b>Contract Number</b> TBD	<b>AWO/Modification #</b> N/A
<b>Renewal?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>Total Amount:</b> \$ 200,000	
<b>Funding Source</b> X Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Procurement & Material Management, Anthony J. Bombace, Jr.	

## Discussion:

Approval is requested for a non-competitive, two year miscellaneous service contract with Axion Technologies Ltd. (Axion), for the repair, return and replacement of radio and train public address system assemblies and subassemblies for Metro-North's M-7 Railcars. Axion is the original equipment manufacturer (OEM) and the sole source supplier for specific MNR radio and public address system assemblies and subassemblies and this service agreement is necessary to support the M-7 fleet. This is the first repair, return and replacement service agreement for these assemblies as required by MNR.

The two year agreement with Axion will apply to parts/assemblies and subassemblies identified as obtainable only from Axion for the following reasons a) sole pre-qualified items on the MNR Qualified Products list, and not available from any distributor or other source; and b) is proprietary to Axion. MNR has complied with the MTA All Agency Procurement Guidelines and with PAL 1265-a (3) regarding the posting of advertisements in order to identify potential alternate suppliers. In addition to the advertisement, direct outreach by MNR Procurement was performed and no alternate suppliers have been identified.

This purchase agreement will reduce administrative costs and advertising expenses, result in expedited purchase orders due to established fixed pricing and pre-defined turnaround time for the return of the material from the vendor. In addition, enhanced warranty provisions were obtained that are beneficial to MNR over the two year period. A cost/price analysis of the proposed fixed prices, guaranteed turnaround times and extended warranties has determined that fair and reasonable pricing has been established throughout the two year period of this procurement. This procurement is to be funded by the MNR Operating Budget.

MAY 2012

METRO-NORTH RAILROAD

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Schedules Requiring Majority Vote:

**F. Personal Service Contracts**

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

**1. AECOM USA, Inc. \$75,000 (not-to-exceed)**  
**On-Call ADA Consulting Services**

Approval is requested to award a 36 month competitively solicited personal service contract (two proposals received) with AECOM USA, Inc. to provide services to assist MNR in meeting the Federal mandated ADA requirements. In specific: (1) technical reviews of capital project designs, or specific design elements, for compliance with ADA Accessibility Guidelines (ADAAG), ANSI 117.1 and other applicable federal and/or state accessibility standards; (2) site assessments to evaluate accessibility and provide recommendations for accessibility at existing rail facilities or facilities under construction; (3) development of alternatives analyses of proposed accessibility improvements; (4) literature searches and reviews of other transit systems' use of ADA required materials or methods of compliance; (5) assistance in preparation of submittals for equivalent facilitation and the equivalent facilitation approvals process and other tasks related to the application of ADA requirements to Metro-North's facilities and/or services.

The Consultant selection was based on the established selection criteria contained within the RFP documents and included: qualifications of key personnel, confidence level, and commitment of relevant resources to the contract; demonstration of understanding of the Workscope requirements; past experience on similar projects; and, their Project Plan. The contract value will not exceed \$75,000, and once tasks are assigned the selected Consultant will draw-down from that value.

The Selection Committee unanimously selected AECOM as the firm that best demonstrated a clear understanding of the project requirements. Their proposed staffing experience met and exceeded the requirements of Metro-North. AECOM has the unique combination of ADA/transit system expertise and regulatory agency exposure that MNR is requiring for in this contract. AECOM has experience working for and consulting with the FTA and the Access Board. This experience and expertise is crucial as MNR must comply with both of these regulatory entities. A review of AECOM's labor and overhead rates was performed and are consistent with current industry rates for this type of work. These rates will be used once tasks are assigned by MNR.

The Consultant services will be requested on an as-needed basis with each request to be initiated by a task assignment detailing a specific work scope and budget. The contract not-to-exceed amount of \$75,000 will be issued at the time of initial contract award. The payments issued against this amount will be a draw-down based upon the task in accordance with the Workscope and as outlined in the RFP. The procurement will be funded by the MNR Operating Budget.

**G. Miscellaneous Service Contracts**

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

- |   |   |
|---|---|
| <b>2. DeAngelo Brothers, Inc.</b>       | <b>\$3,060,464 (MNR/LIRR/SIRTOA) - Hi-Rail Services</b> |
| <b>United Right of Way</b>              | <b>\$522,436 (LIRR)-Manual Application</b>              |
| <b>Asplundh Railroad Division</b>       | <b>\$390,118 (LIRR)-Manual Application</b>              |
| <b>Weed and Brush Spraying Services</b> |   |

Approval is requested to award three competitively solicited, four year miscellaneous service contracts (five bids received) to DeAngelo Brothers, Inc., United Right of Way and Asplundh Railroad Division, for weed and brush spraying services. MNR led the multi-agency procurement and the participating agencies are Metro-North Railroad (MNR), Long Island Rail Road (LIRR) and Staten Island Rapid Transit Operating Authority (SIRTOA). Weed and brush spraying is required by the agencies to treat and remove excess vegetation (weeds and undergrowth) along the rights of way, yards, fence lines and substations.

This multi-agency procurement was structured to allow for awards to more than one contractor based on each agency's category of vegetation and brush control requirements. All three Railroads have programs that include hi-rail pre-emergent treatment services, LIRR requires both manual application of treatments and manual vegetation control. The solicitation for potential bidders included both advertisements placed in required publications as well as direct outreach to vendors known to provide this type of service. Further, the solicitation and award was based on the low bidder for an each agency's required service(s).

The awardee for hi-rail pre-emergent treatment services is DeAngelo Bros for all three agencies; United Right of Way is the awardee for the LIRR's manual application of treatments and Asplundh is the awardee for the LIRR manual vegetation control. A comparison of bid prices to be paid in the new contracts versus prices under the previous contracts (2008-2012) reflect an overall decrease to the Agencies of 30%, primarily due to the reclassification of these services from Public Work (with set minimum wage rates) to Miscellaneous Services (no application of minimum wage rates) by the New York State Department of Labor. Additionally, all unit prices will remain fixed for the four year term of the contract.

The total estimated cost of the four year contract for all agencies is \$3,973,018 (MNR \$1,403,364, LIRR \$2,232,554, SIRTOA \$337,100) and is to be funded by each agency's Operating Budget.

**H. Modifications to Personal /Miscellaneous Service Contracts**

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

- 3. Bureau Veritas North America, Inc. \$100,000 (not-to-exceed)**  
**Inspection Services of MNR Railcar Wheels and Axles**

Approval is requested for additional funds totaling \$100,000 to Bureau Veritas North America, Inc. (Bureau Veritas). Bureau Veritas has provided inspection services for the manufacture of wheels and axles for the MNR M-2/3/4/6/7 railcars. Bureau Veritas is responsible for pre-shipment inspections of all wheels and axles manufactured at the vendors' facilities in Spain, Italy and the UK prior to their delivery to MNR property. The original contract was led by LIRR, competitively solicited and MNR's total was not-to-exceed \$100,000 for the two year period (5/10-5/12). LIRR has extended the term of the agreement through the end of the year 2012.

Presently, MNR has expended its budgeted funds through the original completion date of May 2012, and requests funding through the extended contract completion date of Dec. 2012. Based on the revised estimate

of planned inspections and required First Article Inspection services through the end of 2012, the total additional funds required by MNR is not-to-exceed \$100,000. All contract terms, conditions and pricing remain fixed for the duration of the agreement. This contract change is to be funded by the MNR Operating Budget.

May 2012

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote

**Schedule H. Modifications to Personal Service Contracts and Miscellaneous Service Contracts**

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

- |    |  |              |                               |
|----|--|--------------|-------------------------------|
| 1. | PB America/STV/Parsons Transportation<br>Group, Joint Venture<br>(General Engineering Consultant)<br>Contract No. 98-0040-01R<br>Modification No. 36 | \$18,566,555 | <u>Staff Summary Attached</u> |
|----|--|--------------|-------------------------------|

Pursuant to Article XIII of the All-Agency Procurement Guidelines for Services, Board approval is requested to modify the Contract for the revised design of the 48<sup>th</sup> St. Entrance, and an increase in funding for Construction Phase Services.

**Schedule 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)

- |        |  |             |                               |
|--------|--|-------------|-------------------------------|
| 2 & 3. | Granite-Traylor-Frontier ("GTF"), JV<br>Contract No. CQ031<br>Modification No. 62 & 65 | \$4,486,000 | <u>Staff Summary Attached</u> |
|--------|--|-------------|-------------------------------|

Pursuant to Article IX of the MTA All-Agency Procurement Guidelines, MTACC seeks Board approval to modify the Contract for an additional 47 secant piles (scope transfer from Contract CH057) and for increasing the hours for the TBM Pressurized Intervention Crew under Bid Item 1 of the Contract.

# Schedule H: Modifications to Personal/Miscellaneous Service Contract



Page 1 of 2

Item Number: 1

<b>Vendor Name (&amp; Location)</b> PB America/STV/Parsons Transportation Group, Joint Venture (NY)		<b>Contract Number</b> 98-0040-01R	<b>AWO/Modification #</b> 36
<b>Description</b> East Side Access General Engineering Consultant Services		<b>Original Amount:</b> \$ 140,000,000	
<b>Contract Term (including Options, if any)</b> December 2016		<b>Prior Modifications:</b> \$ 186,257,867	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> n/a		<b>Prior Budgetary Increases:</b> \$ 0	
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive		<b>Current Amount:</b> \$ 326,257,867	
<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other: Modification		<b>This Request</b> \$ 18,566,555	
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:		<b>% of This Request to Current Amount:</b> 5.7%	
<b>Requesting Dept./Div. &amp; Dept./Div. Head Name:</b> East Side Access, A. Paskoff		<b>% of Modifications (including This Request) to Original Amount:</b> 146%	

## Discussion:

This Contract is for engineering design and construction phase services for the LIRR East Side Access project. In accordance with Article XIII of the MTA All-Agency Guidelines for the Procurement of Services, Board approval is requested to modify the Contract. The Contract has been modified several times to reflect increases in the scope of Final Design needed to satisfy various Program objectives and increases in funding for Construction Phase Services.

This modification is for two items: incorporation of a proposed change order for final design of the 48th Street Entrance in the amount \$5,066,555, and the addition of \$13,500,000 to the budget for Construction Phase Services (CPS) to fund the continuation of CPS for the remainder of 2012. A breakdown of the Contract through Contract Modification No. 35 is given in the following table.

Work Category	Original Contract	Previous Modifications	Current Contract	Proposed Modifications	Proposed Contract
Final Design	\$ 120,000,000	\$ 142,113,455	\$ 262,113,455	\$ 5,066,555	\$ 267,180,010
Construction Phase Services	\$ 20,000,000	\$ 43,609,782	\$ 63,609,782	\$ 13,500,000	\$ 77,109,782
Misc. Technical Support	\$ -0-	\$ 534,630	\$ 534,630	\$ -0-	\$ 534,630
<b>TOTAL</b>	<b>\$ 140,000,000</b>	<b>\$186,257,867</b>	<b>\$ 326,257,867</b>	<b>\$ 18,566,555</b>	<b>\$ 344,824,422</b>

The Current Contract and Proposed Contract amounts do not include \$4,002,779 previously approved by the Board for task orders and repackaging work which has not yet been allocated.

The original location of the 48<sup>th</sup> Street Entrance required the acquisition of substantial easements from the owners of both 415 Madison Ave and 280 Park Ave. In addition, the original layout required extensive underground structural modifications and underpinning to both buildings which, upon review and more thorough evaluation were found to introduce unacceptable levels of technical and economic risk. Accordingly, a revised scheme was developed which calls for the entrance to be located predominantly within the 415 Madison Ave. building, greatly reduces risks and will result in reduced real estate acquisition and construction costs. The Consultant proposed \$6,328,348 for the design work required for this change and MTACC's estimate was \$4,865,949. Negotiations were held and the parties agreed to a cost of \$5,069,286, which is considered fair and reasonable as it falls within an acceptable parameter of the estimate.

Also through this Modification, MTACC seeks to increase the Budget for CPS by \$13,500,000 to cover CPS services through the end of this year. CPS costs are increasing because the technical complexity of the work has required more engineering support during construction, a larger than originally planned multi-contract contracting strategy which requires review of more submittals, labor escalation due to a longer duration for construction, as well as development of alternative Harold construction sequencing to accommodate existing LIRR and AMTRAK resources and service requirements. In addition, the original budget of \$20 million for CPS was based on only a small percentage of the total design. Nevertheless, the ESA Project Team has completed an extensive review of CPS charges to date, the remaining CPS services on active construction contracts and developed CPS estimates for all future construction contracts through the end of the ESA Project. In addition, MTACC has strengthened its internal CPS review and approval process, and the GEC has reviewed their staffing levels in an effort to increase efficiency.



With regard to CPS beyond this year, current efforts to update the Contract schedule are near complete, and MTACC intends to return to the Board once the schedule is finalized to address the CPS budget for the remainder of the Project. The project team is also investigating contract revisions for future work that would incentivize the GEC to reduce CPS costs through sharing of cost savings. These efforts will be completed prior to the end of the year, at which time the Project Team will be in a position to quantify the costs for CPS to the end of the project.

Upon Board approval of this request, the additional funding for Construction Phase Services will be allocated on an as-needed basis for the remainder of this year. The MTACC Chief Procurement Officer will allocate available funds upon the approval and release of additional funding under the MTACC East Side Access Capital Program.

# Schedule I: Modifications to Purchase and Public Work Contracts



Item Numbers: 2 and 3

<b>Vendor Name (&amp; Location)</b> Granite-Taylor-Frontier (GTF), Joint Venture	<b>Contract Number</b> CQ031	<b>AWO/Modification #</b> 62 & 65
<b>Description</b> Queens Bored Tunnels and Structures	<b>Original Amount:</b> \$ 659,200,700	
<b>Contract Term (including Options, if any)</b>  40 Months	<b>Prior Modifications:</b> \$ 111,973,048 (includes an option of \$58,400,700)	
<b>Option(s) included in Total Amount?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> n/a	<b>Prior Budgetary Increases:</b> \$ 0	
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	<b>Current Amount:</b> \$ 771,173,748	
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	<b>This Request</b> \$ 4,486,000	
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	<b>% of This Request to Current Amount:</b> 0.58%	
<b>Requesting Dept./Div. &amp; Dept./Div. Head Name</b> East Side Access, A. Paskoff, P.E.	<b>% of Modifications (including This Request) to Original Amount:</b> 17.7%	

## Discussion:

The work under this Contract includes the construction of four soft-ground bored tunnels and miscellaneous demolition of surface structures for the East Side Access project. In accordance with Article IX of the All-Agency Procurement Guidelines, MTACC seeks Board approval of the following modifications:

### Modification No. 62 Additional Secant Piles west of Honeywell Street Bridge

This modification includes the installation of an additional 47 secant piles west of Honeywell Street Bridge which are required for the future Westbound Bypass. This is a scope transfer as the work was to be done under future Contract CH057. The work must commence earlier than planned in order to support and meet the schedule for the installation of Signal Bridge E35 and Signal Bridge 13, as well as signal boxes and huts to be installed by other future Contracts. In addition, the secant piles must all be in place by the end of August 2012 to avoid delays to upcoming Force Account work.

The Contractor proposed \$3,461,784 while MTACC's estimate is for \$2,924,138. Negotiations were held and the parties agreed to a cost of \$3,170,000 and no time impact or related costs. This amount is considered to be fair and reasonable because it is within 8% of the estimated value and is considered to fall within MTACC negotiation threshold. The funding for this modification will be transferred from the CH057 budget.

### Modification No. 65 Additional TBM Pressurized Intervention Crew Hours

This modification is to provide additional payment to the Contractor as a result of the need to increase the hours for the Tunnel Boring Machine ("TBM") Pressurized Intervention Crew under Bid Item 1 of the Contract.

The base Contract anticipated using ground treatment to stabilize the soil so that TBM maintenance could be performed with only limited work under compressed air. The use of ground treatment to stabilize the soil has now been abandoned as a result of changes in the project scope, experience with ground treatment techniques and better than expected experience working under compressed air. Accordingly, cutterhead interventions are now being performed under compressed air and an increase to the Contract amount is required for the additional pressurized interventions.

Contract Bid Item No.1 specifically states that TBM Pressurized Intervention Crew Hours in excess of 800 hours will be paid at the rate of \$3,000 per hour when the intervention time does not delay the Contract's critical path and \$7,000 per hour when the intervention delays the Contract's critical path. The Contract also states that these rates are not subject to the General Terms and Conditions Article 8.07 - Increase or Decrease Contract Quantities. These unit prices were part of the original contract and they are considered to be fair and reasonable.

The ESA Project team estimates 160 TBM Pressurized Intervention Crew Hours that will impact the critical path and 70 non-critical hours resulting in a \$1,330,000 cost increase for this Modification, in accordance with Contract Bid Item No. 1. Although this modification results in a net increase to the Contract value, the changes in project scope and the elimination of quantities of excavation, ground treatment and permanent concrete in separate Modifications and Contracts will result in a net reduction to the Project.

MAY 2012

METRO-NORTH RAILROAD

LIST OF RATIFICATIONS FOR BOARD APPROVAL

K. Ratification of Completed Procurement Actions

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

1. **Mercer Inc.** **\$35,000 (not-to-exceed)**  
**Consulting Services – Metro-North Railroad Employee Relations & Diversity /EEO Department**  
**Assessment**

Ratification is requested of a competitively solicited, negotiated (three proposals received) and awarded personal service contract to Mercer Inc. (Mercer) for consulting services to conduct an expedited assessment of MNR's Employee Relations & Diversity ("ER&D") Department. The expedited assessment will focus on the current organization of ER&D, and particularly the EEO function performed by that Department, and will provide recommendations on best practices with regard to organizational and functional alternatives for the ER&D and HR Departments and other units in the Administration Division. The scope of services includes the evaluation of functions for each subgroup and the required interaction between them. This Assessment is time-critical as the Director of ER&D position is currently vacant with an Acting Director performing the functions of that job on a temporary basis.

The Selection Committee consisted of representatives from MNR's Legal, Human Resources ("HR") and Procurement Departments and from the MTA Department of Diversity and Civil Rights ("DDCR"). After reviewing the proposals and conducting interviews, the Committee unanimously selected the firm Mercer Inc. Mercer possessed the optimal combination of required qualifications, lowest cost, and the best overall technical level competency. Mercer proposed to complete this work in four to six weeks from commencement. The cost of this consultant contract is not-to-exceed \$35,000 and is to be funded by MNR's Operating Budget.

**LIST OF RATIFICATIONS FOR BOARD APPROVAL**  
**MAY 2012**

**MTA LONG ISLAND RAIL ROAD**

*Procurements Requiring Two-Thirds Vote*

**Schedule D: Ratification of Completed Procurement Actions**

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

- |    |  |  |                                      |
|----|--|--|--------------------------------------|
| 1. | <b>Nouveau Elevator Industries, Inc.</b><br><b>Emergency Procurement</b><br><b>Contract No.04.....0417</b> | <b>\$1,547,608</b><br><b>Not-to-Exceed</b> | <i><u>Staff Summary Attached</u></i> |
|----|--|--|--------------------------------------|

LIRR requests MTA Board ratification of an Emergency, one-year Public Works Contract to Nouveau Elevator Industries, Inc. (Nouveau) for full-time, and on-call, emergency maintenance, repair and safety upgrade services for nineteen escalators located at LIRR's station locations, from May 15, 2012 through May 14, 2013. This contract was issued on an emergency basis, in the not-to-exceed amount of \$1,547,608, in order to ensure that critical maintenance, repair and safety upgrades will be performed on a continuous and expedited basis. The contract cost reflects Nouveau's negotiated proposal, based on a dedicated full time, service team, including a mechanic and helper, as well as repair parts, and estimated labor hours for unscheduled, off-hour emergency and safety upgrade service. This contract will be funded through LIRR's operating budget.

## Schedule D: Ratification of Completed Procurement Actions

### Staff Summary



Long Island Rail Road

Item Number:

<b>Vendor Name (&amp; Location)</b> Nouveau Elevator Ind., Inc. (Brooklyn, NY)
<b>Description</b> Full Time Maintenance, Repair, On-Call Emergency and Safety Upgrade Services for Nineteen (19) LIRR Escalators
<b>Contract Term (Including Options, if any)</b> May 15, 2012, through May 14, 2013
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-Competitive
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Negotiated

<b>Contact Number</b> TBD	<b>Renewal?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
<b>Total Amount:</b>	\$1,547,608 NTE
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Kevin Tomlinson - Chief Engineering	
<b>Contract Manager:</b> Donald Riker - Manager, Eng'g & Gen'l Services Contracts	

#### Discussion:

LIRR requests MTA Board ratification of an Emergency, one-year Public Works contract in the NTE amount of \$1,547,608 to Nouveau Elevator Industries, Inc. (Nouveau), for Full Time Maintenance, Repair, On-Call Emergency and Safety Upgrade Services for Nineteen (19) LIRR Escalators located in Nassau and Suffolk counties. The contract, which runs from May 15, 2012 through May 14, 2013, will ensure that critical maintenance, repair and safety upgrade services will be performed on a continuous and expedited basis.

This contract was issued pursuant to a Declaration of Emergency (DOE) dated March 15, 2012 following an incident involving an escalator located at LIRR's Lindenhurst Station. The LIRR/MNR Committee has been previously informed of the issuance of the DOE. The DOE addressed the need for immediate condition assessment of the railroad's inventory of escalators, prioritizing those that are near the end of their useful lives and not scheduled for near term replacement, as well as the need to upgrade certain escalators with new safety sensors, which were not required at the time of manufacture. It was further decided to solicit proposals for follow-on maintenance, repair and upgrade services from other qualified services providers for a period of 1-year, to commence upon the expiration of the current service contract with ThyssenKrupp, on May 15, 2012. A total of five firms were sent LIRR's scope of work for consideration, three of the selected firms had current contracts with NYS Office of General Services (OGS) (Schindler Elevator Corp, Centennial Elevator, Inc., and Dunwell Elevator, Inc.) and two firms had current contracts for elevator services with NYCT (Nouveau Elevator Ind., Inc. and Richmond Elevator Inc.). Only Nouveau and Schindler submitted proposals under the emergency solicitation. The other firms declined due to the short term of the contract, and/or availability of resources. Cost proposals were based on a Price Schedule that included a full time, dedicated service team comprised of a Resident Mechanic and Helper who would perform scheduled Preventative Maintenance, as well as costs for services such as semi-annual escalator inspections and clean-downs, as needed safety upgrades, and off-hour repairs services, based on fixed time and material rates. Nouveau's proposed price was \$947,608, while Schindler's proposed price was \$1,873,300, (\$925,692, or 97.6% higher than Nouveau's proposal), for the same price schedule. Nouveau originally proposed cost for a full time Resident Mechanic and Helper, at \$46,550/month. This was negotiated down 8% to \$42,750/Month, while Schindler's proposed \$98,895/month, is 131.3% higher than Nouveau's reduced rate. Nouveau's proposed cost for escalator clean-downs is \$8,866/each, while Schindler proposes clean-downs of \$15,120/each, (70.5% higher than Nouveau). Nouveau's hourly labor rates for Resident Mechanic and Helper (straight time and overtime) were each less than Schindler's rates. Compared to the labor rates established by NYS OGS for the seven qualified firms covering Nassau and Suffolk County, Nouveau's Resident Mechanic rate of \$136/Hr. is \$14.36/Hr., or 9.5% less than the average OGS rate of \$150.36/Hr., while the Nouveau Helper rate of \$108/Hr. is 2.9% higher than the OGS average of \$104.87/Hr. Accordingly, the proposed prices are considered fair and reasonable. Also included in this request is \$600,000 of funding for additional State of Good Repair work and Safety Upgrades, to be authorized as needed, based on recommendation from independent consultants who are working with LIRR's Project Team. This contract will be funded through LIRR's operating budget.



**Metro-North Railroad**

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



# **MONTHLY OPERATING REPORT**

May 2012

Performance Summary			2012 Data			2011 Data	
			Annual Goal	April	YTD thru April	April	YTD thru April
<b>On Time Performance</b> <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	<b>System</b>	<b>Overall</b>	<b>97.8%</b>	<b>98.3%</b>	<b>98.7%</b>	<b>97.9%</b>	<b>96.2%</b>
		AM Peak	97.0%	98.2%	98.5%	97.8%	93.4%
		AM Reverse Peak	97.6%	97.9%	98.3%	97.8%	94.9%
		PM Peak	98.0%	99.1%	99.1%	97.4%	95.9%
		<b>Total Peak</b>		<b>98.5%</b>	<b>98.7%</b>	<b>97.6%</b>	<b>94.6%</b>
		Off Peak Weekday	97.9%	97.9%	98.6%	98.2%	97.1%
		Weekend	97.9%	98.8%	98.9%	97.6%	97.1%
	<b>Hudson Line</b>	<b>Overall</b>	<b>98.2%</b>	<b>99.0%</b>	<b>98.9%</b>	<b>98.7%</b>	<b>98.1%</b>
		AM Peak	98.0%	99.4%	99.1%	98.6%	96.7%
		AM Reverse Peak	98.5%	99.5%	98.7%	100.0%	97.3%
		PM Peak	98.4%	99.7%	99.2%	98.6%	98.8%
		<b>Total Peak</b>		<b>99.6%</b>	<b>99.1%</b>	<b>98.8%</b>	<b>97.7%</b>
		Off Peak Weekday	98.1%	98.9%	98.8%	98.6%	98.5%
		Weekend	98.2%	98.1%	98.8%	98.5%	98.4%
	<b>Harlem Line</b>	<b>Overall</b>	<b>98.3%</b>	<b>98.3%</b>	<b>98.8%</b>	<b>98.5%</b>	<b>97.7%</b>
		AM Peak	98.0%	97.8%	98.2%	99.0%	96.8%
		AM Reverse Peak	98.0%	97.2%	97.8%	100.0%	97.1%
		PM Peak	98.5%	99.8%	99.6%	96.8%	96.9%
		<b>Total Peak</b>		<b>98.4%</b>	<b>98.7%</b>	<b>98.3%</b>	<b>96.9%</b>
		Off Peak Weekday	98.4%	98.0%	98.9%	98.8%	98.2%
		Weekend	98.5%	98.8%	99.0%	98.1%	98.4%
	<b>New Haven Line</b>	<b>Overall</b>	<b>97.2%</b>	<b>97.9%</b>	<b>98.5%</b>	<b>97.0%</b>	<b>93.8%</b>
		AM Peak	95.7%	97.7%	98.4%	96.3%	88.6%
		AM Reverse Peak	96.8%	97.6%	98.5%	94.4%	91.4%
		PM Peak	97.5%	98.2%	98.6%	97.1%	93.2%
		<b>Total Peak</b>		<b>97.9%</b>	<b>98.5%</b>	<b>96.4%</b>	<b>90.9%</b>
		Off Peak Weekday	97.5%	97.2%	98.2%	97.6%	95.6%
		Weekend	97.4%	99.3%	99.0%	96.7%	95.3%
<b>Operating Statistics</b>							
<b>Trains Scheduled</b>				<b>17,602</b>	<b>70,358</b>	<b>17,489</b>	<b>68,028</b>
<b>Avg. Delay per Late Train (min)</b> <small>excluding trains canceled or terminated</small>				14.7	14.2	12.2	15.2
<b>Trains Over 15 min. Late</b> <small>excluding trains canceled or terminated</small>			1,000	75	211	69	713
<b>Trains Canceled</b>			160	15	36	2	167
<b>Trains Terminated</b>			160	22	48	11	134
<b>Percent of Scheduled Trips Completed</b>			99.8%	99.8%	99.9%	99.9%	99.6%
<b>Consist Compliance</b> <i>(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)</i>	<b>System</b>	<b>Overall</b>	<b>98.6%</b>	<b>99.9%</b>	<b>99.8%</b>	<b>99.3%</b>	<b>98.0%</b>
		AM Peak	97.7%	99.9%	99.6%	98.9%	96.1%
		AM Reverse Peak	97.7%	100.0%	100.0%	99.6%	98.2%
		PM Peak	97.3%	99.9%	99.9%	98.6%	96.1%
		<b>Total Peak</b>		<b>99.9%</b>	<b>99.8%</b>	<b>98.9%</b>	<b>96.4%</b>
		Off Peak Weekday	99.3%	99.9%	99.9%	99.7%	99.0%
		Weekend	99.3%	99.8%	99.8%	99.4%	99.2%
	<b>Hudson Line</b>	AM Peak	99.0%	100.0%	100.0%	100.0%	99.7%
		PM Peak	99.0%	100.0%	99.9%	99.4%	99.6%
	<b>Harlem Line</b>	AM Peak	99.0%	100.0%	99.9%	100.0%	99.4%
		PM Peak	99.0%	100.0%	99.9%	99.1%	98.7%
	<b>New Haven Line</b>	AM Peak	96.0%	99.8%	99.0%	97.3%	90.6%
		PM Peak	95.0%	99.7%	99.8%	97.7%	91.4%



<b>Categories of Delay</b>		<b>2012 Data</b>			<b>2011 Data</b>	
		March	April	YTD thru April	April	YTD thru April
<b>Train Delay Incidents Resulting in Late Trains.</b> <i>(Each delay incurred by a late train is considered a separate train delay incident. Therefore, the number of train delay incidents is higher than the number of late trains for the month.)</i>	<b>Maintenance of Way</b>	69	103	347	212	557
	<b>Capital Projects</b>	3	19	26	26	36
	<b>Maintenance of Equipment</b>	116	79	343	133	1000
	<b>Operations Services</b>	3	14	30	17	73
	<b>Police Incidents</b>	37	22	102	21	135
	<b>Other</b>	3	19	26	30	218
	<b>Customers</b>	33	24	92	22	104
	<b>3rd Party Operations</b> <i>(Other railroads, marine traffic, etc.)</i>	4	4	9	20	125
	<b>Weather and Environmental</b>	3	40	62	3	747



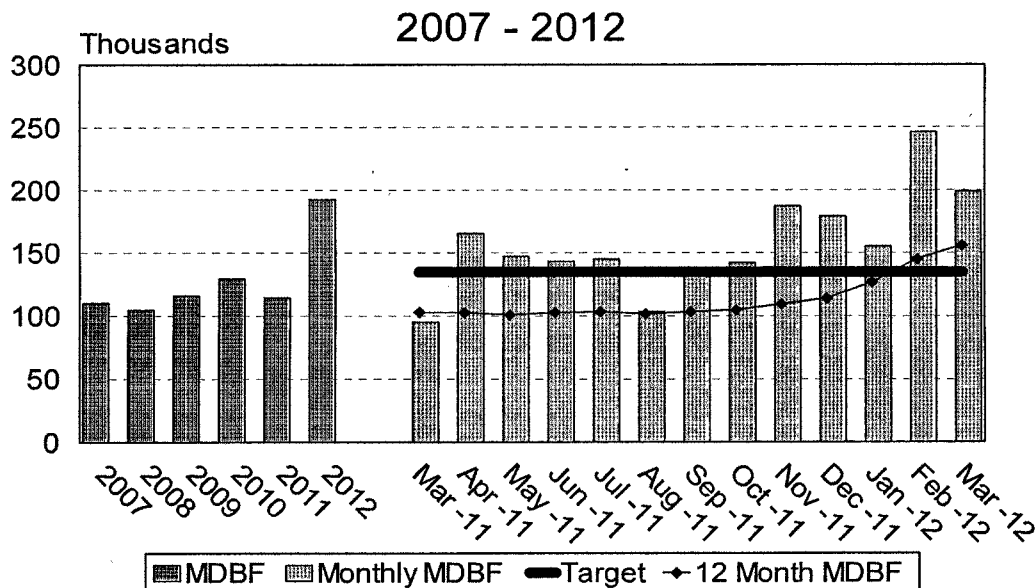
EVENTS RESULTING IN 10 or MORE LATE (L), CANCELED (C) OR TERMINATED (T) TRAINS

Date	Day	DESCRIPTION OF EVENT	Number of Late Trains															TOTAL		
			AM Peak			AM Reverse			PM Peak			Off Peak			Weekend			Late	Cxl'd	Term
			L	C	T	L	C	T	L	C	T	L	C	T	L	C	T			
04/09	Mon	Train 515 was unable to take power on track 3 south of 86th Street, causing congestion.	0	0	0	0	0	0	4	0	5	12	0	0	0	0	0	16	0	5
04/27	Fri	Train 1427 was unable to collect power in the interlocking of cp112 lined from New Haven trk 1 to Harlem trk 1, causing delays.	28	4	0	11	0	1	0	0	0	6	0	0	0	0	0	45	4	1
04/29	Sun	Delays due to 138th Street Bridge opening.	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	12	0	0
TOTAL FOR MONTH			28	4	0	11	0	1	4	0	5	18	0	0	12	0	0	73	4	6
			83																	

	Equip- ment Type	Total Fleet Size	2012 Data						2011 Data		
			MDBF Goal (miles)	Mar MDBF (miles)	Primary Failure Goal	Mar No. of Primary Failures	YTD MDBF thru Mar (miles)	12 month MDBF Rolling Avg (miles)	Mar MDBF (miles)	Mar No. of Primary Failures	YTD MDBF thru Mar (miles)
<b>Mean Distance Between Failures</b>	M2	228	80,000	115,861	11	11	137,075	99,319	40,851	36	35,392
	M4/M6	102	60,000	76,857	9	7	91,693	68,080	35,700	16	21,815
	M8	86	200,000	272,524	2	2	244,742	169,498	76,826	0	76,826
	M3	140	120,000	309,101	3	1	865,428	376,963	300,006	0	139,414
	M7	336	440,000	619,415	4	3	598,587	693,665	612,639	3	396,395
	Coach	213	290,000	698,532	5	2	337,405	380,839	475,682	3	273,473
	P-32	31	35,000	62,137	5	3	54,169	38,435	10,270	3	6,513
	BL-20	12	12,000	22,709	3	2	13,179	13,141	194,606	1	34,959
	<b>Fleet</b>	<b>1148</b>	<b>135,000</b>	<b>198,508</b>	<b>42</b>	<b>31</b>	<b>192,427</b>	<b>155,806</b>	<b>95,307</b>	<b>62</b>	<b>66,962</b>
	M2/4/6/8		100,000	117,876	22	20	134,565	93,524	40,743	52	30,891
	M3/7		300,000	541,837	7	4	625,271	622,407	712,641	3	315,243
	Diesel/Coach		120,000	232,699	13	7	147,573	147,276	236,066	7	105,614

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	April	YTD thru April	April	YTD thru April	
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%	98.5%	97.4%	96.9%	95.2%	
		AM Peak	97.3%	99.3%	97.6%	96.2%	92.9%	
		PM Peak	96.8%	98.9%	98.8%	94.9%	94.8%	
		Total Peak		99.1%	98.2%	95.6%	93.8%	
		Off Peak Weekday	95.9%	97.8%	97.5%	96.9%	96.0%	
		Weekend	95.9%	98.8%	96.0%	99.1%	96.1%	
	Pascack Line	Overall	97.0%	99.1%	98.2%	99.7%	97.3%	
	Valley Line	AM Peak	98.0%	100.0%	98.6%	100.0%	97.1%	
		PM Peak	97.5%	99.3%	99.0%	100.0%	97.8%	
		Total Peak		99.7%	98.8%	100.0%	97.4%	
		Off Peak Weekday	96.5%	98.3%	98.5%	99.2%	97.7%	
		Weekend	96.5%	99.5%	96.9%	100.0%	96.4%	
	Port Jervis Line	Overall	95.5%	97.6%	96.2%	92.9%	92.2%	
		AM Peak	96.0%	98.4%	96.2%	90.5%	86.5%	
		PM Peak	96.0%	98.4%	98.6%	90.5%	92.2%	
		Total Peak		98.4%	97.4%	90.5%	89.8%	
		Off Peak Weekday	95.0%	96.9%	96.0%	93.3%	93.3%	
		Weekend	95.0%	97.6%	94.5%	97.6%	95.6%	
Operating Statistics								
Trains Scheduled		1,623			6,520	1,623	6,475	
Avg. Delay per Late Train (min) <small>excluding trains canceled or terminated</small>		23.7			20.8	18.3	18.1	
Trains Over 15 min. Late <small>excluding trains canceled or terminated</small>		80			12	64	27	126
Trains Canceled		1			5	0	10	
Trains Terminated		1			12	5	24	
Percent of Scheduled Trips Completed		99.8%			99.9%	99.7%	99.7%	99.5%

## APRIL 2012 STANDEE REPORT

### East of Hudson

			APRIL 2011	YTD 2011	APRIL 2012	YTD 2012
Daily Average AM Peak	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	0	5	0	0
		<b>Total Standees</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>
	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	0	15	0	0
		<b>Total Standees</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>
	New Haven Line	Program Standees	0	163 **	0	0
		Add'l Standees	33	254	7	19
		<b>Total Standees</b>	<b>33</b>	<b>417</b>	<b>7</b>	<b>19</b>
	<b>EAST OF HUDSON TOTAL - AM PEAK</b>		<b>33</b>	<b>437</b>	<b>7</b>	<b>19</b>
Daily Average PM Peak	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	0	3	0	0
		<b>Total Standees</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>
	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	15	18	0	0
		<b>Total Standees</b>	<b>15</b>	<b>18</b>	<b>0</b>	<b>0</b>
	New Haven Line	Program Standees	0	182 **	0	0
		Add'l Standees	61	196	10	3
		<b>Total Standees</b>	<b>61</b>	<b>378</b>	<b>10</b>	<b>3</b>
	<b>EAST OF HUDSON TOTAL - PM PEAK</b>		<b>76</b>	<b>399</b>	<b>10</b>	<b>3</b>

### West of Hudson

			APRIL 2011	YTD 2011	APRIL 2012	YTD 2012
Daily Average AM Peak	Port Jervis Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
	Pascack Valley Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
	<b>WEST OF HUDSON TOTAL - AM PEAK</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Daily Average PM Peak	Port Jervis Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	2
		<b>Total Standees</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
	Pascack Valley Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
	<b>WEST OF HUDSON TOTAL - PM PEAK</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>

### 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.

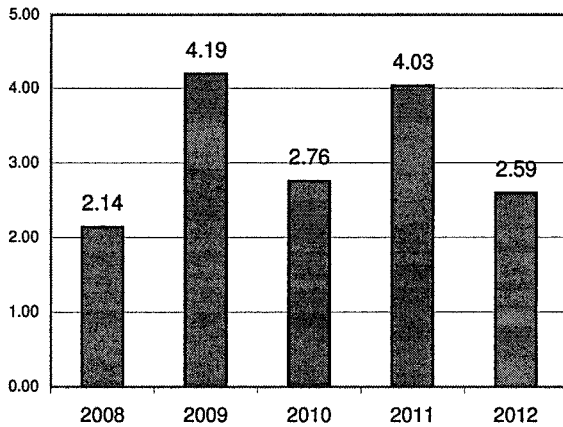
"Program Standees" is the average number of customers in excess of programmed seating capacity.

"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.**

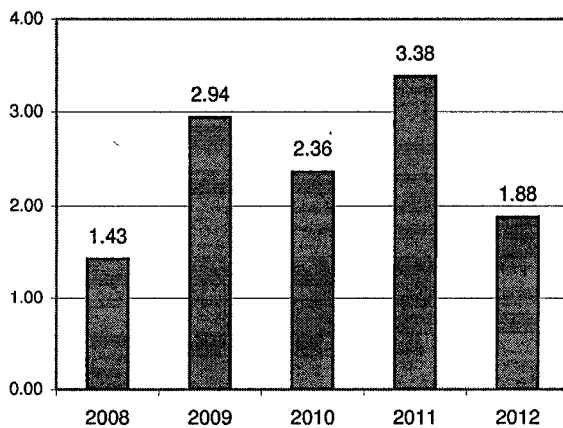
## MTA Metro-North Railroad Summary of Employee Injuries thru March



### Total Employee Injuries

Year	Total	Total FI*
2008	33	2.14
2009	67	4.19
2010	42	2.76
2011	62	4.03
2012	40	2.59

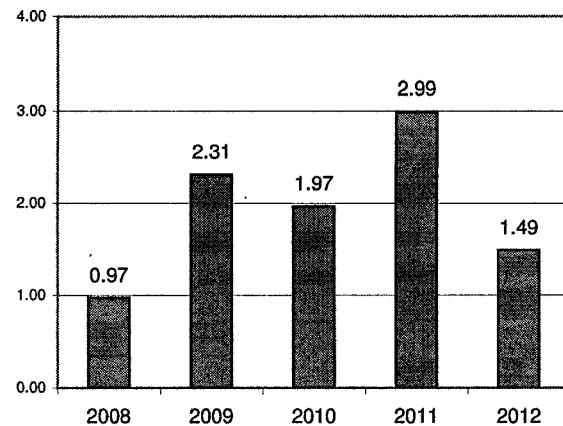
% change from last year: -35.8%  
2012 Total FI Goal 2.90



### Employee FRA Reportable Injuries

Year	Total	FRA FI*
2008	22	1.43
2009	47	2.94
2010	36	2.36
2011	52	3.38
2012	29	1.88

% change from last year: -44.5%  
2012 FRA FI Goal 2.50



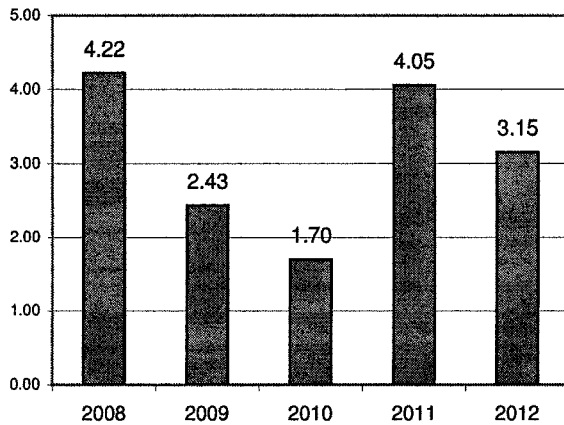
### Employee Lost Time and Restricted Duty Injuries

Year	LT	RD	LT FI*	RD FI*	LT&RD FI*
2008	9	6	0.58	0.39	0.97
2009	33	4	2.06	0.25	2.31
2010	25	5	1.64	0.33	1.97
2011	39	7	2.54	0.46	2.99
2012	22	1	1.42	0.06	1.49

% change from last year: -50.2%  
2012 LT&RD FI Goal 2.00

\* - Injuries per 200,000 hours worked

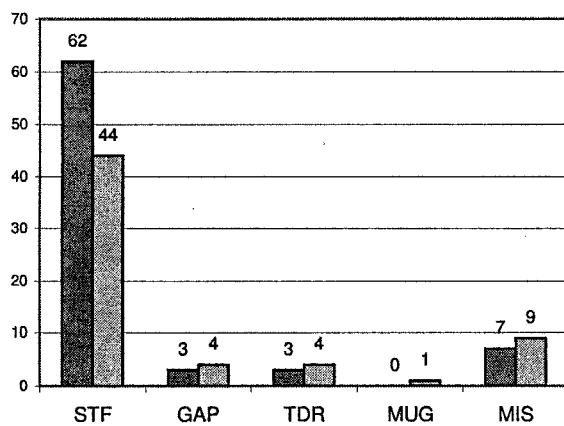
## MTA Metro-North Railroad Summary of Customer/Contractor Injuries thru March



Total Customer Injuries

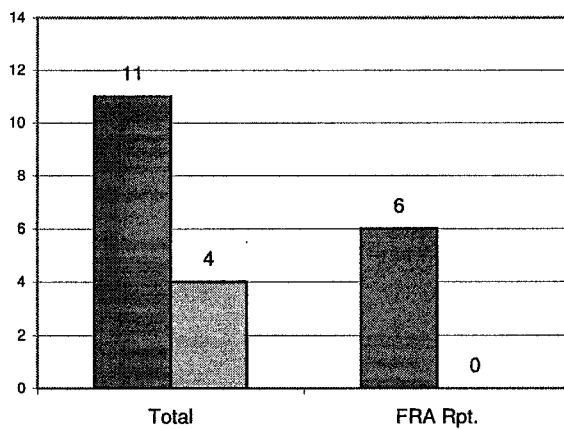
Year	Total	Total FI*
2008	81	4.22
2009	45	2.43
2010	31	1.70
2011	75	4.05
2012	62	3.15

% change from last year: -22.2%  
2012 Total FI Goal 2.70



Top 5 Customer Injuries by Type

Year	Slip/Trip/Fall	Gap	Train Doors	Mugging	Misc.
2011	62	3	3	0	7
2012	44	4	4	1	9
% Chg	-29.0%	33.3%	33.3%	100.0%	28.6%



Contractor Injuries

Year	Total	FRA Rpt.
2011	11	6
2012	4	0
% Chg	-63.6%	-100.0%

\* - Injuries per 1,000,000 rides



**Metro-North Railroad**

**Financial and Ridership Report  
May 2012**



MTA METRO-NORTH RAILROAD

FINANCIAL STATEMENTS

MONTH ENDED: MARCH 31, 2012

OFFICE OF VICE PRESIDENT OF FINANCE & INFORMATION SYSTEMS

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

Overall March financial results were favorable as compared to the Adopted Budget. Total operating revenue was 4.3% higher due to continued improvement in ridership and higher GCT retail and commissary revenues. Operating expenses were 7.3% lower than budget primarily due to timing and the mild winter weather. Capital program expenditures (and reimbursements) were \$14.0 million lower than Budget also due to timing differences and the rescheduling of project activity.

**Ridership**

Total rail ridership was 7.1 million riders for the month and 20.1 million riders year-to-date which is a 4.5% increase over 2011. This is a reflection of the unusually mild winter, continued regional economic growth, as well as our consistently high levels of service reliability and on-time performance.

**East of Hudson**

- Month of March ridership of 7.0 million was 2.7% higher than budget and 4.0% higher than 2011.
- March year-to-date ridership was 19.7 million, or 3.7% higher than Budget and 4.9% above last year.
- Commutation ridership was 2.1% higher year-to-date and 1.9% higher than budget for the month. Compared to 2011, year-to-date commutation ridership is 2.9% higher.
- Non-commutation ridership was 6.2% above budget year-to-date, and 8.1% higher than 2011. Non-commutation ridership for the month was 4.0% higher and 6.1% over last year.

**West of Hudson**

- March year-to-date ridership was 2.8% lower than the Budget and 10.1% lower than 2011 due to slower than projected recovery of ridership losses following the suspension of the Port Jervis Line service in 2011.

**Revenue and Reimbursements**

- Total Revenue and Reimbursements of \$189.9 million through March was \$7.6 million, or 3.9% lower than Budget.
- Fare Box Revenue of \$140.2 million was \$4.4 million higher than Budget due to increased ridership.
- Other Operating Revenue of \$12.3 million was \$1.9 million above budget due to a continuation of favorable revenue trends in GCT retail operations.
- Capital and Other Reimbursements of \$37.4 million was \$14.0 million lower than budget due to timing differences in project scheduling (New Haven Component Change-out Shop, Port Jervis Line Reconstruction, and Danbury Branch Signal System.)

**Expenses**

- Total Expenses of \$350.6 million through March were \$38.4 million lower than Budget. Most of this was due to timing differences in non-payroll expenditures (\$25 million) for non-reimbursable and reimbursable material usage, contract service costs as well as lower operating costs for lower fuel and electric power costs.
- Labor costs were \$12.1 million or 5.9% below budget primarily due to vacancies, lower overtime requirements, and associated fringe expense.

**Financial Performance Measures**

- Adjusted Farebox Operating Ratio of 66.8% for March year-to-date was 8.4% better than budget due to the combined impact of lower expenses and higher farebox revenues.
- Adjusted Cost per Passenger of \$11.85 for the period was \$1.62 higher than budget also due to the lower expenses and higher ridership levels.
- Revenue per Passenger of \$7.21 for the period was \$0.03 lower than the Budget.

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

**REVENUE**

**Revenue and Capital Funding** – \$7.6 million (3.9%) lower than the Budget through March.

- **Fare Box Revenue** – \$4.4 million (3.2%) higher than the Budget through March due to higher commutation and non-commutation ridership. This was largely a function of the mild winter weather in the quarter, as well as continued positive growth trends across all three East of Hudson commuter lines. Fare Box Revenue was \$0.8 million (1.7%) higher for the month of March.
- **Other Operating Revenue** – \$1.9 million higher year-to-date and \$0.9 million higher for the month versus budget. This is due to higher GCT retail revenue combined with a late start of the GCT Trainshed project (those expenses are directly drawn from the GCT generated revenue) and higher commissary sales.
- **Capital and Other Reimbursements** – \$14.0 million lower year-to-date and \$5.0 million lower for the month due primarily to timing differences and scheduling changes of capital projects. (Port Jervis Line Reconstruction, NH Component Change-out Shop, Danbury Branch Signal System, Cyclical Track Program 2012, Ferry services and Replacement of 3<sup>rd</sup> Rail Switches).

**EXPENSES**

**Total Expenses** – Year-to-date was \$38.4 million (9.9%) lower than Budget due primarily to lower labor costs and timing differences in non-payroll expenses for material usage, contract service costs and electric power costs. For the month, expenses were \$14.9 million (11.3%) lower than the Budget.

- **Labor expenses** (including fringes and overhead recoveries) were \$12.1 million (5.9%) lower than the Budget year-to-date and \$6.5 million lower for the month primarily due to vacancies, lower healthcare premiums and lower employee claims payments.

• **Non-Labor Expenses**

Total non-labor expenses were \$25.0 million lower than Budget year-to-date and \$7.0 million lower for the month.

- **Electric Power** – \$3.6 million lower year-to-date and \$1.0 million lower for the month vs. Budget due to lower traction power prices and consumption.
- **Fuel** – \$0.7 million lower for the year vs. Budget due to lower diesel fuel consumption for the revenue vehicle fleet. For the month, expenditures were \$0.2 million higher than Budget.
- **Maintenance & Other Operating Contracts** – year-to-date expenditures were \$7.2 million lower than Budget year-to-date and \$1.3 million lower for the month primarily due to timing differences in payments for the Port Jervis Line Reconstruction project, ferry services and Genesis locomotive overhaul costs, as well as lower costs for Harlem River Lift Bridge repairs and building utilities.
- **Professional Services** – \$0.6 million over budget primarily due to earlier than anticipated payments for the West Haven Station capital project. For the month, expenses were \$0.4 million lower than Budget.
- **Materials & Supplies** – year-to-date expenses were \$13.4 million below the Budget and \$4.0 million lower for the month due to timing differences in reimbursable capital project activity (\$8.3 million - primarily due to Danbury Branch Signal System material paid in late 2011), lower usage of rolling stock parts & supplies due to the mild winter weather, and favorable inventory valuation adjustments.
- **Other Business Expenses** – \$0.3 million lower than Budget through March primarily due to higher Amtrak recoveries and the reclassification of employee benefit allowances (for tools, meals, and uniforms) to the Other Fringe category. For the month, expenses were \$0.3 million lower vs. budget.
- **Depreciation and Other Non Cash Liability Adjustments** – year-to-date and current month costs were based on budget estimates.

**CASH DEFICIT**

Cash Deficit through March was \$65.3 million below the Budget primarily due to timing differences in non-reimbursable non-payroll expenditures and higher reimbursements for capital projects.

**MTA METRO-NORTH RAILROAD**  
**FEBRUARY FINANCIAL PLAN - 2012 ADOPTED BUDGET**  
**ACCURAL STATEMENT OF OPERATIONS by CATEGORY**  
**March 2012**  
(\$ in millions)

**SCHEDULE I - A**

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$47.519	\$48.347	\$0.828	1.7	\$0.000	\$0.000	\$0.000	-	\$47.519	\$48.347	\$0.828	1.7
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	2.813	3.724	0.912	32.4	0.000	0.000	0.000	-	2.813	3.724	0.912	32.4
<i>Capital &amp; Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	9.794	5.476	(4.318)	(44.1)	9.794	5.476	(4.318)	(44.1)
CDOT	0.000	0.000	0.000	-	7.549	6.163	(1.386)	(18.4)	7.549	6.163	(1.386)	(18.4)
Other	0.000	0.000	0.000	-	0.999	1.747	0.748	74.9	0.999	1.747	0.748	74.9
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	18.342	13.386	(4.955)	(27.0)	18.342	13.386	(4.955)	(27.0)
<b>Total Revenue/Receipts</b>	<b>\$50.332</b>	<b>\$52.071</b>	<b>\$1.739</b>	<b>3.5</b>	<b>\$18.342</b>	<b>\$13.386</b>	<b>(\$4.955)</b>	<b>(27.0)</b>	<b>\$68.673</b>	<b>\$65.457</b>	<b>(\$3.216)</b>	<b>(4.7)</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$34.437	\$32.349	\$2.089	6.1	\$3.846	\$3.263	\$0.584	15.2	\$38.284	\$35.611	\$2.672	7.0
Overtime	4.331	3.663	0.668	15.4	1.344	1.391	(0.047)	(3.5)	5.675	5.054	0.621	10.9
Health and Welfare	7.765	6.313	1.452	18.7	1.095	0.948	0.147	13.4	8.860	7.261	1.599	18.0
OPEB Current Payment	1.333	1.537	(0.204)	(15.3)	0.000	0.000	0.000	-	1.333	1.537	(0.204)	(15.3)
Pensions	5.598	5.310	0.287	5.1	0.759	0.547	0.212	27.9	6.356	5.857	0.499	7.9
Other Fringe Benefits	7.995	6.673	1.321	16.5	0.872	0.883	(0.011)	(1.2)	8.867	7.556	1.311	14.8
Reimbursable Overhead	(3.141)	(3.003)	(0.138)	(4.4)	3.149	2.978	0.171	5.4	0.008	(0.025)	0.033	*
<b>Total Labor</b>	<b>\$58.318</b>	<b>\$52.842</b>	<b>\$5.476</b>	<b>9.4</b>	<b>\$11.065</b>	<b>\$10.010</b>	<b>\$1.055</b>	<b>9.5</b>	<b>\$69.383</b>	<b>\$62.852</b>	<b>\$6.531</b>	<b>9.4</b>
<i>Non-Labor:</i>												
Electric Power	\$7.496	\$6.492	\$1.004	13.4	\$0.000	\$0.030	(\$0.030)	-	\$7.496	\$6.522	\$0.974	13.0
Fuel	\$2.635	\$2.868	(\$0.233)	(8.8)	\$0.000	\$0.000	\$0.000	-	\$2.635	\$2.868	(\$0.233)	(8.8)
Insurance	0.886	0.882	0.005	0.5	0.427	0.349	0.078	18.2	1.313	1.231	0.082	6.3
Claims	0.054	(0.093)	0.148	*	0.000	0.000	0.000	-	0.054	(0.093)	0.148	*
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	8.351	8.101	0.251	3.0	2.395	1.312	1.083	45.2	10.747	9.413	1.333	12.4
Professional Service Contracts	2.224	2.137	0.087	3.9	1.235	0.878	0.358	29.0	3.459	3.014	0.444	12.8
Materials & Supplies	6.224	4.628	1.596	25.6	3.113	0.756	2.358	75.7	9.337	5.384	3.953	42.3
Other Business Expenses	2.119	1.880	0.239	11.3	0.106	0.052	0.054	51.3	2.225	1.932	0.293	13.2
<b>Total Non-Labor</b>	<b>\$29.990</b>	<b>\$26.895</b>	<b>\$3.095</b>	<b>10.3</b>	<b>\$7.277</b>	<b>\$3.377</b>	<b>\$3.900</b>	<b>53.6</b>	<b>\$37.266</b>	<b>\$30.271</b>	<b>\$6.995</b>	<b>18.8</b>
<i>Other Adjustments:</i>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$88.308</b>	<b>\$79.737</b>	<b>\$8.570</b>	<b>9.7</b>	<b>\$18.342</b>	<b>\$13.386</b>	<b>\$4.955</b>	<b>27.0</b>	<b>\$106.649</b>	<b>\$93.124</b>	<b>\$13.526</b>	<b>12.7</b>
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	1.681	0.314	1.366	81.3	0.000	0.000	0.000	-	1.681	0.314	1.366	81.3
<b>Total Expenses</b>	<b>\$113.751</b>	<b>\$103.814</b>	<b>\$9.937</b>	<b>8.7</b>	<b>\$18.342</b>	<b>\$13.386</b>	<b>\$4.955</b>	<b>27.0</b>	<b>\$132.093</b>	<b>\$117.201</b>	<b>\$14.892</b>	<b>11.3</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$63.419)</b>	<b>(\$51.743)</b>	<b>\$11.676</b>	<b>18.4</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$63.419)</b>	<b>(\$51.743)</b>	<b>\$11.676</b>	<b>18.4</b>
<i>Cash Conversion Adjustments:</i>												
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	(0.787)	(0.922)	(0.135)	(17.2)	0.000	0.000	0.000	-	(0.787)	(0.922)	(0.135)	(17.2)
Other Cash Adjustments	17.308	51.176	33.868	*	0.000	0.000	0.000	-	17.308	51.176	33.868	*
<b>Total Cash Conversion Adjustments</b>	<b>\$35.284</b>	<b>\$69.017</b>	<b>\$33.733</b>	<b>95.6</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$35.284</b>	<b>\$69.017</b>	<b>\$33.733</b>	<b>95.6</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$28.135)</b>	<b>\$17.274</b>	<b>\$45.409</b>	<b>*</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$28.135)</b>	<b>\$17.274</b>	<b>\$45.409</b>	<b>*</b>

— 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**  
**March Year-To-Date**  
(\$ in millions)

SCHEDULE I - B

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$135.758	\$140.153	\$4.394	3.2	\$0.000	\$0.000	\$0.000	-	\$135.758	\$140.153	\$4.394	3.2
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	10.374	12.320	1.946	18.8	0.000	0.000	0.000	-	10.374	12.320	1.946	18.8
<i>Capital &amp; Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	28.733	17.665	(11.069)	(38.5)	28.733	17.665	(11.069)	(38.5)
CDOT	0.000	0.000	0.000	-	19.657	16.523	(3.134)	(15.9)	19.657	16.523	(3.134)	(15.9)
Other	0.000	0.000	0.000	-	2.956	3.209	0.253	8.5	2.956	3.209	0.253	8.5
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	51.346	37.396	(13.950)	(27.2)	51.346	37.396	(13.950)	(27.2)
<b>Total Revenue/Receipts</b>	<b>\$146.132</b>	<b>\$152.473</b>	<b>\$6.340</b>	<b>4.3</b>	<b>\$51.346</b>	<b>\$37.396</b>	<b>(\$13.950)</b>	<b>(27.2)</b>	<b>\$197.479</b>	<b>\$189.869</b>	<b>(\$7.610)</b>	<b>(3.9)</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$101.859	\$98.567	\$3.291	3.2	\$10.689	\$9.663	\$1.025	9.6	\$112.548	\$108.231	\$4.317	3.8
Overtime	13.821	12.234	1.586	11.5	3.544	3.852	(0.308)	(8.7)	17.365	16.086	1.278	7.4
Health and Welfare	23.138	19.578	3.560	15.4	2.976	2.741	0.235	7.9	26.113	22.319	3.795	14.5
OPEB Current Payment	4.000	4.550	(0.550)	(13.7)	0.000	0.000	0.000	-	4.000	4.550	(0.550)	(13.7)
Pensions	16.653	16.264	0.389	2.3	2.103	1.559	0.545	25.9	18.757	17.823	0.934	5.0
Other Fringe Benefits	23.910	21.309	2.602	10.9	2.391	2.613	(0.223)	(9.3)	26.301	23.922	2.379	9.0
Reimbursable Overhead	(8.418)	(7.811)	(0.608)	(7.2)	8.430	7.872	0.558	6.6	0.012	0.061	(0.049)	-
<b>Total Labor</b>	<b>\$174.962</b>	<b>\$164.691</b>	<b>\$10.271</b>	<b>5.9</b>	<b>\$30.133</b>	<b>\$28.300</b>	<b>\$1.832</b>	<b>6.1</b>	<b>\$205.095</b>	<b>\$192.991</b>	<b>\$12.104</b>	<b>5.9</b>
<i>Non-Labor:</i>												
Electric Power	\$22.490	\$18.773	\$3.717	16.5	\$0.000	\$0.092	(\$0.092)	-	\$22.490	\$18.865	\$3.626	16.1
Fuel	\$8.073	\$7.350	\$0.723	9.0	\$0.000	\$0.000	\$0.000	-	\$8.073	\$7.350	\$0.723	9.0
Insurance	2.630	2.642	(0.012)	(0.5)	1.111	0.978	0.133	11.9	3.741	3.621	0.120	3.2
Claims	0.161	(0.063)	0.223	*	0.000	0.000	0.000	-	0.161	(0.063)	0.223	*
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	24.617	21.521	3.096	12.6	6.705	2.632	4.073	60.7	31.321	24.153	7.168	22.9
Professional Service Contracts	5.889	5.726	0.164	2.8	1.522	2.298	(0.776)	(51.0)	7.412	8.024	(0.612)	(8.3)
Materials & Supplies	19.385	14.766	4.619	23.8	11.664	2.839	8.825	75.7	31.049	17.605	13.444	43.3
Other Business Expenses	6.507	6.176	0.331	5.1	0.212	0.257	(0.045)	(21.4)	6.719	6.433	0.286	4.3
<b>Total Non-Labor</b>	<b>\$89.753</b>	<b>\$76.892</b>	<b>\$12.861</b>	<b>14.3</b>	<b>\$21.213</b>	<b>\$9.096</b>	<b>\$12.118</b>	<b>57.1</b>	<b>\$110.966</b>	<b>\$85.987</b>	<b>\$24.979</b>	<b>22.5</b>
<i>Other Adjustments</i>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$264.715</b>	<b>\$241.583</b>	<b>\$23.132</b>	<b>8.7</b>	<b>\$51.346</b>	<b>\$37.396</b>	<b>\$13.950</b>	<b>27.2</b>	<b>\$316.061</b>	<b>\$278.979</b>	<b>\$37.082</b>	<b>11.7</b>
Depreciation	56.289	56.289	0.000	0.0	0.000	0.000	0.000	-	56.289	56.289	0.000	0.0
OPEB Obligation	14.999	14.999	0.000	0.0	0.000	0.000	0.000	-	14.999	14.999	0.000	0.0
Environmental Remediation	1.681	0.314	1.366	81.3	0.000	0.000	0.000	-	1.681	0.314	1.366	81.3
<b>Total Expenses</b>	<b>\$337.684</b>	<b>\$313.185</b>	<b>\$24.499</b>	<b>7.3</b>	<b>\$51.346</b>	<b>\$37.396</b>	<b>\$13.950</b>	<b>27.2</b>	<b>\$389.030</b>	<b>\$350.581</b>	<b>\$38.448</b>	<b>9.9</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$191.551)</b>	<b>(\$160.712)</b>	<b>\$30.839</b>	<b>16.1</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$191.551)</b>	<b>(\$160.712)</b>	<b>\$30.839</b>	<b>16.1</b>
<i>Cash Conversion Adjustments:</i>												
Depreciation	56.289	56.289	0.000	0.0	0.000	0.000	0.000	-	56.289	56.289	0.000	0.0
Operating/Capital	(1.455)	(2.239)	(0.784)	(53.9)	0.000	0.000	0.000	-	(1.455)	(2.239)	(0.784)	(53.9)
Other Cash Adjustments	45.452	80.707	35.255	77.6	0.000	0.000	0.000	-	45.452	80.707	35.255	77.6
<b>Total Cash Conversion Adjustments</b>	<b>\$100.286</b>	<b>\$134.757</b>	<b>\$34.471</b>	<b>34.4</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$100.286</b>	<b>\$134.757</b>	<b>\$34.471</b>	<b>34.4</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$91.265)</b>	<b>(\$25.955)</b>	<b>\$65.310</b>	<b>71.6</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$91.265)</b>	<b>(\$25.955)</b>	<b>\$65.310</b>	<b>71.6</b>

- 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**  
**MARCH, 2012**  
**(\$ in millions)**

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Budget			Year to Date vs. Budget		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
OTHER OPERATING REVENUE	Non-Reimb	\$0.912	32.4%	Reflects higher GCT net retail revenue and timing differences in the start of the GCT Trainshed project (funded by GCT revenues).	\$1.946	18.8%	Reflects higher GCT net retail revenue, timing differences in the start of the GCT Trainshed project (funded by GCT revenues) and higher commissary sales.
CAPITAL AND OTHER REIMBURSEMENTS	Reimb	(\$4.955)	(27.0%)	Lower reimbursements reflect scheduling changes in capital project expenditures.	(\$13.950)	(27.2%)	Lower reimbursements reflect scheduling changes in capital project expenditures.
PAYROLL	Non-Reimb	\$2.089	6.1%	Primarily due to vacancies.	\$3.291	3.2%	Primarily due to vacancies.
	Reimb	\$0.584	15.2%	Reflects lower than projected activity on the following projects: Cyclical Track Program, Port Jervis Reconstruction Phase II, Capital Administration, NHL Stations Phase II and the GCT Fire Life Safety.	\$1.025	9.6%	Reflects lower than projected activity on the Cyclical Track Program and the Port Jervis Reconstruction Phase II.
OVERTIME	Non-Reimb	\$0.668	15.4%	Lower overtime requirements, primarily due to favorable weather conditions, reduced the need for right-of-way and unscheduled car fleet maintenance on the older New Haven Line car fleet (M-2s, M-4s, and M-6s).	\$1.586	11.5%	Lower overtime requirements, primarily due to favorable weather conditions, reduced the need for right-of-way and unscheduled car fleet maintenance on the older New Haven Line car fleet (M-2s, M-4s, and M-6s).
	Reimb				(\$0.308)	(8.7%)	Reflects higher than projected activity on the ESA - GCT Civil/Structural Mods, partially offset by the NHL Stations Phase II.
HEALTH AND WELFARE	Non-Reimb	\$1.452	18.7%	Primarily lower than projected labor and rates.	\$3.560	15.4%	Primarily lower than projected labor and rates.
	Reimb	\$0.147	13.4%	Reflects lower project activity and rates.	\$0.235	7.9%	Reflects lower project activity and rates.
OPEB CURRENT PAYMENT	Non-Reimb	(\$0.204)	(15.3%)	Reflects additional retirees.	(\$0.550)	(13.7%)	Reflects additional retirees.
PENSIONS	Non-Reimb	\$0.287	5.1%	Primarily lower labor.			
	Reimb	\$0.212	27.9%	Reflects lower project activity.	\$0.545	25.9%	Reflects lower project activity.
OTHER FRINGE BENEFITS	Non-Reimb	\$1.321	16.5%	Reflects lower employee claims payments (\$0.9 million) and lower labor costs, partially offset by the charging of payments for employee allowances (for safety shoes, tools, meals and uniforms) that were originally budgeted in Other Business Expenses category (\$0.1 million).	\$2.602	10.9%	Reflects lower employee claims payments (\$2.6 million) and lower labor costs, partially offset by the charging of payments for employee allowances (for safety shoes, tools, meals and uniforms) that were originally budgeted in Other Business Expenses category (\$0.8 million).
	Reimb				(\$0.223)	(9.3%)	Reflects higher project activity.

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

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Budget			Year to Date vs. Budget		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
REIMBURSABLE OVERHEAD	Non-Reimb				(\$0.608)	(7.2%)	Reflects lower capital project activity for Cyclical Track Program 2012, Miscellaneous I&C H&H and Pt. Jervis Reconstruction Phase 2, partially offset by higher activity for East Side Access - GCT Civil/Structural Mods.
	Reimb	\$0.171	5.4%	Reflects lower project activity.	\$0.558	6.6%	Reflects lower project activity.
ELECTRIC POWER	Non-Reimb	\$1.004	13.4%	Primarily due to lower than budgeted prices and usage on all lines.	\$3.717	16.5%	Primarily due to lower than budgeted prices and usage on all lines for traction power.
	Reimb	(\$0.030)	NB	Reflects higher project activity.	(\$0.092)	NB	Reflects higher project activity.
FUEL	Non-Reimb	(\$0.233)	(8.8%)	Primarily due to lower revenue vehicle fuel usage on all lines, partially offset by higher prices for revenue vehicle fuel on the NH line and higher gasoline prices than anticipated.	\$0.723	9.0%	Primarily due to lower revenue vehicle fuel usage on all lines, partially offset by higher prices for revenue vehicle fuel on the NH line and higher gasoline prices than anticipated.
INSURANCE	Reimb	\$0.078	18.2%	Reflects lower project activity.	\$0.133	11.9%	Reflects lower project activity.
CLAIMS	Non-Reimb	\$0.148	(*)	Primarily due to credit for refund of claims handling fee (overpayment).	\$0.223	(*)	Primarily due to credit in Mar for refund of claims handling fee (overpayment).
MAINTENANCE AND OTHER OPERATING CONTRACTS	Non-Reimb				\$3.096	12.6%	Lower than projected expenditures reflect timing differences for Genesis Locomotive Overhaul, lower cost for Harlem River Bridge repairs, utilities, and bus and transfer services, partially offset by higher MTA Police Services and ferry service fees.
	Reimb	\$1.083	45.2%	Reflects lower activity on the Pt Jervis Reconstruction Phase 2, Danbury Branch Signal System and the New West Haven Station.	\$4.073	60.7%	Reflects lower activity on the Pt Jervis Reconstruction Phase 2, Haverstraw - Ossining and Newburgh - Beacon Ferry Operations, New West Haven Station and the PT Jervis Reconstruction Phase 1.
PROFESSIONAL SERVICE CONTRACTS	Reimb	\$0.358	29.0%	Reflects lower activity on the NHL EMU Fleet Replacement - M8, partially offset by the New West Haven Station project.	(\$0.776)	(51.0%)	Reflects higher activity on the New West Haven Station project.

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

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Budget			Year to Date vs. Budget		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
MATERIAL AND SUPPLIES	Non-Reimb	\$1.596	25.6%	Primarily reflects lower rolling stock parts & supplies due to mild winter weather, improved fleet performance, and favorable inventory valuation adjustments, partially offset by higher oil & lubricants costs and obsolete material reserves.	\$4.619	23.8%	Primarily reflects favorable timing differences for rolling stock parts & supplies due to mild winter weather and improved fleet performance, favorable inventory valuation adjustments, and higher expenditures on radio equipment and electrical supplies. Partially offsetting these decreases are higher payments for switch and signal equipment.
	Reimb	\$2.358	75.7%	Reflects lower activity on the Danbury Branch Signal System and the Public Safety Radio project.	\$8.825	75.7%	Reflects lower activity on the Danbury Branch Signal System, NH Rail Yard - Component Change Out Shop, Repl. 3rd Rail Sec. Switches and the Replace Fiber / C&S Cables.
OTHER BUSINESS EXPENSES	Non-Reimb	\$0.239	11.3%	Favorable variance reflects higher Amtrak recoveries and lower print & stationary supplies costs, credit card fees, bad debt provision, and the reclassification of employee allowances (for safety shoes, tools, meals and uniforms) to the Other Fringe category. Partially offsetting these decreases are higher West of Hudson subsidy payments to NJT due to lower passenger revenues.	\$0.331	5.1%	Favorable variance reflects higher Amtrak recoveries and lower print & stationary supplies costs, credit card fees, bad debt provision, and the reclassification of employee allowances (for safety shoes, tools, meals and uniforms) to the Other Fringe category. Partially offsetting these decreases are higher West of Hudson subsidy payments to NJT due to lower passenger revenues.
	Reimb	\$0.054	51.3%	Reflects lower activity on the Positive Train Control project.	(\$0.045)	(21.4%)	Reflects higher activity on the Signal System Replacement project, Tarrytown Station Improvements and the NH Rail Yard - Component Change Out Shop.
ENVIRONMENTAL REMEDIATION	Non-Reimb	\$1.366	81.3%	Primarily due to fewer projects requiring remediation. Many large projects are winding down, new projects are generally smaller in scope and require less remediation.	\$1.366	81.3%	Primarily due to fewer projects requiring remediation. Many large projects are winding down, new projects are generally smaller in scope and require less remediation.
OPERATING CAPITAL	Non-Reimb	(\$0.135)	(17.2%)	Reflects earlier than budget payments for the Wrecking Crane, and payments for carryover costs for several prior year projects (accrued in 2011), partially offset by lower than projected activity on the GCT Escalators Replacement, Harmon Material Distribution Center Roof Replacement, and Shop Equipment Replacement Plan projects.	(\$0.784)	(53.9%)	Reflects higher activity on the Replacement of CW 102 Wrecking Crane, Paving Mott Haven Yard, and Steel Track Dozer projects, the capitalization of MoTW equipment purchases and higher than anticipated payment of prior year project costs (accrued in 2011). These increases were partially offset by lower than projected activity on the Crew Management System (CMS) HR2095, GCT Escalators Replacement and Microsoft Office Upgrade - Software Training projects.

\* Variance exceeds 100%.



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

SCHEDULE III

	March 2012				Year-to-Date			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
Farebox Receipts	\$48.140	\$49.373	\$1.233	2.6	\$137.595	\$142.908	\$5.313	3.9
Toll Receipts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Receipts	5.001	4.972	(0.029)	(0.6)	16.632	19.309	2.677	16.1
<i>Capital &amp; Other Reimbursements:</i>								
MTA	26.701	22.886	(3.815)	(14.3)	47.383	45.289	(2.094)	(4.4)
CDOT	7.421	29.312	21.891	*	19.654	35.322	15.668	79.7
Other	0.445	1.989	1.544	*	2.408	4.794	2.386	99.1
Total Capital and Other Reimbursements	34.567	54.187	19.620	56.8	69.445	85.405	15.960	23.0
<b>Total Receipts</b>	<b>\$87.708</b>	<b>\$108.532</b>	<b>\$20.824</b>	<b>23.7</b>	<b>\$223.672</b>	<b>\$247.622</b>	<b>\$23.950</b>	<b>10.7</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	\$43.885	\$39.812	\$4.073	9.3	\$114.991	\$108.789	\$6.202	5.4
Overtime	6.875	6.065	0.810	11.8	18.455	16.642	1.813	9.8
Health and Welfare	9.127	2.285	6.842	75.0	27.130	24.065	3.065	11.3
OPEB Current Payment	1.333	0.267	1.066	80.0	4.000	4.550	(0.550)	(13.8)
Pensions	0.000	2.007	(2.007)	-	0.000	2.481	(2.481)	-
Other Fringe Benefits	10.498	9.178	1.320	12.6	29.100	25.594	3.506	12.0
GASB Account	0.729	0.729	0.000	0.0	2.187	2.187	0.000	0.0
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Labor</b>	<b>\$72.447</b>	<b>\$60.343</b>	<b>\$12.104</b>	<b>16.7</b>	<b>\$195.863</b>	<b>\$184.308</b>	<b>\$11.555</b>	<b>5.9</b>
<i>Non-Labor:</i>								
Electric Power	\$7.683	\$7.262	\$0.421	5.5	\$22.951	\$15.969	\$6.982	30.4
Fuel	\$2.635	\$1.657	0.978	37.1	\$8.073	\$5.000	\$3.073	38.1
Insurance	2.086	2.233	(0.147)	(7.0)	3.508	4.206	(0.698)	(19.9)
Claims	0.054	0.087	(0.033)	(61.1)	0.160	0.160	0.000	0.0
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	12.813	8.891	3.922	30.6	31.771	27.228	4.543	14.3
Professional Service Contracts	3.944	1.841	2.103	53.3	7.562	7.072	0.490	6.5
Materials & Supplies	9.984	4.812	5.172	51.8	32.901	19.441	13.460	40.9
Other Business Expenditures	4.197	4.132	0.065	1.5	12.148	10.193	1.955	16.1
<b>Total Non-Labor</b>	<b>\$43.396</b>	<b>\$30.915</b>	<b>\$12.481</b>	<b>28.8</b>	<b>\$119.074</b>	<b>\$89.269</b>	<b>\$29.805</b>	<b>25.0</b>
<i>Other Adjustments:</i>								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Post Employment Benefits	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenditures</b>	<b>\$115.843</b>	<b>\$91.258</b>	<b>\$24.585</b>	<b>21.2</b>	<b>\$314.937</b>	<b>\$273.577</b>	<b>\$41.360</b>	<b>13.1</b>
<b>Net Cash Deficit ( excludes Opening Cash Balance)</b>	<b>(\$28.135)</b>	<b>\$17.274</b>	<b>\$45.409</b>	<b>*</b>	<b>(\$91.265)</b>	<b>(\$25.955)</b>	<b>\$65.310</b>	<b>71.6</b>
<b>Subsidies</b>								
MTA	18.420	0.000	(18.420)	(100.0)	60.802	34.860	(25.942)	(42.7)
CDOT	9.715	14.730	5.015	51.6	30.463	31.450	0.987	3.2
<b>Total Subsidies</b>	<b>\$28.135</b>	<b>\$14.730</b>	<b>(\$13.405)</b>	<b>(47.6)</b>	<b>\$91.265</b>	<b>\$66.310</b>	<b>(\$24.955)</b>	<b>(27.3)</b>
<b>Cash Timing and Availability Adjustment</b>	<b>\$0.000</b>	<b>(\$6.859)</b>	<b>(\$6.859)</b>	<b>-</b>	<b>\$0.000</b>	<b>(5.785)</b>	<b>(\$5.785)</b>	<b>-</b>

-- 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**  
**CASH RECEIPTS AND EXPENDITURES**  
**EXPLANATION OF VARIANCE BETWEEN BUDGET AND ACTUAL RESULTS**  
(\$ In millions)

Generic Receipt or Expense Category	March, 2012			Year-To-Date as of March 31, 2012		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
FARE REVENUE				5.313	3.9%	Higher than projected commutation and non-commutation ridership, as well timing in receipts.
OTHER REVENUE				2.677	16.1%	Higher net GCT revenues due to payment timing of GCT retail expenses, and slightly higher Amtrak reimbursements for the period.
CAPITAL AND OTHER REIMBURSEMENTS:						
MTA	(3.815)	(14.3%)	Lower activity, partially offset by higher cash receipts due to timing.	(2.094)	(4.4%)	Lower project activity, partially offset by receipt timing differences.
CDOT	21.891	*	Receipt timing differences.	15.668	79.7%	Receipt timing differences, partially offset by lower project activity.
OTHER	1.544	*	Primarily due to higher project activity	2.386	99.1%	Primarily higher project activity.
PAYROLL	4.073	9.3%	Higher vacancies than assumed in the budget, as well as lower capital project activity.	6.202	5.4%	Higher vacancies than assumed in the budget, as well as lower capital project activity.
OVERTIME	0.810	11.8%	Lower overtime requirements, primarily due to favorable weather conditions, reduced the need for right-of-way and unscheduled car fleet maintenance on the older New Haven Line car fleet.	1.813	9.8%	Lower overtime requirements, primarily due to favorable weather conditions, reduced the need for right-of-way and unscheduled car fleet maintenance on the older New Haven Line car fleet, partially offset by higher capital project activity.
HEALTH & WELFARE	6.842	75.0%	Payment timing differences for NYSHIP/Empire Plan and MetLife dental/vision.	3.065	11.3%	Timing for NYSHIP/Empire Plan payments.
OPEB CURRENT PAYMENT	1.066	80.0%	Timing for payment of retiree health benefits.	(0.550)	(13.8%)	Timing for payment of retiree health benefits.
PENSIONS	(2.007)	*	Timing of payment to the Defined Benefit Pension Plan and employer 401k contribution.	(2.481)	*	Timing of payment to the Defined Benefit Pension Plan and employer 401k contribution.
OTHER FRINGE BENEFITS	1.320	12.6%	Lower railroad retirement tax payments as a result of lower payroll costs and employee claims payments.	3.506	12.0%	Lower railroad retirement tax payments as a result of lower payroll costs and employee claims payments.
ELECTRIC POWER	0.421	5.5%	Reflects lower price and usage, partially offset by payment timing difference for NHL power.	6.982	30.4%	Timing difference in payments for Harlem/Hudson power, as well as lower price and usage.

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

Generic Receipt or Expense Category	March, 2012			Year-To-Date as of March 31, 2012		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
FUEL	0.978	37.1%	Primarily due to payment timing difference for NHL Revenue Vehicle Fuel as well as lower consumption on all lines, partially offset by higher prices.	3.073	38.1%	Lower consumption of Revenue Vehicle Fuel on all lines, a timing differences in payment for NHL vehicle fuel, as well as lower consumption of heating oil as a result of milder than normal weather.
INSURANCE	(0.147)	(7.0%)	Net timing difference in payments for force account, station liability, automobile, and excess liability insurance premiums.	(0.698)	(19.9%)	Timing difference in payment for property and excess liability insurance, partially offset by lower payments for force account and automobile premiums.
CLAIMS	(0.033)	(61.1%)	Nothing material to report.			
MAINTENANCE & OTHER OPERATING CONTRACTS	3.922	30.6%	Payment timing differences for various capital related expenses (Port Jervis Reconstruction, Danbury Branch signal), as well as lower payments in the month for real estate management services, bus & transfer, snow removal, and other maintenance and repairs and contract services, partially offset by higher payments in the month for steam utility expenses, ferry service, and fare equipment maintenance costs.	4.543	14.3%	Payment timing differences for various capital related expenses (Port Jervis Reconstruction, ferry operations), as well as vehicle maintenance and repairs, facility maintenance, real estate management services, bus & transfer service, and other miscellaneous contract services, partially offset by higher payments in the period for real estate rentals, and environmental services.
PROFESSIONAL SERVICE CONTRACTS	2.103	53.3%	Payment timing difference for capital engineering services (M-8 specification) as well as other engineering services, and New Haven Line BSC costs.	0.490	6.5%	Payment timing difference New Haven Line BSC charges, legal fees, and advertising/marketing costs, partially offset by higher IT service fees, and other miscellaneous payments.
MATERIALS & SUPPLIES	5.172	51.8%	Timing in purchasing material for Connecticut capital projects, (primarily Danbury Signal System), and lower other material purchases (truck/suspension, power and propulsion, brake, tools, carbody).	13.460	40.9%	Delay in purchasing material for MTA and Connecticut capital projects, (Danbury Signal System, New Haven Component Change-out Shop, 3rd rail switches), as well as truck/suspension, propulsion, brake material, and other various material purchases.
OTHER BUSINESS EXPENSES				1.955	16.1%	Payment timing differences for New Jersey Transit subsidy, MTA mobility tax payments, lower capital project related expenses, and other miscellaneous expenses.
MTA SUBSIDY RECEIPTS	(18.420)	(100.0%)	Lower subsidy draw due to lower net cash deficit and higher CDOT subsidy payments, partially offset by an unfavorable change in available bank balance.	(25.942)	(42.7%)	Lower subsidy draw due to lower net cash deficit and higher CDOT subsidy payments, partially offset by an unfavorable change in available bank balance.
CDOT SUBSIDY RECEIPTS	5.015	51.6%	Higher due to payment timing differences (two months received).	0.987	3.2%	Payment timing difference.
TOTAL SUBSIDY RECEIPTS	(13.405)	(47.6%)		(24.955)	(27.3%)	

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

	March 2012				Year-to-Date			
			Favorable (Unfavorable)				Favorable (Unfavorable)	
	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$0.621	\$1.026	\$0.405	65.3	\$1.837	\$2.755	\$0.919	50.0
Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	2.188	1.248	(0.941)	(43.0)	6.258	6.989	0.731	11.7
Capital & Other Reimbursements:		0.000			0.000	0.000		
MTA	16.907	17.410	0.503	3.0	18.650	27.624	8.975	48.1
CDOT	(0.128)	23.149	23.277	*	(0.003)	18.799	18.802	*
Other	(0.554)	0.242	0.796	*	(0.548)	1.585	2.133	*
Total Capital and Other Reimbursements	16.225	40.801	24.575	*	18.099	48.009	29.910	*
<b>Total Revenue/Receipts</b>	<b>\$19.035</b>	<b>\$43.075</b>	<b>\$24.040</b>	<b>*</b>	<b>\$26.193</b>	<b>\$57.753</b>	<b>\$31.560</b>	<b>*</b>
<b>Expenditures</b>								
<b>Labor:</b>								
Payroll	(\$5.601)	(\$4.201)	\$1.401	25.0	(\$2.443)	(\$0.558)	\$1.885	77.2
Overtime	(1.200)	(1.011)	0.189	15.7	(1.090)	(0.556)	0.535	49.0
Health and Welfare	(0.266)	4.976	5.243	*	(1.017)	(1.746)	(0.730)	(71.8)
OPEB Current Payment	0.000	1.270	0.000		0.000	(0.000)	(0.000)	-
Pensions	6.356	3.850	(2.506)	(39.4)	18.757	15.342	(3.415)	(18.2)
Other Fringe Benefits	(1.631)	(1.622)	0.009	0.6	(2.799)	(1.672)	1.127	40.3
GASB Account	(0.729)	(0.729)	0.000	0.0	(2.187)	(2.187)	0.000	0.0
Reimbursable Overhead	0.008	(0.025)	(0.033)	*	0.012	0.061	0.049	*
<b>Total Labor</b>	<b>(\$3.064)</b>	<b>\$2.509</b>	<b>\$5.573</b>	<b>*</b>	<b>\$9.232</b>	<b>\$8.683</b>	<b>(\$0.549)</b>	<b>(5.9)</b>
<b>Non-Labor:</b>								
Electric Power	(\$0.187)	(\$0.740)	(\$0.553)	*	(\$0.461)	\$2.896	\$3.356	*
Fuel	(\$0.000)	\$1.211	\$1.211	*	\$0.000	\$2.350	\$2.350	*
Insurance	(0.773)	(1.002)	(0.229)	(29.6)	0.233	(0.585)	(0.818)	*
Claims	0.000	(0.180)	(0.181)	*	0.001	(0.223)	(0.223)	*
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	(2.066)	0.522	2.589	*	(0.450)	(3.075)	(2.625)	*
Professional Service Contracts	(0.485)	1.173	1.659	*	(0.150)	0.952	1.102	*
Materials & Supplies	(0.647)	0.572	1.219	*	(1.852)	(1.836)	0.016	0.9
Other Business Expenses	(1.972)	(2.200)	(0.228)	(11.6)	(5.429)	(3.760)	1.669	30.7
<b>Total Non-Labor</b>	<b>(\$6.130)</b>	<b>(\$0.644)</b>	<b>\$5.486</b>	<b>89.5</b>	<b>(\$8.108)</b>	<b>(\$3.282)</b>	<b>\$4.826</b>	<b>59.5</b>
<b>Other Adjustments:</b>								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenditures Adjustments before Non-Cash Liability Adj.</b>								
	<b>(\$9.194)</b>	<b>\$1.866</b>	<b>\$11.059</b>	<b>*</b>	<b>\$1.124</b>	<b>\$5.402</b>	<b>\$4.278</b>	<b>*</b>
Depreciation	18.763	18.763	0.000	0.0	56.289	56.289	0.000	0.0
OPEB Obligation	5.000	5.000	0.000	0.0	14.999	14.999	0.000	0.0
Environmental Remediation	1.681	0.314	(1.366)	(81.3)	1.681	0.314	(1.366)	81.3
<b>Total Expenditures Adjustments</b>	<b>\$16.250</b>	<b>\$25.943</b>	<b>\$9.693</b>	<b>59.6</b>	<b>\$74.093</b>	<b>\$77.004</b>	<b>\$2.912</b>	<b>3.9</b>
<b>Total Cash Conversion Adjustments</b>	<b>\$35.284</b>	<b>\$69.017</b>	<b>\$33.733</b>	<b>95.6</b>	<b>\$100.286</b>	<b>\$134.757</b>	<b>\$34.471</b>	<b>34.4</b>

-- 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**  
**Revised Overtime Decomposition Allocation**  
(\$ in millions)

**NON-REIMBURSABLE OVERTIME**

Scheduled Service<sup>1</sup>

Unscheduled Service

Programmatic/Routine Maintenance

Unscheduled Maintenance

Vacancy/Absentee Coverage<sup>2</sup>

Weather Emergencies

Safety/Security/Law Enforcement<sup>3</sup>

Other<sup>4</sup>

**Sub-Total**

**REIMBURSABLE OVERTIME**

**TOTAL NR & R OVERTIME**

Jan \$	Feb \$	Mar \$	Apr \$	May \$	June \$	July \$	Aug \$	Sept \$	Oct \$	Nov \$	Dec \$	Total \$
2.4	2.0	1.7	2.1	2.0	1.9	2.1	1.8	2.0	1.8	2.4	2.6	\$24.837
-	-	-	-	-	-	-	-	-	-	-	-	\$0.000
1.0	1.0	1.1	1.0	0.8	1.0	1.0	1.0	1.0	1.0	1.0	1.0	\$11.712
-	-	-	-	-	-	-	-	-	-	-	-	\$0.000
0.6	0.7	0.8	0.8	0.7	0.9	1.0	1.0	0.8	0.8	0.8	0.9	\$9.833
0.8	0.8	0.6	0.4	0.3	0.4	0.4	0.4	0.4	0.4	0.4	0.6	\$5.881
-	-	-	-	-	-	-	-	-	-	-	-	\$0.000
0.2	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.3	\$1.592
<b>\$4.957</b>	<b>\$4.533</b>	<b>\$4.331</b>	<b>\$4.308</b>	<b>\$3.947</b>	<b>\$4.288</b>	<b>\$4.605</b>	<b>\$4.317</b>	<b>\$4.372</b>	<b>\$3.988</b>	<b>\$4.827</b>	<b>\$5.383</b>	<b>\$53.855</b>
\$1.093	\$1.108	\$1.344	\$1.739	\$1.835	\$1.803	\$1.624	\$1.763	\$1.542	\$1.720	\$1.370	\$1.115	\$18.057
<b>\$6.050</b>	<b>\$5.641</b>	<b>\$5.675</b>	<b>\$6.047</b>	<b>\$5.782</b>	<b>\$6.091</b>	<b>\$6.229</b>	<b>\$6.080</b>	<b>\$5.914</b>	<b>\$5.708</b>	<b>\$6.197</b>	<b>\$6.498</b>	<b>\$71.912</b>

<sup>1</sup> Includes Service Delay and Tour Length related overtime.

<sup>2</sup> Excludes T&E crew coverage (included in Direct Service category)

<sup>3</sup> Not Applicable

<sup>4</sup> Reflects overtime for Customer Service and Material Management Depts as well as other administrative functions.

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**2011 Overtime Reporting**  
**Overtime Legend**

**REVISED OVERTIME DECOMPOSITION LEGEND DEFINITIONS**

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

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

	March						March Year-to-Date					
	Adopted Budget		Actuals		Var. - Fav./(Unfav)		Adopted Budget		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
<b>NON-REIMBURSABLE OVERTIME</b>												
<u>Scheduled Service</u> <sup>1</sup>	32,319	\$1.7	36,970	\$1.9	(4,651)	(\$0.2)	115,101	\$6.1	121,102	\$6.2	(6,001)	(\$0.1)
					-14.4%	-9.3%					-5.2%	-1.0%
<u>Unscheduled Service</u>	0	\$0.0	0	\$0.0	0	-	0	\$0.0	0	\$0.0	0	\$0.0
					-	-					-	-
<u>Programmatic/Routine Maintenance</u>	24,983	\$1.1	15,356	\$0.7	9,627	\$0.4	68,524	\$3.0	40,678	\$1.8	27,846	\$1.2
					38.5%	38.6%					40.6%	41.3%
<u>Unscheduled Maintenance</u>	0	\$0.0	0	\$0.0	0	-	0	\$0.0	0	\$0.0	0	\$0.0
					-	-					-	-
<u>Vacancy/Absentee Coverage</u> <sup>2</sup>	17,453	\$0.8	17,778	\$0.8	(325)	(0.0)	46,842	\$2.1	45,896	\$2.0	946	\$0.0
					-1.9%	-2.0%					2.0%	2.2%
<u>Weather Emergencies</u>	13,941	\$0.6	11,574	\$0.5	2,367	0.1	49,564	\$2.3	33,986	\$1.5	15,578	\$0.7
					17.0%	17.4%					31.4%	31.4%
<u>Safety/Security/Law Enforcement</u> <sup>3</sup>	0	\$0.0	0	\$0.0	0	-	0	\$0.0	0	\$0.0	0	\$0.0
					-	-					-	-
<u>Other</u> <sup>4</sup>	1,765	\$0.1	(5,385)	(\$0.2)	7,150	0.3	9,121	\$0.4	16,676	\$0.7	(7,554)	(\$0.3)
		0.7		0.3	*	*		2.6		2.3	-82.8%	-90.9%
Subtotal	90,462	\$4.3	76,293	\$3.7	14,169	\$0.7	289,152	\$13.8	258,338	\$12.2	30,814	\$1.6
					15.7%	15.4%					10.7%	11.5%
<b>REIMBURSABLE OVERTIME</b>	30,868	\$1.3	27,347	\$1.4	3,521	(0.0)	75,638	\$3.5	72,913	\$3.9	2,725	(0.3)
					11.4%	-3.5%					3.6%	-8.7%
<b>TOTAL OVERTIME</b>	121,330	\$5.7	103,640	\$5.1	17,690	\$0.6	364,790	\$17.4	331,251	\$16.1	33,539	\$1.3
					14.6%	10.9%					9.2%	7.4%

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

\* Exceeds 100%

<sup>1</sup> Includes Service Delay and Tour Length related overtime.

<sup>2</sup> Excludes T&E crew coverage (included in Direct Service category)

<sup>3</sup> Not Applicable

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

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

	March			March Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
<b>NON-REIMBURSABLE OVERTIME</b>						
<u>Scheduled Service</u> <sup>1</sup>	(4,651) -14.4%	(\$0.2) -9.3%		(6,001) -5.2%	(\$0.1) -1.0%	
<u>Unscheduled Service</u>	0 -	\$0.0 -		0 -	\$0.0 -	
<u>Programmatic/Routine Maintenance</u>	9,627 38.5%	\$0.4 38.6%	Better than anticipated rolling stock performance (fewer traction motor failures) due to mild winter resulted in lower overtime requirements for car fleet maintenance. Also, fewer right-of-way maintenance needs led to favorable results	27,846 40.6%	\$1.2 41.3%	Better than anticipated rolling stock performance (fewer traction motor failures) due to mild winter resulted in lower overtime requirements for car fleet maintenance. Also, fewer right-of-way maintenance needs led to favorable results
<u>Unscheduled Maintenance</u>	0 -	\$0.0 -		0 -	\$0.0 -	
<u>Vacancy/Absentee Coverage</u> <sup>2</sup>	(325) -1.9%	(\$0.0) -2.0%		946 2.0%	\$0.0 2.2%	
<u>Weather Emergencies</u>	2,367 17.0%	\$0.1 17.4%	Favorable results due to lower than anticipated winter events	15,578 31.4%	\$0.7 31.4%	Favorable results due to lower than anticipated winter events
<u>Safety/Security/Law Enforcement</u> <sup>3</sup>	0 -	\$0.0 -		0 -	\$0.0 -	
<u>Other</u> <sup>4</sup>	7,150 *	\$0.3 *	Reflects timing differences related to payroll and calendar cutoff dates.	(7,554) -82.8%	(\$0.3) -90.9%	Reflects timing differences related to payroll and calendar cutoff dates.
<b>Subtotal</b>	<b>14,169 15.7%</b>	<b>\$0.7 15.4%</b>		<b>30,814 10.7%</b>	<b>\$1.6 11.5%</b>	
<b>REIMBURSABLE OVERTIME</b>	<b>3,521 11.4%</b>	<b>(0.0) -3.5%</b>		<b>2,725 3.6%</b>	<b>(0.3) -8.7%</b>	Reflects higher activity for Power and C&S work required in the GCT Trainshed for the East Side Access project.
<b>TOTAL OVERTIME</b>	<b>17,690</b>	<b>\$0.6</b>		<b>33,539</b>	<b>\$1.3</b>	

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

\* Exceeds 100%

<sup>1</sup> Includes Service Delay and Tour Length related overtime.

<sup>2</sup> Excludes T&E crew coverage (included in Direct Service category)

<sup>3</sup> Not Applicable

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



**MTA METRO-NORTH RAILROAD**  
**2012 AUTHORIZED BUDGET VS. ACTUALS**  
**TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS (1)**  
**March 31, 2012**

<u>Department</u>	<u>2012 Authorized Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>
<b>Administration</b>			
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	24	0
Training	47	35	12
Employee Relations & Diversity	4	3	1
VP Planning	2	2	-
Operations Planning & Analysis	17	17	0
Capital Planning & Programming	13	11	2
Business Development, Facilities & Mktg (4)	21	21	-
Long Range Planning	8	8	-
VP Finance & Information Systems	2	1	1
Controller	78	80	(2)
Information Technology & Project Mgmt	97	91	6
Budget	18	16	2
Customer Service (2) (3)	45	46	(1)
Procurement & Material Mgmt (5)	41	38	3
<b>Total Administration</b>	<b>509</b>	<b>473</b>	<b>36</b>
<b>Operations</b>			
Operations Administration	55	49	6
Operations Services	1,747	1,684	63
Customer Service (2) (3)	236	226	10
Business Development, Facilities & Mktg (4)	38	38	-
Metro-North West	28	34	(6)
<b>Total Operations</b>	<b>2,104</b>	<b>2,031</b>	<b>73</b>
<b>Maintenance</b>			
GCT	375	360	15
Maintenance of Equipment	1,330	1,257	73
Maintenance of Way	1,749	1,556	193
Procurement & Material Mgmt (5)	120	118	2
<b>Total Maintenance</b>	<b>3,574</b>	<b>3,291</b>	<b>283</b>
<b>Engineering/Capital</b>			
Construction Management	37	36	1
Engineering & Design	60	55	5
<b>Total Engineering/Capital</b>	<b>97</b>	<b>91</b>	<b>6</b>
<b>Total Positions</b>	<b>6,284</b>	<b>5,886</b>	<b>398</b>
<b>Non-Reimbursable</b>	<b>5,657</b>	<b>5,406</b>	<b>251</b>
<b>Reimbursable</b>	<b>627</b>	<b>480</b>	<b>147</b>
<b>Total Full-Time</b>	<b>6,283</b>	<b>5,885</b>	<b>398</b>
<b>Total Full-Time-Equivalents (of part-time positions)</b>	<b>1</b>	<b>1</b>	<b>-</b>

(1) Includes 167 projected vacancies that are reflected as a reduction in the budget for straight-time labor costs. Excluding projected vacancies reduces the favorable variance to 231 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**  
**March 31, 2012**

<b>FUNCTION/OCCUPATION</b>	<b>2012 Authorized Budget</b>	<b>Actual</b>	<b>Favorable (Unfavorable) Variance</b>
<b>Administration (1)</b>			
Managers/Supervisors	57	60	(3)
Professional, Technical, Clerical	452	413	39
Operational Hourlies	-	-	-
<b>Total Administration</b>	<b>509</b>	<b>473</b>	<b>36</b>
<b>Operations (1)</b>			
Managers/Supervisors	27	24	3
Professional, Technical, Clerical	505	462	43
Operational Hourlies	1,572	1,545	27
<b>Total Operations</b>	<b>2,104</b>	<b>2,031</b>	<b>73</b>
<b>Maintenance (1)</b>			
Managers/Supervisors	57	56	1
Professional, Technical, Clerical	1,028	947	81
Operational Hourlies	2,489	2,288	201
<b>Total Maintenance</b>	<b>3,574</b>	<b>3,291</b>	<b>283</b>
<b>Engineering/Capital</b>			
Managers/Supervisors	27	24	3
Professional, Technical, Clerical	70	67	3
Operational Hourlies	-	-	-
<b>Total Engineering/Capital</b>	<b>97</b>	<b>91</b>	<b>6</b>
<b>Public Safety</b>			
Managers/Supervisors	-	-	-
Professional, Technical, Clerical	-	-	-
Operational Hourlies	-	-	-
<b>Total Public Safety</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Positions</b>			
Managers/Supervisors	168	164	4
Professional, Technical, Clerical	2,055	1,889	166
Operational Hourlies	4,061	3,833	228
<b>Total Positions</b>	<b>6,284</b>	<b>5,886</b>	<b>398</b>

**Notes**

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

Totals may differ due to rounding.

**MTA METRO-NORTH RAILROAD**  
**2012 AUTHORIZED BUDGET VS. ACTUALS**  
**TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS**  
March 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)	2,104	2,031	73	Higher than projected vacancies primarily in train service positions, car cleaners, customer service staff and operations managers.
Maintenance (1)	3,574	3,291	283	Higher than projected vacancies primarily in Maintenance of Way and Maintenance of Equipment craft positions (electricians, carmen, trackmen, signalmen and building mechanics) as well as Engineers and Technical support positions.
Administration (1)	509	473	36	Higher than projected Professional and Technical position vacancies in various departments.
Engineering / Capital	97	91	6	Higher than projected reimbursable managerial positions in the Engineering & Design Dept.
<b>Total Agency-wide Headcount</b>	<b>6,284</b>	<b>5,886</b>	<b>398</b>	
Non-Reimbursable	5,657	5,406	251	
Reimbursable	627	480	147	

**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 March		Variance		Year-to-Date March		Variance	
	Budget	Actual	Fav (Unfav) Amount	%	Budget	Actual	Fav (Unfav) Amount	%
<u>Farebox Revenue</u>								
Harlem Line	\$14.390	\$14.561	\$0.171	1.2	\$41.481	\$42.254	\$0.773	1.9
Hudson Line	\$10.427	\$10.467	\$0.040	0.4	\$29.955	\$30.188	\$0.233	0.8
New Haven Line	\$22.629	\$23.270	\$0.641	2.8	\$64.108	\$67.565	\$3.457	5.4
Total Farebox Revenue	\$47.446	\$48.298 <sup>(1)</sup>	\$0.852	1.8	\$135.544	\$140.007 <sup>(1)</sup>	\$4.463	3.3
<u>Ridership</u>								
Harlem Line	2.282	2.321	0.039	1.7	6.375	6.524	0.149	2.3
Hudson Line	1.336	1.344	0.008	0.6	3.741	3.774	0.033	0.9
New Haven Line	3.192	3.330	0.138	4.3	8.855	9.370	0.515	5.8
Total Ridership East of Hudson	6.810	6.995	0.185	2.7	18.971	19.668	0.697	3.7
West of Hudson	0.157	0.151	(0.006)	-4.1	0.423	0.411	(0.012)	-2.8
Total Ridership	6.967	7.146	0.179	2.6	19.394	20.079	0.685	3.5

(1) Excludes West of Hudson Mail & Ride revenue totaling \$0.048 million for the month and \$0.146 million year-to-date.

**East of Hudson:**

Through March, East of Hudson ridership continued to be very favorable across all three commuter lines, reflecting the impact of an unusually mild winter, continued regional economic growth, as well as consistently high levels of service reliability and on-time performance. Year-to-date ridership was 19.7 million, 3.7% higher than Budget and 4.9% higher than 2011. For the month ridership of 7.0 million was 2.7% higher than budget and 4.0% higher than March 2011.

Commutation ridership was 2.1% higher year-to-date and 1.9% higher for the month vs. budget. Compared to 2011, March year-to-date commutation ridership was 2.9% higher. Non-commutation ridership was 6.2% above budget year-to-date and 8.1% higher than 2011. For the month non-commutation ridership was 4.0% higher than budget and 6.1% better than 2011.

**West of Hudson:**

West of Hudson ridership was 4.1% lower for the month and 2.8% lower year-to-date vs. 2012 Budget due to slower than projected recovery of ridership losses following the three month suspension of Port Jervis Line service in 2011.

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

	<b>MONTH</b>			<b>VARIANCE</b>	
	<b>2012</b>	<b>BUDGET</b>	<b>2011</b>	<b>BUDGET</b>	<b>2011</b>
Farebox Operating Ratio					
Standard <sup>(1)</sup>	62.6%	55.6%	55.4%	7.0%	7.2%
Adjusted <sup>(2)</sup>	69.0%	60.1%	62.4%	8.9%	6.6%
Cost per Passenger					
Standard <sup>(1)</sup>	\$11.18	\$12.71	\$12.18	\$1.53	\$1.00
Adjusted <sup>(2)</sup>	\$11.01	\$12.56	\$12.04	\$1.55	\$1.03
Passenger Revenue/Passenger <sup>(3)</sup>	\$7.00	\$7.06	\$6.75	(\$0.06)	\$0.25
	<b>YEAR-TO-DATE</b>			<b>VARIANCE</b>	
	<b>2012</b>	<b>BUDGET</b>	<b>2011</b>	<b>BUDGET</b>	<b>2011</b>
Farebox Operating Ratio					
Standard <sup>(1)</sup>	59.9%	53.1%	56.1%	6.8%	3.8%
Adjusted <sup>(2)</sup>	66.8%	58.4%	63.4%	8.4%	3.4%
Cost per Passenger					
Standard <sup>(1)</sup>	\$12.04	\$13.62	\$12.75	\$1.58	\$0.71
Adjusted <sup>(2)</sup>	\$11.85	\$13.47	\$12.62	\$1.62	\$0.77
Passenger Revenue/Passenger <sup>(3)</sup>	\$7.21	\$7.24	\$7.15	(\$0.03)	\$0.06

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

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

(3) Includes Bar Car Services.

\* Includes East and West of Hudson revenues and expenses.

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# **MTA METRO-NORTH RAILROAD**

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## **MONTHLY RIDERSHIP REPORT**

**MARCH 2012**

Operations Planning & Analysis Department  
May, 2012

# MARCH 2012 RIDERSHIP REPORT MTA METRO-NORTH RAILROAD

## EXECUTIVE SUMMARY

### March

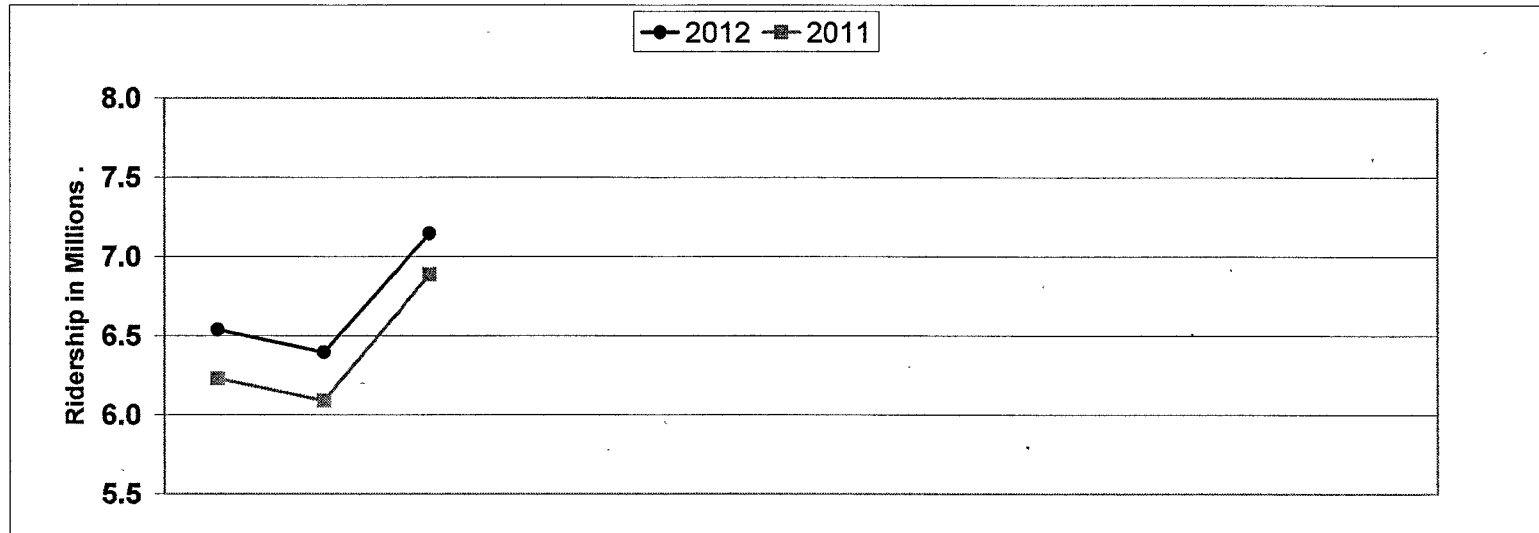
- March 2012 **Total MNR System Ridership** was 7.194 million vs. 6.935 million in March 2011, an increase of 258,821 passengers (+3.7%).
- March 2012 **Total Rail Ridership** was 7.145 million vs. 6.887 million in March 2011, an increase of 258,255 passengers (+3.7%).
  - **Rail Commutation Ridership** was +2.3% vs. 2011
  - **Rail Non-commutation Ridership** was +6.1% vs. 2011
- March 2012 **East of Hudson Ridership** was 6.994 million vs. 6.722 million in March 2011, an increase of 272,219 passengers (+4.0).
- March 2012 **West of Hudson Ridership** was 0.151 million vs. 0.165 million in March 2011, a decrease of 13,964 passengers (-8.5%)
- March 2012 **Connecting Services Ridership** was 0.049 million vs. 0.048 million in March 2011, an increase of 566 passengers (+1.2%).
- March 2012 **Rail Revenue** was \$49.4 million vs. \$47.1 million in March 2011, an increase of \$2,296,636 (+4.9%).

### Year To Date

- 2012 YTD **Total MNR System Ridership** was 4.5% above '11 and +3.5% above budget.
- 2012 YTD **Total Rail Ridership** was 4.5% above '11 and +3.5% above budget.
- 2012 YTD **East of Hudson Ridership** was 4.9% above '11 and +3.7% above budget.
- 2012 YTD **West of Hudson ridership** was 10.1% below '11 and 2.8% below budget.
- 2012 YTD **Connecting Services Ridership** was 4.2% above '11 and 1.2% above budget.
- 2012 YTD **Rail Revenue** was 7.0% above '11 and 3.1% above budget.

## MARCH RAIL RIDERSHIP <sup>(1)</sup>

- MARCH's Total Rail Ridership was 3.7% above 2011 and 2.6% above budget.



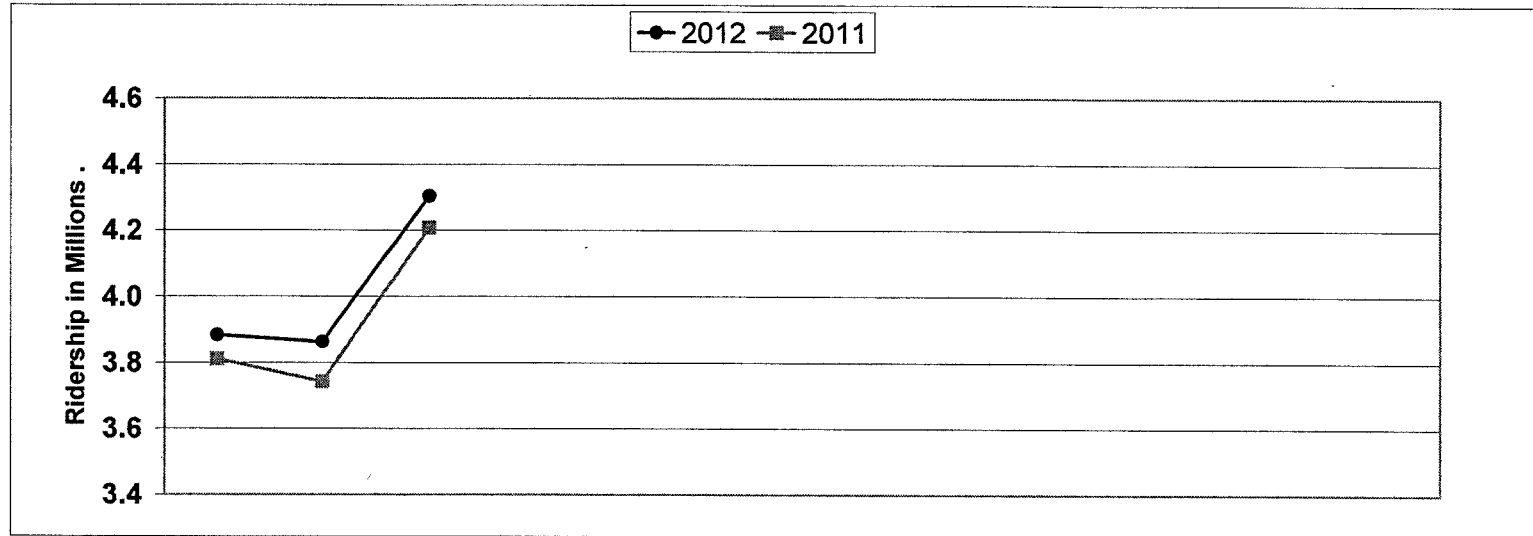
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2012	6.5	6.4	7.1										20.1
2011	6.2	6.1	6.9										19.2
PCT CHG.	4.9%	5.1%	3.7%										4.5%

1) Includes East and West of Hudson.



# MARCH RAIL COMMUTATION RIDERSHIP <sup>(1)</sup>

- MARCH's Rail Commutation Ridership was 2.3% above 2011 and 1.6% above budget.

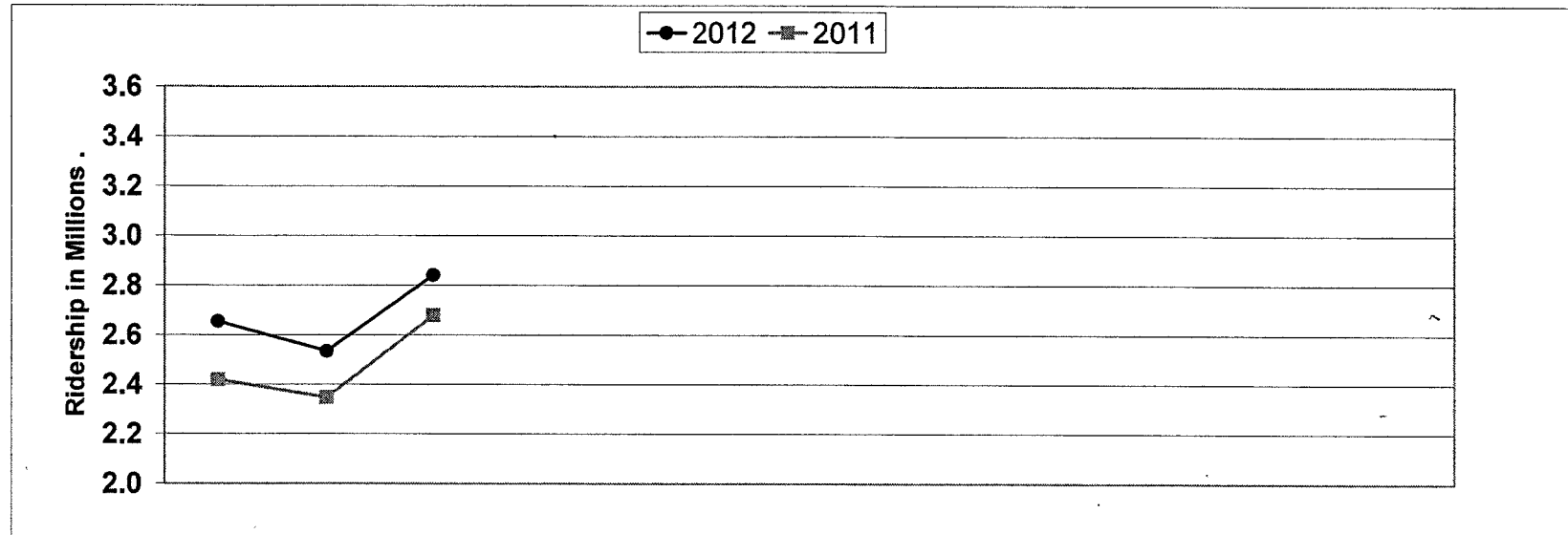


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2012	3.9	3.9	4.3										12.0
2011	3.8	3.7	4.2										11.8
PCT CHG.	1.9%	3.2%	2.3%										2.5%

1) Includes East and West of Hudson.

## MARCH RAIL NON-COMMUTATION RIDERSHIP <sup>(1)</sup>

- MARCH's Rail Non-Commutation Ridership was 6.1% above 2011 and 4.1% above budget.

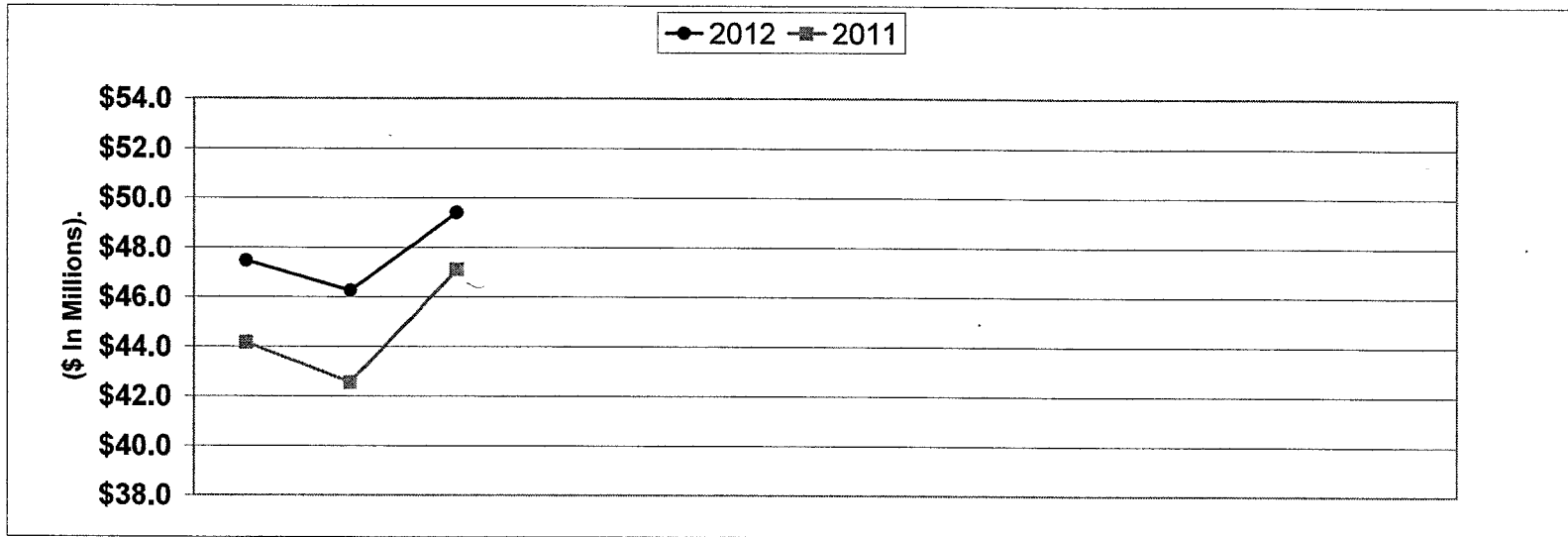


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2012	2.7	2.5	2.8										8.0
2011	2.4	2.3	2.7										7.4
PCT CHG.	9.7%	8.0%	6.1%										7.8%

1) Includes East and West of Hudson.

## MARCH RAIL REVENUE<sup>(1)</sup>

- MARCH's Total Rail Revenue was 4.9% above 2011 and 1.6% above budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2012	\$47.5	\$46.3	\$49.4										\$143.1
2011	\$44.2	\$42.6	\$47.1										\$133.8
PCT CHG.	7.5%	8.7%	4.9%										7.0%

1) Includes East and West of Hudson.

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

TICKET TYPE/SERVICE	MARCH 2012	MARCH 2011 (1)	CHANGE VS. 2011	
			AMOUNT	PERCENT
<b>RAIL COMMUTATION RIDERSHIP</b>				
East of Hudson	4,212,650	4,101,103	111,547	2.7%
West of Hudson	91,574	107,029	(15,455)	-14.4%
<b>Total Rail Commutation Ridership</b>	<b>4,304,224</b>	<b>4,208,132</b>	<b>96,092</b>	<b>2.3%</b>
<b>RAIL NON-COMMUTATION RIDERSHIP</b>				
East of Hudson	2,781,957	2,621,285	160,672	6.1%
West of Hudson	59,034	57,543	1,491	2.6%
<b>Total Rail Non-Commutation Ridership</b>	<b>2,840,991</b>	<b>2,678,828</b>	<b>162,163</b>	<b>6.1%</b>
<b>TOTAL RAIL RIDERSHIP</b>				
East of Hudson	6,994,607	6,722,388	272,219	4.0%
West of Hudson	150,608	164,572	(13,964)	-8.5%
<b>TOTAL RAIL RIDERSHIP</b>	<b>7,145,215</b>	<b>6,886,960</b>	<b>258,255</b>	<b>3.7%</b>
<b>CONNECTING SERVICES RIDERSHIP (2)</b>	<b>49,063</b>	<b>48,497</b>	<b>566</b>	<b>1.2%</b>
<b>TOTAL MNR SYSTEM RIDERSHIP</b>	<b>7,194,278</b>	<b>6,935,457</b>	<b>258,821</b>	<b>3.7%</b>

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
<b>RAIL COMMUTATION RIDERSHIP</b>				
East of Hudson	11,795,743	11,463,438	332,305	2.9%
West of Hudson	253,888	296,514	(42,626)	-14.4%
<b>Total Rail Commutation Ridership</b>	<b>12,049,631</b>	<b>11,759,952</b>	<b>289,679</b>	<b>2.5%</b>
<b>RAIL NON-COMMUTATION RIDERSHIP</b>				
East of Hudson	7,871,876	7,284,610	587,266	8.1%
West of Hudson	157,173	160,574	(3,401)	-2.1%
<b>Total Rail Non-Commutation Ridership</b>	<b>8,029,049</b>	<b>7,445,184</b>	<b>583,865</b>	<b>7.8%</b>
<b>TOTAL RAIL RIDERSHIP</b>				
East of Hudson	19,667,619	18,748,048	919,571	4.9%
West of Hudson	411,061	457,088	(46,027)	-10.1%
<b>TOTAL RAIL RIDERSHIP</b>	<b>20,078,680</b>	<b>19,205,136</b>	<b>873,544</b>	<b>4.5%</b>
<b>CONNECTING SERVICES RIDERSHIP (2)</b>	<b>140,885</b>	<b>135,183</b>	<b>5,702</b>	<b>4.2%</b>
<b>TOTAL MNR SYSTEM RIDERSHIP</b>	<b>20,219,565</b>	<b>19,340,319</b>	<b>879,246</b>	<b>4.5%</b>

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 BY LINE  
MARCH 2012**

LINE	MARCH 2012 ACTUAL	MARCH 2012 BUDGET	VARIANCE VS. BUDGET		MARCH 2011 RESTATE <sup>(1)</sup>	CHANGE FROM 2011	
			AMOUNT	PERCENT		AMOUNT	PERCENT
EAST OF HUDSON							
Harlem Line	2,321,334	2,282,072	39,262	1.7%	2,244,123	77,211	3.4%
Hudson Line	1,343,475	1,336,106	7,369	0.6%	1,304,527	38,948	3.0%
New Haven Line	3,329,798	3,191,742	138,056	4.3%	3,173,738	156,060	4.9%
Total East of Hudson	6,994,607	6,809,920	184,687	2.7%	6,722,388	272,219	4.0%
WEST OF HUDSON							
Port Jervis Line	93,911	103,755	(9,844)	-9.5%	112,626	(18,715)	-16.6%
Pascack Valley Line	56,697	53,279	3,418	6.4%	51,946	4,751	9.1%
Total West of Hudson	150,608	157,034	(6,426)	-4.1%	164,572	(13,964)	-8.5%
TOTAL RAIL RIDERSHIP	7,145,215	6,966,954	178,261	2.6%	6,886,960	258,255	3.7%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS							
Hudson Rail Link	32,256	34,309	(2,053)	-6.0%	33,310	(1,054)	-3.2%
Haverstraw-Ossining Ferry	10,282	9,934	348	3.5%	9,645	637	6.6%
Newburgh-Beacon Ferry	6,525	5,708	817	14.3%	5,542	983	17.7%
Total Connecting Services	49,063	49,951	(888)	-1.8%	48,497	566	1.2%
TOTAL MNR SYSTEM	7,194,278	7,016,905	177,373	2.5%	6,935,457	258,821	3.7%

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 RESTATED (1)	CHANGE FROM 2011	
			AMOUNT	PERCENT		AMOUNT	PERCENT
<b>EAST OF HUDSON</b>							
Harlem Line	6,524,273	6,375,028	149,245	2.3%	6,275,919	248,354	4.0%
Hudson Line	3,773,587	3,741,277	32,310	0.9%	3,656,993	116,594	3.2%
New Haven Line	9,369,759	8,854,620	515,139	5.8%	8,815,136	554,623	6.3%
<b>Total East of Hudson</b>	<b>19,667,619</b>	<b>18,970,925</b>	<b>696,694</b>	<b>3.7%</b>	<b>18,748,048</b>	<b>919,571</b>	<b>4.9%</b>
<b>WEST OF HUDSON</b>							
Port Jervis Line	256,247	278,452	(22,205)	-8.0%	313,533	(57,286)	-18.3%
Pascack Valley Line	154,814	144,385	10,429	7.2%	143,555	11,259	7.8%
<b>Total West of Hudson</b>	<b>411,061</b>	<b>422,837</b>	<b>(11,776)</b>	<b>-2.8%</b>	<b>457,088</b>	<b>(46,027)</b>	<b>-10.1%</b>
<b>TOTAL RAIL RIDERSHIP</b>	<b>20,078,680</b>	<b>19,393,762</b>	<b>684,918</b>	<b>3.5%</b>	<b>19,205,136</b>	<b>873,544</b>	<b>4.5%</b>
<b>CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS</b>							
Hudson Rail Link	91,624	98,900	(7,276)	-7.4%	96,019	(4,395)	-4.6%
Haverstraw-Ossining Ferry	29,240	26,173	3,067	11.7%	25,412	3,828	15.1%
Newburgh-Beacon Ferry	20,021	14,165	5,856	41.3%	13,752	6,269	45.6%
<b>Total Connecting Services</b>	<b>140,885</b>	<b>139,238</b>	<b>1,647</b>	<b>1.2%</b>	<b>135,183</b>	<b>5,702</b>	<b>4.2%</b>
<b>TOTAL MNR SYSTEM</b>	<b>20,219,565</b>	<b>19,533,000</b>	<b>686,565</b>	<b>3.5%</b>	<b>19,340,319</b>	<b>879,246</b>	<b>4.5%</b>

Notes:

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



**Metro-North Railroad**

# **Capital Program Report**

## **May 2012**



**CAPITAL PROGRAM  
HIGHLIGHTS  
May 21, 2012 Meeting**

**STATIONS**

**Tarrytown Station Improvements**

*Work in Progress:*

- Installation of under platform fencing.
- Touch up painting.
- Steel grounding/bonding.
- Sidewalk installation.

*Work Complete:*

- South overpass was put into service on April 13, 2012.
- Track 4 was put into service on April 27, 2012.

**Croton-Harmon/Peekskill Improvements**

**Croton-Harmon Station Status:**

*Work in Progress:*

- Bird proofing additional areas.
- Platform electrical conduit work.
- Repair to existing station overpass metal column cover work.
- Precast platform deck work has commenced.

*Work Complete:*

- Canopy column concrete demolition work.
- Entrance canopy column cover concrete work.

**Peekskill Station Status:**

*Work in Progress:*

- Installation of the northern outbound stair windows.
- Steel framing for the inbound stair commenced.
- Overpass deck reconstruction.

*Work Complete:*

- Steel framing supports for overpass deck.
- New steel awning work in front of the elevators.
- Abatement work of the outbound canopy.

**Poughkeepsie Station Improvements**

**Pedestrian Walkway and Pavilion Repair:**

*Work in Progress:*

- The rigging plan for the floor beams is under review.

*Work Complete:*

- All steel was delivered to the site.
- 4 of 6 pavilion columns have been cross braced.
- Scaffolding is in place.

**New Haven Line Station Improvements**

**Small Business Mentoring Program**

*Work in Progress:*

At Mamaroneck and Harrison; and at Mt Vernon East, Pelham, and New Rochelle Stations

- Submission of construction submittals continues.

*Work Completed:*

- Field survey and layout for guardrail replacement work.

**Construction 6-Stations (Mt Vernon East, Pelham, New Rochelle, Larchmont, Mamaroneck and Harrison)**

*Work in Progress:*

- Site tour was conducted on April 25, 2012.
- Bids for the construction of the six stations are due in May 2012.

**POWER**

**Bridge – 23 Substation Replacement**

*Work in Progress:*

- Bids for construction were received on April 13, 2012. Each bid package is currently being reviewed.
- Fabrication of the long lead equipment continues.
- Acquisition of real estate for the Pelham Circuit Breaker House is underway.

**TRACK AND STRUCTURES**

**2012 Cyclical Track Program**

*Work in Progress:*

- The 2012 Program will consist of the installation of approximately 14,400 wood ties, 3 miles of continuous welded rail and surfacing of 120 miles of track. Work between CP136 (Mt. Kisco) and CP 143 (Golden's Bridge) Track 2 will commence in May 2012.

**Bridge Rehabilitation – Moodna and Woodbury Viaducts**

***Moodna Viaduct:***

*Work in Progress:*

- Cross frame replacements.

*Work Completed:*

- The expansion bearing at both east and west abutments were replaced

***Woodbury Viaduct:***

*Work in Progress:*

- The construction package is expected to be advertised in June 2012.

**Harlem River Lift Bridge Cable Replacement**

*Work in Progress:*

- 90% plans and specifications have been reviewed by US Coast Guard. The USCG has agreed to grant a 179 day closure of the bridge for navigation purposes.
- NYC Parks is reviewing 90% plans and specifications related to the construction easement area being sought for the contractors staging area.

**Inspection and Rehabilitation of Retaining Walls**

*Work in Progress:*

- Army Corp of Engineers, NYS DEC and the United States Coast Guard are reviewing documentation for applicable permits for the new wall at milepost HU43.8 (North of Peekskill).
- 90% plans and specifications have been submitted have been reviewed by MNR.

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

*Work in Progress:*

- All inspection and load rating reports were submitted. Prioritization of repair/replacement during the next Capital Program will be submitted in early May 2012.

**Undergrade Bridges – East of Hudson**

***Work in Progress: Painting Work***

- The kick off meeting was held on April 10, 2012. The contractor submitted Health and Safety Plan and Lead - Health and Safety Plan which were reviewed by MNR. Contractor's containment submittals are under MNR's review.

Work in Progress: Design of select Undergrade Bridges

- The RFP for the design of 5 undergrade bridge repairs by GEC was advertised on March 20, 2012. The prospective consultants attended a site tour on March 28, 2012, and a pre-bid conference on March 29, 2012. Proposals are due in early May 2012.

## **SHOPS AND YARDS**

**Harmon Shop Improvements – Phase IV Stage 1**

Work in Progress:

- Installation of fencing for south yard storage pens.
- Re-grading of the tie storage yard.

Work Complete:

- Communications duct bank in south yard.

**Employee Welfare & Storage Facilities – Brewster Roof Replacement**

Work in Progress:

- Fall protection plan is under review.
- Demolition and disposal plan is approved, and the temporary stair tower shall be erected in the near future.

Work Complete:

- QA/QC Plan is approved.

## **GRAND CENTRAL TERMINAL**

**Grand Central Terminal Train Shed and Park Avenue Tunnel**

Work in Progress:

- Draft report of train shed inspection findings, results and recommendations is expected the by end of May 2012.
- The priority repairs are being combined with the Park Avenue Tunnel Rehabilitation Project. The bid package advertised April 19, 2012, with bids due May 23, 2012.
- A contract for the construction supervision and inspection of both tunnel rehabilitation projects was awarded on April 12, 2012. A kick-off meeting was held on April 27, 2012.

Work in Progress: Small Business Mentoring Program – Park Avenue Tunnel Emergency Exit Steel Repair

Work

- Contractor is preparing various submittals including work schedule for review and approval.

## **ROLLING STOCK**

**M-8 Car Program**

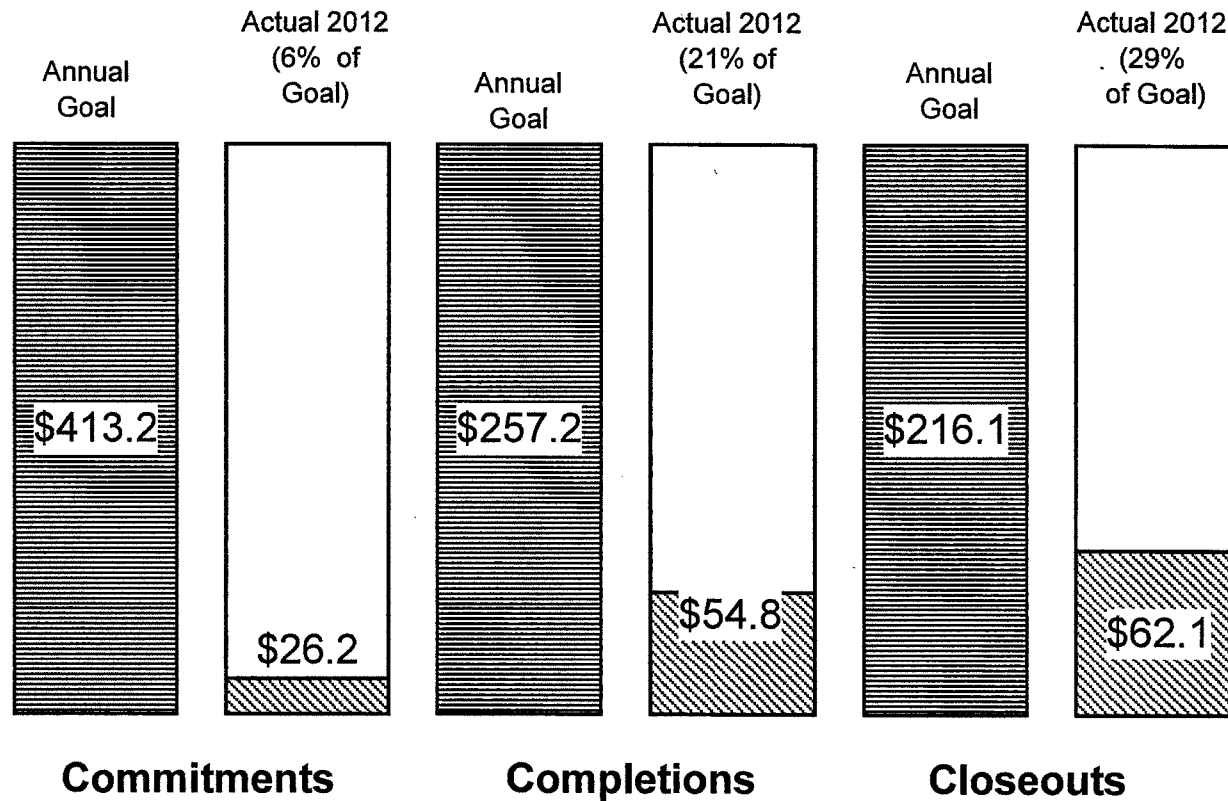
Work in Progress:

- As of April 30, 2012, 96 Cars have been conditionally accepted and were placed into revenue service, which includes 38 Kobe Cars and 58 Lincoln Cars. 10 cars are expected for acceptance in the month of May.

# 2012 MNR Capital Program Goals

As of April 30, 2012

In Millions



☐ Forecast - May 2012 - December 2012  
☒ Actual as of April 30, 2012  
☒ 2012 Goals



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**LONG ISLAND RAIL ROAD**

**MONTHLY  
OPERATING  
REPORT**

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

**April 2012**

**Helena E. Williams  
President**

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05/21/12 \*\*\*\*\*

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Performance Summary			2012 Data		2011 Data	
			Annual	YTD thru	YTD thru	
			Goal	April	April	April
<b>On Time Performance</b> <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	<b>System</b>	<b>Overall</b>	<b>95.1%</b>	<b>95.7%</b>	<b>96.1%</b>	<b>95.9%</b>
						<b>94.0%</b>
		AM Peak		96.4%	95.1%	97.1%
		PM Peak		91.5%	94.0%	94.2%
		<b>Total Peak</b>		<b>94.1%</b>	<b>94.6%</b>	<b>95.7%</b>
		Off Peak Weekday		96.3%	96.4%	95.7%
		Weekend		96.7%	97.2%	96.9%
	<b>Babylon Branch</b>	<b>Overall</b>	<b>95.1%</b>	<b>95.3%</b>	<b>95.6%</b>	<b>96.4%</b>
						<b>93.7%</b>
		AM Peak		97.8%	96.5%	96.6%
		PM Peak		87.9%	92.8%	94.8%
		<b>Total Peak</b>		<b>93.4%</b>	<b>94.9%</b>	<b>95.8%</b>
		Off Peak Weekday		96.1%	95.6%	96.1%
		Weekend		96.7%	96.9%	98.2%
	<b>Far Rockaway Branch</b>	<b>Overall</b>	<b>95.1%</b>	<b>97.9%</b>	<b>98.0%</b>	<b>98.1%</b>
						<b>97.0%</b>
		AM Peak		97.8%	95.4%	98.3%
		PM Peak		92.6%	95.8%	97.4%
		<b>Total Peak</b>		<b>95.5%</b>	<b>95.5%</b>	<b>97.9%</b>
		Off Peak Weekday		98.4%	98.7%	97.3%
		Weekend		99.3%	99.0%	99.8%
	<b>Huntington Branch</b>	<b>Overall</b>	<b>95.1%</b>	<b>93.9%</b>	<b>95.5%</b>	<b>95.2%</b>
						<b>92.8%</b>
		AM Peak		95.6%	94.2%	98.4%
		PM Peak		86.7%	91.3%	90.4%
		<b>Total Peak</b>		<b>91.3%</b>	<b>92.8%</b>	<b>94.6%</b>
		Off Peak Weekday		96.0%	96.5%	94.1%
		Weekend		93.5%	96.3%	97.2%
	<b>Hempstead Branch</b>	<b>Overall</b>	<b>95.1%</b>	<b>97.8%</b>	<b>97.7%</b>	<b>98.0%</b>
						<b>96.7%</b>
		AM Peak		99.5%	96.6%	98.6%
		PM Peak		91.5%	95.5%	95.2%
		<b>Total Peak</b>		<b>95.7%</b>	<b>96.1%</b>	<b>97.0%</b>
		Off Peak Weekday		98.7%	98.0%	98.1%
		Weekend		98.0%	98.7%	99.0%
	<b>Long Beach Branch</b>	<b>Overall</b>	<b>95.1%</b>	<b>96.8%</b>	<b>97.2%</b>	<b>98.0%</b>
						<b>96.3%</b>
		AM Peak		98.3%	96.7%	98.7%
		PM Peak		94.3%	95.7%	96.7%
		<b>Total Peak</b>		<b>96.4%</b>	<b>96.2%</b>	<b>97.7%</b>
		Off Peak Weekday		96.4%	97.4%	97.5%
		Weekend		97.9%	97.8%	99.5%
	<b>Montauk Branch</b>	<b>Overall</b>	<b>95.1%</b>	<b>92.3%</b>	<b>94.4%</b>	<b>90.1%</b>
						<b>89.9%</b>
		AM Peak		92.9%	94.2%	95.2%
		PM Peak		88.1%	90.5%	94.4%
		<b>Total Peak</b>		<b>90.8%</b>	<b>92.6%</b>	<b>94.9%</b>
		Off Peak Weekday		91.4%	94.6%	90.4%
		Weekend		95.6%	95.7%	84.8%
	<b>Oyster Bay Branch</b>	<b>Overall</b>	<b>95.1%</b>	<b>97.1%</b>	<b>96.3%</b>	<b>97.9%</b>
						<b>93.5%</b>
		AM Peak		98.6%	96.9%	96.6%
		PM Peak		92.1%	93.3%	97.6%
		<b>Total Peak</b>		<b>95.6%</b>	<b>95.2%</b>	<b>97.1%</b>
		Off Peak Weekday		97.6%	96.2%	97.8%
		Weekend		98.3%	98.0%	99.4%

<b>Performance Summary</b>		<b>2012 Data</b>			<b>2011 Data</b>	
		Annual	YTD thru		YTD thru	
		Goal	April	April	April	April
<b>Port Jefferson Branch</b>	<b>Overall</b>	<b>95.1%</b>	<b>94.2%</b>	<b>93.5%</b>	<b>92.0%</b>	<b>89.4%</b>
	AM Peak		94.6%	93.0%	96.4%	88.6%
	PM Peak		89.8%	89.3%	88.4%	84.3%
	<b>Total Peak</b>		<b>92.4%</b>	<b>91.3%</b>	<b>92.7%</b>	<b>86.6%</b>
	Off Peak Weekday		94.1%	93.2%	92.0%	89.3%
	Weekend		96.8%	96.7%	91.3%	92.9%
<b>Port Washington Branch</b>	<b>Overall</b>	<b>95.1%</b>	<b>97.4%</b>	<b>97.1%</b>	<b>96.4%</b>	<b>95.7%</b>
	AM Peak		98.7%	95.0%	97.9%	93.2%
	PM Peak		95.0%	96.1%	93.6%	93.6%
	<b>Total Peak</b>		<b>96.8%</b>	<b>95.6%</b>	<b>95.7%</b>	<b>93.4%</b>
	Off Peak Weekday		97.4%	97.4%	96.1%	96.2%
	Weekend		98.5%	99.0%	98.7%	98.5%
<b>Ronkonkoma Branch</b>	<b>Overall</b>	<b>95.1%</b>	<b>94.0%</b>	<b>94.5%</b>	<b>94.1%</b>	<b>91.4%</b>
	AM Peak		89.7%	91.9%	94.7%	88.3%
	PM Peak		96.6%	96.7%	94.5%	91.5%
	<b>Total Peak</b>		<b>92.7%</b>	<b>94.0%</b>	<b>94.6%</b>	<b>89.7%</b>
	Off Peak Weekday		94.4%	94.8%	93.0%	91.1%
	Weekend		95.5%	94.6%	95.7%	95.0%
<b>West Hempstead Branch</b>	<b>Overall</b>	<b>95.1%</b>	<b>97.8%</b>	<b>97.4%</b>	<b>97.5%</b>	<b>96.5%</b>
	AM Peak		99.1%	97.1%	97.1%	93.9%
	PM Peak		93.7%	95.0%	93.7%	95.4%
	<b>Total Peak</b>		<b>96.1%</b>	<b>96.0%</b>	<b>95.2%</b>	<b>94.7%</b>
	Off Peak Weekday		98.7%	98.2%	98.7%	97.6%
	Weekend		100.0%	100.0%	100.0%	94.4%
<b>Operating Statistics</b>						
<b>Trains Scheduled</b>			<b>19,204</b>	<b>77,096</b>	<b>18,981</b>	<b>75,793</b>
<b>Avg. Delay per Late Train (min)</b> excluding trains canceled or terminated			-13.1	-12.5	-12.0	-13.4
<b>Trains Over 15 min. Late</b> excluding trains canceled or terminated			156	553	135	930
<b>Trains Canceled</b>			59	138	24	445
<b>Trains Terminated</b>			41	103	53	198
<b>Percent of Scheduled Trips Completed</b>			99.5%	99.7%	99.6%	99.2%
<b>Consist Compliance</b> (Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)						
AM Peak			99.8%			
PM Peak			99.1%			
<b>Total Peak</b>			<b>99.4%</b>			



**OPERATING REPORT  
FOR MONTH OF APRIL 2012**

Categories Of Delay		March	2012 Data		2011 Data		YTD 2012 Vs 2011
			April	YTD Thru April	April	YTD Thru April	
Late Train Incidents	National Rail Passenger Corp	51	44	236	155	327	(91)
	Capital Programs	13	13	34	7	32	2
	Engineering	70	101	443	92	439	4
	Penn Station Central Control	7	5	25	5	30	(5)
	Maintenance of Equipment	140	126	562	128	998	(436)
	** Other / Miscellaneous	98	81	322	80	1,452	(1,130)
	Public	354	393	1,210	214	983	227
	Transportation	35	35	133	63	206	(73)
	Vandalism	4	16	43	10	70	(27)
	Maintenance of Way (Sched.)	9	4	26	16	43	(17)





**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			
4/10	Tues	Brush fires east of Ronkonkoma		1			1			8			10	
4/10	Tues	Switch trouble in Hall Interlocking				36	3	1	2			38	3	1
4/16	Mon	Fare dispute requiring police assistance in Penn Station				11			4			15		
4/17	Tues	Motor vehicle accident west of Wyandanch Station	24	10	2				11		2	35	10	4
4/21	Sat	Switch trouble in JO Interlocking							20	1		20	1	
4/23	Mon	Track circuit failures between KO1 and CI1 Interlockings	8	1					3			11	1	
4/25	Wed	Vandalism to crossing protection east of Islip Station				5			11			16		
4/27	Fri	Police activity at Laurelton Station				46	16	1	24	4		70	20	1
4/28	Sat	Train 7700 struck a trespasser at Robbins Lane Crossing							3		11	3		11
<b>TOTAL FOR MONTH</b>			32	12	2	98	20	2	78	13	13	208	45	17
													<b>270</b>	

## Long Island Rail Road

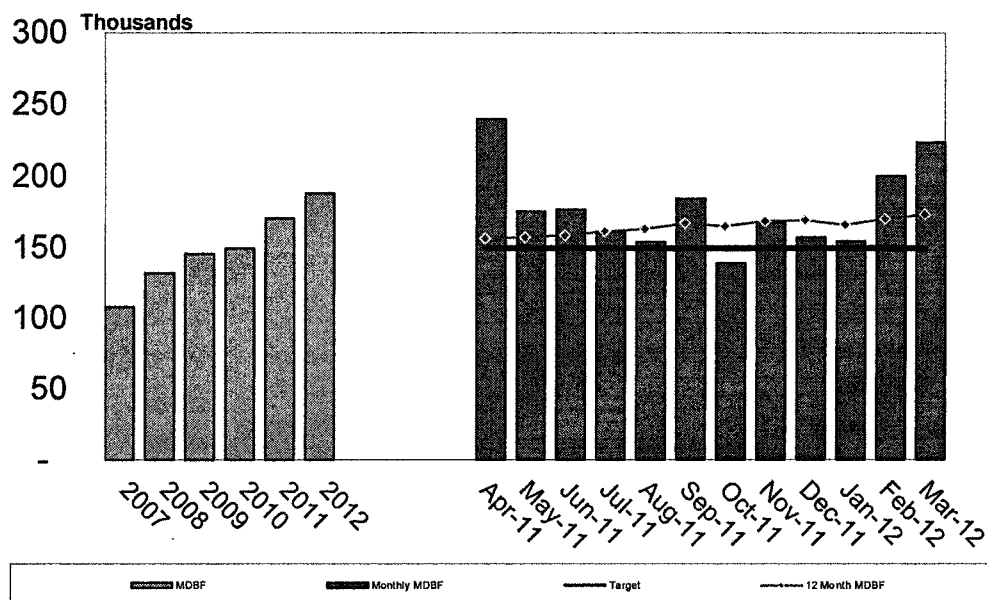
### MEAN DISTANCE BETWEEN FAILURES

	2012 Data							2011 Data		
	Equip- ment Type	Total Fleet Size	MDBF Goal (miles)	March MDBF (miles)	March No. of Primary Failures	YTD MDBF thru March (miles)	12 month MDBF Rolling Avg (miles)	March MDBF (miles)	March No. of Primary Failures	YTD MDBF thru March (miles)
<b>Mean Distance Between Failures</b>	M-3	150	55,000	114,511	5	85,477	75,813	68,894	8	57,956
	M-7	836	350,000	545,161	9	462,975	451,809	357,888	14	386,255
	DM	22	18,000	72,456	1	30,004	19,675	14,105	5	23,041
	DE	23	18,000	21,316	4	13,870	19,610	84,544	1	21,823
	C-3	134	70,000	69,895	9	83,565	65,701	78,756	8	81,461
	Diesel	179	44,000	56,198	14	48,896	44,963	56,080	14	53,323
	<b>Fleet</b>	<b>1,165</b>	<b>150,000</b>	<b>223,778</b>	<b>28</b>	<b>188,396</b>	<b>173,738</b>	<b>176,297</b>	<b>36</b>	<b>170,715</b>

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

### **ALL FLEETS Mean Distance Between Failure**

**2007 - 2012**





**Standee Report**

**East Of Jamaica**

			2012 Data	
			April	
			AM Peak	PM Peak
<b>Daily Average</b>	<b>Babylon Branch</b>	Program Standees	0	0
		Add'l Standees	0	4
		<b>Total Standees</b>	<b>0</b>	<b>4</b>
	<b>Far Rockaway Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>Huntington Branch</b>	Program Standees	40	0
		Add'l Standees	5	0
		<b>Total Standees</b>	<b>45</b>	<b>0</b>
	<b>Hempstead Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>Long Beach Branch</b>	Program Standees	0	0
		Add'l Standees	0	1
		<b>Total Standees</b>	<b>0</b>	<b>1</b>
	<b>Montauk Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>Oyster Bay Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>Port Jefferson Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>Port Washington Branch</b>	Program Standees	0	0
		Add'l Standees	5	5
		<b>Total Standees</b>	<b>5</b>	<b>5</b>
	<b>Ronkonkoma Branch</b>	Program Standees	0	28
		Add'l Standees	2	0
		<b>Total Standees</b>	<b>2</b>	<b>28</b>
	<b>West Hempstead Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
<b>System Wide PEAK</b>			<b>52</b>	<b>38</b>

**Definitions**

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

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

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

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

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



# Long Island Rail Road

## Standee Report

## OPERATING REPORT FOR MONTH OF APRIL 2012

### West Of Jamaica

			2012 Data April	
			AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	0	18
		<b>Total Standees</b>	<b>0</b>	<b>18</b>
	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	Huntington Branch	Program Standees	40	0
		Add'l Standees	6	8
		<b>Total Standees</b>	<b>46</b>	<b>8</b>
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	Long Beach Branch	Program Standees	78	0
		Add'l Standees	0	4
		<b>Total Standees</b>	<b>78</b>	<b>4</b>
	Montauk Branch	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	Port Jefferson Branch	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	Port Washington Branch	Program Standees	0	0
		Add'l Standees	5	5
		<b>Total Standees</b>	<b>5</b>	<b>5</b>
	Ronkonkoma Branch	Program Standees	0	38
		Add'l Standees	2	0
		<b>Total Standees</b>	<b>2</b>	<b>38</b>
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
<b>System Wide PEAK</b>			<b>131</b>	<b>73</b>

### Definitions

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

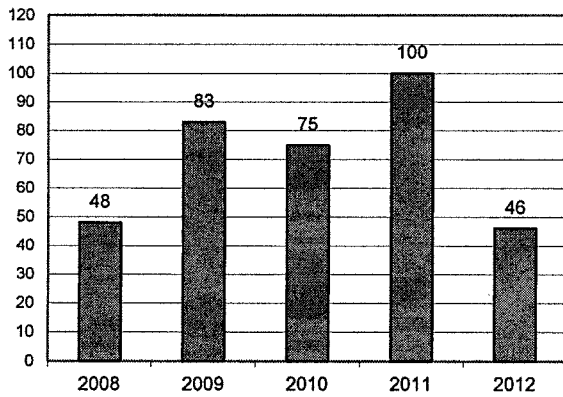
"Program Standees" is the average number of customers in excess of programmed seating capacity.

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

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

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

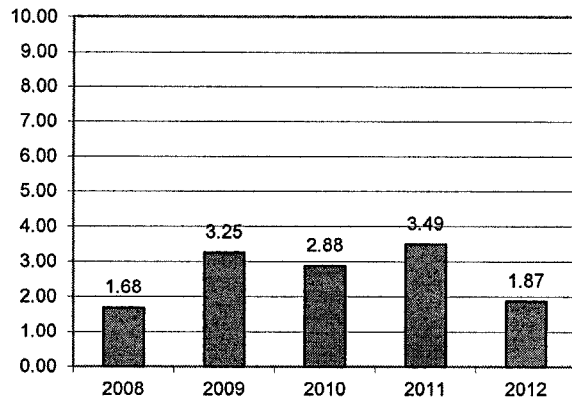
## MTA Long Island Rail Road Summary of Employee Injuries thru March



Total Employee Injuries

Year	Total
2008	48
2009	83
2010	75
2011	100
2012	46

% change from last year: -54.0%



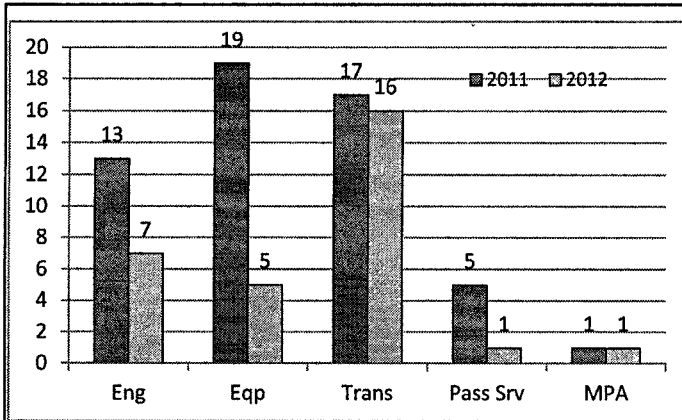
Employee FRA Reportable Injuries

Year	Total	FRA FI*
2008	29	1.68
2009	58	3.25
2010	48	2.88
2011	55	3.49
2012	30	1.87

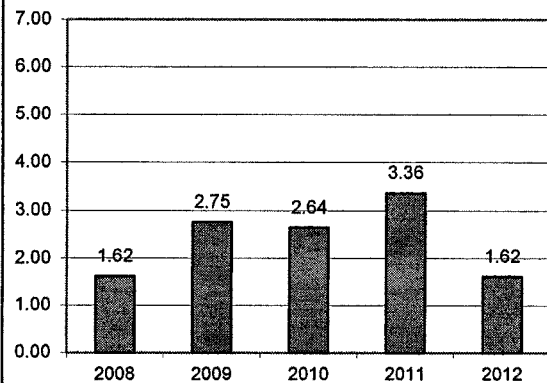
% change from last year: -45.5%

**OPERATING REPORT  
FOR MONTH OF APRIL 2012**

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



Employee Reportable Accidents Comparison by Department			
Department	2011	2012	% Change
Engineering	13	7	-46%
Equipment	19	5	-74%
Transportation	17	16	-6%
Pass Serv	5	1	-80%
MPA	1	1	0%



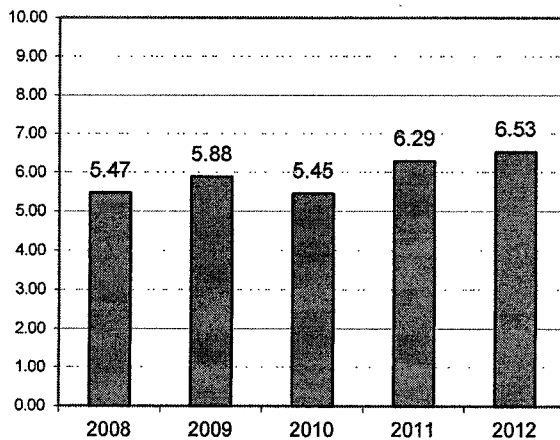
Employee Lost Time and Restricted Duty Injuries					
Year	LT	RD	LT FI*	RD FI*	LT&RD FI*
2008	28	0	1.62	0.00	1.62
2009	49	0	2.75	0.00	2.75
2010	43	1	2.58	0.06	2.64
2011	51	2	2.93	0.43	3.36
2012	26	0	1.62	0.00	1.62

% change from last year: -51.8%

\* - Injuries per 200,000 hours worked

**OPERATING REPORT  
FOR MONTH OF APRIL 2012**

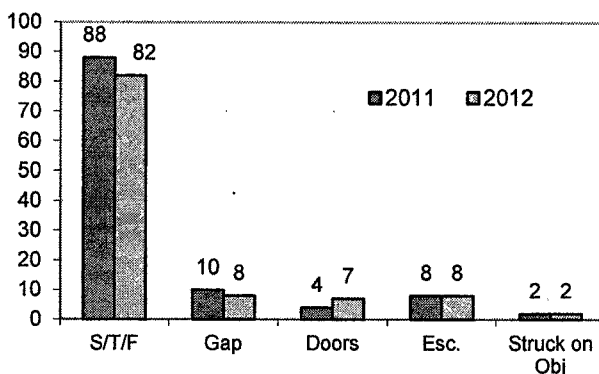
## MTA Long Island Rail Road Summary of Customer Injuries thru March



**Total Customer Injuries**

Year	Total	FI*
2008	114	5.47
2009	116	5.88
2010	104	5.45
2011	118	6.29
2012	130	6.53

% change from last year: 10.2%



**Top 5 Customer Injuries by Type**

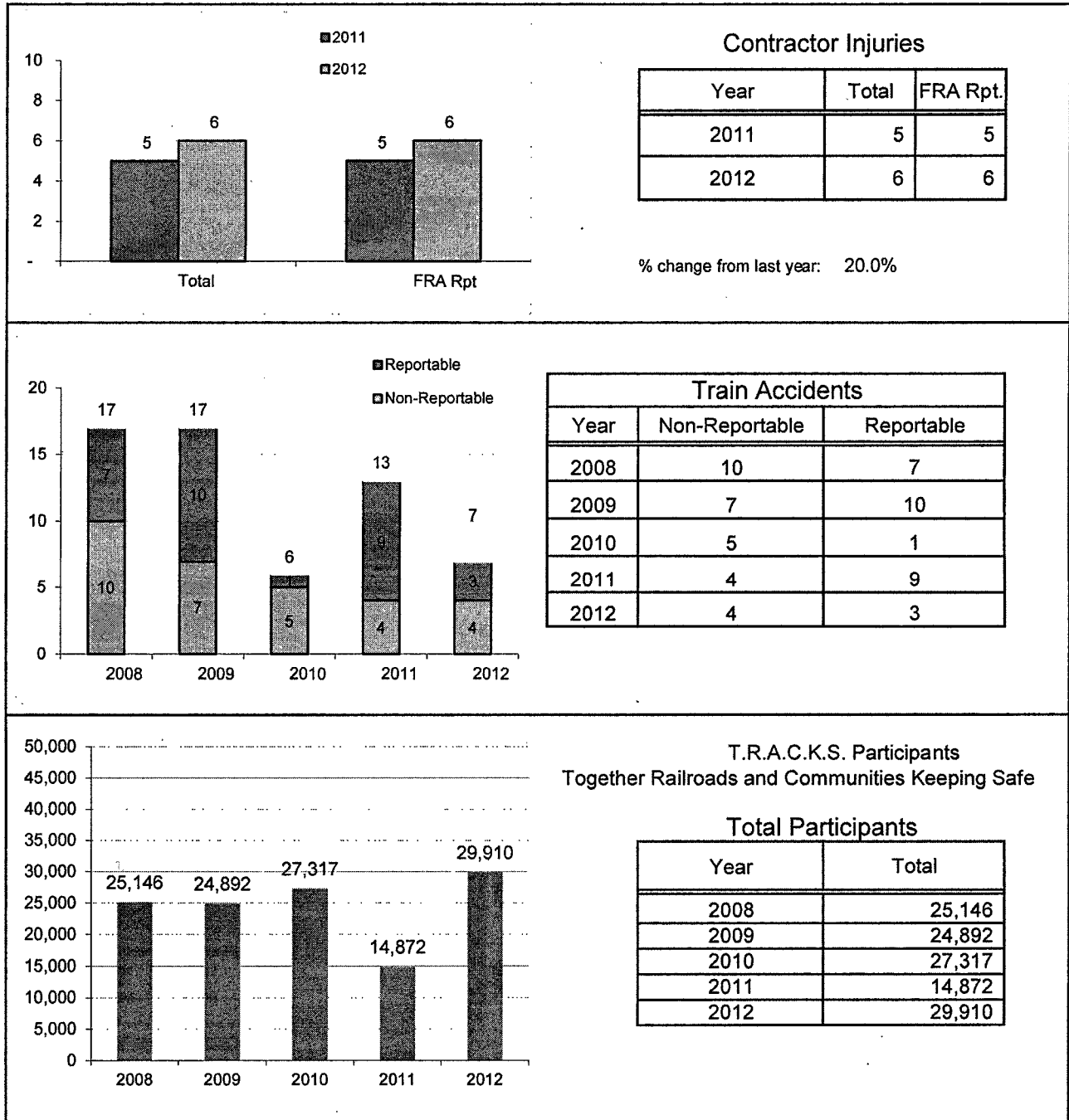
Year	Slip Trip Fall	Gap	Train Doors	Escalators	Struck on Obj
2011	88	10	4	8	2
2012	82	8	7	8	2
% Chg	-6.8%	-20.0%	75.0%	0.0%	0.0%

\*- Injuries per 1,000,000 rides

**OPERATING REPORT  
FOR MONTH OF APRIL 2012**

## MTA Long Island Rail Road

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







# **Long Island Rail Road**

## **Monthly Financial Report**

**March 2012**

# **MTA LONG ISLAND RAIL ROAD**

## **March Ridership and Financial Report**

### **Executive Summary**

*May 21, 2012*

#### **Ridership**

- During the month of March, total ridership was 7.1 million, which was 3.3% higher than March 2011 (adjusted for same number of work days) and 4.6% above the adopted budget. This represents the seventh consecutive month of growth and the largest year-to-year growth since 2008.
  - 2012 Total ridership through March was 19.9 million. This was 5.2% higher than 2011 and 4.9% higher than the 2012 budget.
  - Through March 2012, commutation ridership was 2.9% higher than 2011 (work day adjusted) and 2.2% above the 2012 adopted budget, likely reflecting recent employment growth in the professional and financial sectors.
  - Through March 2012, non-commutation ridership was 8.8% higher than 2011 and 9.1% above the adopted budget. Warmer temperatures and the improving economy are the primary drivers.
- 

#### **Revenues**

- Farebox revenue through March totaling \$139.5 million was \$6.6 million above the budget, reflecting continued strong ridership growth.
- Capital & Other Revenue of \$51.7 million was \$(3.1) million less than budget due to timing of East Side Access material.
- In summary, total LIRR revenue of \$191.2 million was \$3.5 million higher than budget.

#### **Expenses**

- Through March 2012, total expenses of \$437.6 million were \$30.5 million less than budget.
- Straight-time payroll spending was \$2.5 million favorable to budget due to vacant positions and timing of retiree sick/vacation payouts and other accruals. 155 of 6,537 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 decreased by 10.7% in 2012 compared to 2011.
- Overtime hours worked was 5.3% greater than budget. The vast majority was due to vacancy coverage. The LIRR has established a corporate initiative to fill all vacant positions that contribute to overtime.
- Other favorable variances include: non-cash items Depreciation and OPEB \$6.9 million, materials not purchased/used \$4.6 million and timing of various other expenses.

#### **Financial Performance Measures**

- Through March, the Adjusted Farebox Operating Ratio was 58.2%, which is favorable to budget due to lower expenses and higher revenue.
- Through March, the Adjusted Cost per Passenger was \$12.87, which is less than expected due to lower expenses and higher ridership.
- Through March, the Revenue per Passenger was \$7.04, slightly favorable to budget.

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

**REVENUE**

Year-to-date March **Total Revenues** (including Capital and Other Reimbursements) of \$191.2 were \$3.5 or 1.9% favorable to the budget. The month of March of \$67.7 was unfavorable to budget by \$(0.1) million or (0.2)%.

- **Y-T-D Farebox Revenues** were \$6.6 favorable to the budget. The month was \$2.1 favorable to budget primarily due to higher ridership.
- **Y-T-D Other Operating Revenues** were \$0.1 favorable to budget. The month was \$(0.4) unfavorable due to timing of miscellaneous and rental revenue.
- **Y-T-D Capital and Other Reimbursements** were \$(3.1) unfavorable to the budget. The month was \$(1.8) unfavorable due to timing of project activity.

**OPERATING EXPENSES**

Year-to-date March **Total Expenses** (including depreciation and other) of \$437.6 were favorable to the budget by \$30.5 or 6.5%. The total expenses for the month of \$145.5 were favorable to the budget by \$10.9 or 6.9%.

**Labor Expenses**, \$7.4 favorable Y-T-D; \$2.3 favorable for the month.

- **Payroll**, \$2.5 favorable Y-T-D; \$1.0 favorable for the month (primarily vacant positions, constructive allowance payments and timing of retiree sick/vacation payments).
- **Overtime**, \$(1.5) unfavorable Y-T-D; \$(0.8) unfavorable for the month (primarily open jobs in Maintenance of Equipment due to higher than expected attrition in 2011 and project activity and relief-day overtime in the Transportation department, partially offset by lower weather-related overtime).
- **Health & Welfare**, \$2.4 favorable Y-T-D; \$0.8 favorable for the month (lower rates and vacant positions).
- **OPEB Current Payment**, \$1.3 favorable Y-T-D; \$0.3 favorable for the month (lower rates and retirees).
- **Pension**, on budget.
- **Other Fringe**, \$2.7 favorable Y-T-D; \$1.0 favorable for the month (primarily lower FELA indemnity payments, Rail Road Retirement taxes and Rail Road Unemployment Insurance).

**Non-Labor Expenses**, \$16.2 favorable Y-T-D; \$6.1 favorable for the month.

- **Electric Power**, \$3.9 favorable Y-T-D; \$2.1 favorable for the month (lower rates and consumption).
- **Fuel**, \$0.1 favorable Y-T-D; \$(0.2) unfavorable for the month (higher rates and consumption).
- **Insurance**, \$0.3 favorable Y-T-D; \$0.2 favorable for the month (primarily timing).
- **Claims**, \$0.4 favorable Y-T-D; \$0.1 favorable for the month (primarily timing).
- **Maintenance and Other Operating Contracts**, \$4.3 favorable Y-T-D; \$2.7 favorable for the month (primarily prior period accrual adjustments and timing of emergency busing, utilities and joint facilities).
- **Professional Services**, \$2.0 favorable Y-T-D; \$(0.3) unfavorable for the month (primarily timing).
- **Materials and Supplies**, \$4.6 favorable Y-T-D; \$1.1 favorable for the month (primarily timing of capital activity).
- **Other Business Expenses**, \$0.7 favorable Y-T-D; \$0.5 favorable for the month (primarily prior period adjustments and timing of expenses).

**Depreciation and Other**, \$6.9 favorable Y-T-D; \$2.4 favorable for the month (timing of Other Post-Employment Benefits and Depreciation).

**FAREBOX OPERATING RATIO**

The year-to-date Farebox Operating Ratio was 46.2%, 1.5 percentage points higher than February. The Farebox Operating Ratio for the month of March of 49.1% was 5.4 percentage points above the budget resulting from higher revenue and lower expenses. The adjusted year-to-date Farebox Operating Ratio was 58.2%. 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**  
**March 2012**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$46.134	\$48.270	\$2.136	4.6	\$0.000	\$0.000	\$0.000	-	\$46.134	\$48.270	\$2.136	4.6
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	3.701	3.280	(0.421)	(11.4)	0.000	0.000	0.000	-	3.701	3.280	(0.421)	(11.4)
Capital & Other Reimbursements	0.000	0.000	0.000	-	18.016	\$16.184	(1.832)	(10.2)	18.016	16.184	(1.832)	(10.2)
<b>Total Revenue</b>	<b>\$49.835</b>	<b>\$51.550</b>	<b>\$1.715</b>	<b>3.4</b>	<b>\$18.016</b>	<b>\$16.184</b>	<b>(\$1.832)</b>	<b>(10.2)</b>	<b>\$67.851</b>	<b>\$67.734</b>	<b>(\$0.117)</b>	<b>(0.2)</b>
<b>Expenses</b>												
<b>Labor:</b>												
Payroll	\$35.357	\$34.916	\$0.441	1.2	\$6.031	\$5.431	\$0.600	10.0	\$41.388	\$40.347	\$1.041	2.5
Overtime	4.700	5.240	(0.540)	(11.5)	0.796	1.011	(0.215)	(27.0)	5.496	6.251	(0.755)	(13.7)
Health and Welfare	7.763	7.001	0.762	9.8	1.037	1.028	0.009	0.9	8.800	8.028	0.772	8.8
OPEB Current Payment	5.078	4.778	0.300	5.9	0.000	0.000	0.000	-	5.078	4.778	0.300	5.9
Pensions	16.436	16.099	0.337	2.1	1.571	1.927	(0.356)	(22.7)	18.007	18.026	(0.019)	(0.1)
Other Fringe Benefits	8.877	7.951	0.926	10.4	1.248	1.173	0.075	6.0	10.125	9.123	1.002	9.9
Reimbursable Overhead	(2.426)	(1.931)	(0.495)	(20.4)	2.426	1.931	0.495	20.4	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$75.785</b>	<b>\$74.053</b>	<b>\$1.732</b>	<b>2.3</b>	<b>\$13.109</b>	<b>\$12.500</b>	<b>\$0.609</b>	<b>4.6</b>	<b>\$88.894</b>	<b>\$86.553</b>	<b>\$2.341</b>	<b>2.6</b>
<b>Non-Labor:</b>												
Electric Power	\$8.182	\$6.088	\$2.094	25.6	\$0.000	\$0.000	\$0.000	-	\$8.182	\$6.088	\$2.094	25.6
Fuel	2.197	2.387	(0.190)	(8.6)	0.000	0.000	0.000	-	2.197	2.387	(0.190)	(8.6)
Insurance	1.321	1.260	0.061	4.6	0.453	0.329	0.124	27.5	1.774	1.589	0.185	10.4
Claims	0.283	0.223	0.060	21.0	0.000	0.000	0.000	-	0.283	0.223	0.060	21.0
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	4.963	2.138	2.825	56.9	0.801	0.970	(0.169)	(21.2)	5.764	3.108	2.656	46.1
Professional Service Contracts	2.932	3.374	(0.442)	(15.1)	0.234	0.045	0.189	80.9	3.166	3.419	(0.253)	(8.0)
Materials & Supplies	8.398	8.456	(0.058)	(0.7)	3.412	2.270	1.142	33.5	11.810	10.727	1.083	9.2
Other Business Expenses	1.256	0.726	0.530	42.2	0.007	0.069	(0.062)	*	1.263	0.796	0.467	37.0
<b>Total Non-Labor Expenses</b>	<b>\$29.532</b>	<b>\$24.653</b>	<b>\$4.879</b>	<b>16.5</b>	<b>\$4.907</b>	<b>\$3.684</b>	<b>\$1.223</b>	<b>24.9</b>	<b>\$34.439</b>	<b>\$28.336</b>	<b>\$6.103</b>	<b>17.7</b>
<b>Other Expense Adjustments:</b>												
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Depreciation &amp; Other Post Employment Benefits</b>	<b>\$105.317</b>	<b>\$98.705</b>	<b>\$6.612</b>	<b>6.3</b>	<b>\$18.016</b>	<b>\$16.184</b>	<b>\$1.832</b>	<b>10.2</b>	<b>\$123.333</b>	<b>\$114.889</b>	<b>\$8.444</b>	<b>6.8</b>
<b>Depreciation</b>	<b>\$26.422</b>	<b>\$24.483</b>	<b>\$1.939</b>	<b>7.3</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$26.422</b>	<b>\$24.483</b>	<b>\$1.939</b>	<b>7.3</b>
Other Post Employment Benefits	6.438	5.958	0.480	7.5	0.000	0.000	0.000	-	6.438	5.958	0.480	7.5
Environmental Remediation	0.167	0.167	0.000	0.2	0.000	0.000	0.000	-	0.167	0.167	0.000	0.2
<b>Total Expenses</b>	<b>\$138.344</b>	<b>\$129.313</b>	<b>\$9.031</b>	<b>6.5</b>	<b>\$18.016</b>	<b>\$16.184</b>	<b>\$1.832</b>	<b>10.2</b>	<b>\$156.360</b>	<b>\$145.497</b>	<b>\$10.863</b>	<b>6.9</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$88.509)</b>	<b>(\$77.763)</b>	<b>\$10.746</b>	<b>12.1</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$88.509)</b>	<b>(\$77.763)</b>	<b>\$10.746</b>	<b>12.1</b>
<b>Cash Conversion Adjustments</b>												
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	(0.578)	0.004	0.582	*	0.000	0.000	0.000	-	(0.578)	0.004	0.582	*
Other Cash Adjustments	(3.170)	(8.289)	(5.119)	*	0.000	0.000	0.000	-	(3.170)	(8.289)	(5.119)	*
<b>Total Cash Conversion Adjustments</b>	<b>\$22.674</b>	<b>\$16.198</b>	<b>(\$6.476)</b>	<b>(28.6)</b>	<b>0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$22.674</b>	<b>\$16.198</b>	<b>(\$6.476)</b>	<b>(28.6)</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$65.835)</b>	<b>(\$61.565)</b>	<b>\$4.270</b>	<b>6.5</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$65.835)</b>	<b>(\$61.565)</b>	<b>\$4.270</b>	<b>6.5</b>

TABLE 2

**MTA LONG ISLAND RAIL ROAD**  
**FEBRUARY FINANCIAL PLAN - 2012 ADOPTED BUDGET**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**March 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
<b>Revenue</b>												
Farebox Revenue	\$132.982	\$139.536	\$6.554	4.9	\$0.000	\$0.000	\$0.000	-	\$132.982	\$139.536	\$6.554	4.9
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	9.529	9.600	0.071	0.7	0.000	0.000	0.000	-	9.529	9.600	0.071	0.7
Capital & Other Reimbursements	0.000	0.000	0.000	-	45.232	42.112	(3.120)	(6.9)	45.232	42.112	(3.120)	(6.9)
<b>Total Revenue</b>	<b>\$142.511</b>	<b>\$149.136</b>	<b>\$6.625</b>	<b>4.6</b>	<b>\$45.232</b>	<b>\$42.112</b>	<b>(\$3.120)</b>	<b>(6.9)</b>	<b>\$187.743</b>	<b>\$191.249</b>	<b>\$3.506</b>	<b>1.9</b>
<b>Expenses</b>												
<b>Labor:</b>												
Payroll	\$105.582	\$103.694	\$1.888	1.8	\$15.471	\$14.830	\$0.641	4.1	\$121.053	\$118.524	\$2.529	2.1
Overtime	17.406	18.816	(1.410)	(8.1)	1.643	1.750	(0.107)	(6.5)	19.049	20.567	(1.518)	(8.0)
Health and Welfare	23.772	21.272	2.500	10.5	2.607	2.682	(0.075)	(2.9)	26.379	23.954	2.425	9.2
OPEB Current Payment	15.234	13.965	1.269	8.3	0.000	0.000	0.000	-	15.234	13.965	1.269	8.3
Pensions	50.078	48.975	1.103	2.2	3.944	5.047	(1.103)	(28.0)	54.022	54.022	0.000	0.0
Other Fringe Benefits	27.922	25.329	2.593	9.3	3.138	3.066	0.072	2.3	31.060	28.395	2.665	8.6
Reimbursable Overhead	(5.998)	(5.098)	(0.900)	(15.0)	5.998	5.098	0.900	15.0	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$233.996</b>	<b>\$226.954</b>	<b>\$7.042</b>	<b>3.0</b>	<b>\$32.801</b>	<b>\$32.473</b>	<b>\$0.328</b>	<b>1.0</b>	<b>\$266.797</b>	<b>\$259.427</b>	<b>\$7.370</b>	<b>2.8</b>
<b>Non-Labor:</b>												
Electric Power	\$26.450	\$22.543	\$3.907	14.8	\$0.000	\$0.000	\$0.000	-	\$26.450	\$22.543	\$3.907	14.8
Fuel	6.360	6.275	0.085	1.3	0.000	0.000	0.000	-	6.360	6.275	0.085	1.3
Insurance	3.939	3.790	0.149	3.8	0.964	0.834	0.130	13.5	4.903	4.624	0.279	5.7
Claims	0.849	0.443	0.406	47.8	0.000	0.000	0.000	-	0.849	0.443	0.406	47.8
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	15.308	10.190	5.118	33.4	1.877	2.685	(0.808)	(43.1)	17.185	12.875	4.310	25.1
Professional Service Contracts	7.993	6.186	1.807	22.6	0.660	0.477	0.183	27.7	8.653	6.663	1.990	23.0
Materials & Supplies	25.180	24.001	1.179	4.7	8.913	5.541	3.372	37.8	34.093	29.541	4.552	13.4
Other Business Expenses	3.673	2.896	0.777	21.1	0.017	0.103	(0.086)	*	3.690	3.000	0.690	18.7
<b>Total Non-Labor Expenses</b>	<b>\$89.752</b>	<b>\$76.324</b>	<b>\$13.428</b>	<b>15.0</b>	<b>\$12.431</b>	<b>\$9.640</b>	<b>\$2.791</b>	<b>22.5</b>	<b>\$102.183</b>	<b>\$85.964</b>	<b>\$16.219</b>	<b>15.9</b>
Other Expense Adjustments												
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Depreciation &amp; Other Post Employment Benefits</b>	<b>\$323.748</b>	<b>\$303.278</b>	<b>\$20.470</b>	<b>6.3</b>	<b>\$45.232</b>	<b>\$42.112</b>	<b>\$3.120</b>	<b>6.9</b>	<b>\$368.980</b>	<b>\$345.391</b>	<b>\$23.589</b>	<b>6.4</b>
Depreciation	\$79.266	\$73.449	\$5.817	7.3	\$0.000	\$0.000	\$0.000	-	\$79.266	\$73.449	\$5.817	7.3
Other Post Employment Benefits	19.313	18.257	1.056	5.5	0.000	0.000	0.000	-	19.313	18.257	1.056	5.5
Environmental Remediation	0.501	0.500	0.001	0.2	0.000	0.000	0.000	-	0.501	0.500	0.001	0.2
<b>Total Expenses</b>	<b>\$422.828</b>	<b>\$396.484</b>	<b>\$27.344</b>	<b>6.5</b>	<b>\$45.232</b>	<b>\$42.112</b>	<b>\$3.120</b>	<b>6.9</b>	<b>\$468.060</b>	<b>\$437.597</b>	<b>\$30.463</b>	<b>6.5</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$280.317)</b>	<b>(\$246.348)</b>	<b>\$33.969</b>	<b>12.1</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$280.317)</b>	<b>(\$246.348)</b>	<b>\$33.969</b>	<b>12.1</b>
<b>Cash Conversion Adjustments</b>												
Depreciation	79.266	73.449	(5.817)	(7.3)	0.000	0.000	0.000	-	79.266	73.449	(5.817)	(7.3)
Operating/Capital	(1.902)	(0.221)	1.681	88.4	0.000	0.000	0.000	-	(1.902)	(0.221)	1.681	88.4
Other Cash Adjustments	13.357	7.717	(5.640)	(42.2)	0.000	0.000	0.000	-	13.357	7.717	(5.640)	(42.2)
<b>Total Cash Conversion Adjustments</b>	<b>\$90.721</b>	<b>\$80.944</b>	<b>(\$9.777)</b>	<b>(10.8)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$90.721</b>	<b>\$80.944</b>	<b>(\$9.777)</b>	<b>(10.8)</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$189.596)</b>	<b>(\$165.404)</b>	<b>\$24.192</b>	<b>12.8</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$189.596)</b>	<b>(\$165.404)</b>	<b>\$24.192</b>	<b>12.8</b>

TABLE 3

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

MARCH 2012					Year-to-Date MARCH 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.	2.136	4.6	Higher ridership \$2.138, partially offset by lower yield \$(0.002).	6.554	4.9	Higher ridership \$6.469 and yield \$0.085.
Other Operating Revenue	Non Reimb.	(0.421)	(11.4)	Primarily due to lower rental and advertising revenue, partially offset by timing of freight revenue.	0.071	0.7	Primarily due higher rent revenue, partially offset by timing of miscellaneous revenue.
Capital & Other Reimbursements	Reimb.	(1.832)	(10.2)	Primarily due to the timing of project activity and other reimbursements.	(3.120)	(6.9)	Primarily due to the timing of project activity and other reimbursements.
Expenses							
Payroll	Non Reimb.	0.441	1.2	Vacant positions, lower constructive allowance payments and timing of retiree sick/vacation payments, partially offset by Engineering workforce performing maintenance activity instead of project activity.	1.888	1.8	Vacant positions, lower constructive allowance and retiree payments and lower vacation pay accruals.
	Reimb.	0.600	10.0	Primarily due to the timing of project activity and other reimbursements.	0.641	4.1	Primarily due to the timing of project activity and other reimbursements.
Overtime	Non Reimb.	(0.540)	(11.5)	Higher open job coverage, partially offset by lower weather-related overtime.	(1.410)	(8.1)	Higher open job coverage and rates, partially offset by higher availability and lower weather-related overtime.
	Reimb.	(0.215)	(27.0)	Primarily due to timing of project activity.	(0.107)	(6.5)	Primarily due to timing of project activity.
Health and Welfare	Non Reimb.	0.762	9.8	Primarily lower rates and vacant positions	2.500	10.5	Primarily lower rates and vacant positions
	Reimb.	0.009	0.9	Primarily due to timing of project activity.	(0.075)	(2.9)	Primarily due to timing of project activity.
OPEB Current Payment	Non Reimb.	0.300	5.9	Lower rates and fewer retirees/beneficiaries.	1.269	8.3	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**

MARCH 2012				Year-to-Date MARCH 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.	0.337	2.1	Total pension actual to forecast variance is on plan, however the estimated percentage of pension allocated to reimbursable was under-estimated.	1.103	2.2	Total pension actual to forecast variance is on plan, however the estimated percentage of pension allocated to reimbursable was under-estimated.
	Reimb.	(0.356)	(22.7)	Total pension actual to forecast variance is on plan, however the estimated percentage of pension allocated to reimbursable was under-estimated.	(1.103)	(28.0)	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.	0.926	10.4	Lower FELA indemnity payments, Railroad Retirement taxes and Unemployment Insurance.	2.593	9.3	Lower FELA indemnity payments, Railroad Retirement taxes and Unemployment Insurance.
	Reimb.	0.075	6.0	Primarily due to timing of project activity.	0.072	2.3	Primarily due to timing of project activity.
Electric Power	Non Reimb.	2.094	25.6	Primarily due to lower rates and consumption.	3.907	14.8	Primarily due to lower rates, consumption and timing of accrual adjustments.
Fuel	Non Reimb.	(0.190)	(8.6)	Higher rates and consumption.	0.085	1.3	Primarily due to lower consumption, partially offset by higher rates.
Insurance	Non Reimb.	0.061	4.6	Lower premium for station liability.	0.149	3.8	Lower premium for station liability.
	Reimb.	0.124	27.5	Force Account Insurance associated with project activity.	0.130	13.5	Force Account Insurance associated with project activity.
Claims	Non Reimb.	0.060	21.0	Primarily timing of payments.	0.406	47.8	Primarily timing of payments.
Maintenance & Other Operating Contracts	Non Reimb.	2.825	56.9	Primarily prior period accrual adjustments and timing of emergency busing, utilities and joint facilities.	5.118	33.4	Timing of activities and payments for weed control, joint facilities, security initiatives, toilet servicing, telephone/data services and plant maintenance services.
	Reimb.	(0.169)	(21.2)	Primarily due to timing of project activity.	(0.808)	(43.1)	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**

MARCH 2012					Year-to-Date MARCH 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.	(0.442)	(15.1)	Primarily due to the timing of payments and activities.	1.807	22.6	Primarily due to the timing of payments and activities for IT initiatives and other professional services.
	Reimb.	0.189	80.9	Primarily due to timing of project activity.	0.183	27.7	Primarily due to timing of project activity.
Materials & Supplies	Non Reimb.	(0.058)	(0.7)	Timing of corporate inventory adjustment, partially offset by reclaims greater than charge-outs of pool material in the Equipment department, lower usage of Support Shop running repair material and timing of material charge outs for the Engineering department.	1.179	4.7	Primarily due to lower usage of running repair material in the Support and Car Shops and delayed fleet modification initiatives, partially offset by timing of charge outs for pool material in the Equipment Department.
	Reimb.	1.142	33.5	Primarily due to timing of project activity and timing of payments for project material.	3.372	37.8	Primarily due to timing of project activity and timing of payments for project material.
Other Business Expenses	Non Reimb.	0.530	42.2	Primarily due to timing of expenses.	0.777	21.1	Primarily due to timing of expenses, bad debt and debit/credit card fees.
	Reimb.	(0.062)	*	Primarily due to timing of project activity.	(0.086)	*	Primarily due to timing of project activity.
Depreciation	Non Reimb.	1.939	7.3	Primarily timing.	5.817	7.3	Primarily timing.
Other Post Employment Benefits	Non Reimb.	0.480	7.5	Lower GASB adjustment to reflect the value associated with unfunded accrued liability for post employment benefits.	1.056	5.5	Lower GASB adjustment to reflect the value associated with unfunded accrued liability for post employment benefits.



Table 4

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

	Month				Year-to-Date			
	Favorable (Unfavorable)				Favorable (Unfavorable)			
	Budget	Actual	Variance	Percent	Budget	Actual	Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$48.550	\$49.752	\$1.202	2.5	\$140.232	\$146.664	\$6.432	4.6
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	4.622	4.306	(0.316)	(6.8)	12.325	9.724	(2.601)	(21.1)
Capital & Other Reimbursements	17.384	11.316	(6.068)	(34.9)	50.562	39.283	(11.279)	(22.3)
<b>Total Receipts</b>	<b>\$70.556</b>	<b>\$65.374</b>	<b>(\$5.182)</b>	<b>(7.3)</b>	<b>\$203.119</b>	<b>\$195.672</b>	<b>(\$7.447)</b>	<b>(3.7)</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	\$45.486	\$43.513	\$1.973	4.3	\$119.774	\$118.361	\$1.413	1.2
Overtime	6.295	7.873	(1.578)	(25.1)	19.847	21.444	(1.597)	(8.0)
Health and Welfare	8.799	6.971	1.828	20.8	26.376	24.546	1.830	6.9
OPEB Current Payment	5.078	3.459	1.619	31.9	15.234	13.944	1.290	8.5
Pensions	18.007	18.007	0.000	0.0	54.021	54.010	0.011	0.0
Other Fringe Benefits	12.060	10.044	2.016	16.7	33.190	27.634	5.556	16.7
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	-
<b>Total Labor Expenditures</b>	<b>\$95.725</b>	<b>\$89.866</b>	<b>\$5.859</b>	<b>6.1</b>	<b>\$268.442</b>	<b>\$259.940</b>	<b>\$8.502</b>	<b>3.2</b>
<i>Non-Labor:</i>								
Electric Power	\$9.931	\$6.309	\$3.622	36.5	\$30.448	\$20.110	\$10.338	34.0
Fuel	2.579	3.273	(0.694)	(26.9)	7.504	6.028	1.476	19.7
Insurance	0.464	1.565	(1.101)	*	7.108	5.059	2.049	28.8
Claims	0.344	1.297	(0.953)	*	1.032	1.973	(0.941)	(91.1)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	7.289	4.072	3.217	44.1	21.259	15.408	5.851	27.5
Professional Service Contracts	2.683	1.438	1.245	46.4	8.203	4.001	4.202	51.2
Materials & Supplies	13.745	15.432	(1.687)	(12.3)	37.903	38.705	(0.802)	(2.1)
Other Business Expenses	1.214	1.225	(0.011)	(0.9)	3.566	2.613	0.953	26.7
<b>Total Non-Labor Expenditures</b>	<b>\$38.249</b>	<b>\$34.612</b>	<b>\$3.637</b>	<b>9.5</b>	<b>\$117.023</b>	<b>\$93.896</b>	<b>\$23.127</b>	<b>19.8</b>
<i>Other Expenditure Adjustments:</i>								
Other	2.417	1.947	0.470	19.4	7.251	6.593	0.658	9.1
<b>Total Other Expenditure Adjustments</b>	<b>\$2.417</b>	<b>\$1.947</b>	<b>\$0.470</b>	<b>19.4</b>	<b>\$7.251</b>	<b>\$6.593</b>	<b>\$0.658</b>	<b>9.1</b>
<b>Total Expenditures</b>	<b>\$136.391</b>	<b>\$126.425</b>	<b>\$9.966</b>	<b>7.3</b>	<b>\$392.716</b>	<b>\$360.429</b>	<b>\$32.287</b>	<b>8.2</b>
Cash Timing and Availability Adjustment	0.000	(0.513)	(0.513)	-	0.000	(0.647)	(0.647)	-
<b>Net Cash Deficit (excludes opening balance)</b>	<b>(\$65.835)</b>	<b>(\$61.565)</b>	<b>\$4.270</b>	<b>6.5</b>	<b>(\$189.597)</b>	<b>(\$165.404)</b>	<b>\$24.193</b>	<b>12.8</b>
<b>Subsidies</b>								
MTA	65.835	61.560	(4.275)	(6.5)	189.597	162.150	(27.447)	(14.5)

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

Table 5

	March 2012			Year-to-Date as of March 31, 2012		
Generic Revenue or Expense Category	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Receipts						
Farebox Revenue	\$1.202	2.5	Higher ridership \$2.138, partially offset by lower yields \$(0.002), lower Metrocard/AirTrain sales \$(0.151), and lower advance sales impact \$(0.783).	\$6.432	4.6%	Higher ridership \$6.469, higher advance sales impact \$0.708, and higher yields \$0.085, partially offset by lower Metrocard/AirTrain sales \$(0.830).
Other Operating Revenue	(\$0.316)	(6.8)	Primarily due to the timing of rental and freight revenue.	(\$2.601)	-21.1%	Primarily due to the timing of rental and intercompany receipts.
Capital and Other Reimbursements	(\$6.068)	(34.9)	Timing of activity and reimbursement for capital and other reimbursements.	(\$11.279)	-22.3%	Timing of activity and reimbursement for capital and other reimbursements.
Expenditures						
Labor:						
Payroll	\$1.973	4.3	Primarily due to vacant positions, lower constructive allowance payments and the timing of retiree sick/vacation payments.	\$1.413	1.2%	Primarily due to vacant positions and lower constructive allowance and retiree payments.
Overtime	(\$1.578)	(25.1)	Primarily higher open job coverage.	(\$1.597)	-8.0%	Primarily higher open job coverage.
Health and Welfare	\$1.828	20.8	Primarily due to lower rates, vacant positions and the timing of payments.	\$1.830	6.9%	Primarily due to lower rates, vacant positions and the timing of payments.
OPEB Current Payment	\$1.619	31.9	Primarily due to the timing of payments, lower rates and fewer retirees.	\$1.290	8.5%	Primarily due to lower rates, fewer retirees and the timing of payments.
Other Fringe Benefits	\$2.016	16.7	Primarily lower FELA indemnity and Railroad Retirement payments.	\$5.556	16.7%	Primarily lower FELA indemnity and Railroad Retirement payments.

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	March 2012			Year-to-Date as of March 31, 2012		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Non-Labor:						
Electric Power	\$3.622	36.5	Primarily due to lower consumption, lower rates and the timing of payments.	\$10.338	34.0%	Primarily due to the timing of payments, lower usage and lower rates.
Fuel	(\$0.694)	-26.9%	Primarily due to prior year payments, partially offset by the timing of current year payments.	\$1.476	19.7%	Timing of payments and lower consumption, partially offset by higher rates.
Insurance	(\$1.101)	*	Timing of payments.	\$2.049	28.8%	Timing of payments.
Claims	(\$0.953)	*	Timing of payment for claims.	(\$0.941)	-91.1%	Timing of payment for claims.
Maintenance and Other Operating Contracts	\$3.217	44.1	Timing of payments.	\$5.851	27.5%	Timing of payments.
Professional Service Contracts	\$1.245	46.4	Timing of and payment for consulting services.	\$4.202	51.2%	Timing of MTA chargeback payments and the timing of and payment for consulting services.
Materials and Supplies	(\$1.687)	(12.3)	Primarily the timing of program, production plan, and operating funded capital material and supplies.	(\$0.802)	-2.1%	Primarily the timing of program, production plan, and operating funded capital material and supplies.
Other Business Expenses	(\$0.011)	-0.9%	Primarily due to the timing of payments.	\$0.953	26.7%	Primarily due to the timing of payments.
Other Expenditure Adjustments	\$0.470	19.4%	Lower Metrocard/AirTrain pass through payments.	\$0.658	9.1%	Lower Metrocard/AirTrain pass through payments.

Table 6

**MTA LONG ISLAND RAIL ROAD**  
**FEBRUARY FINANCIAL PLAN - 2012 ADOPTED BUDGET**  
**CASH CONVERSION (CASH FLOW ADJUSTMENTS)**  
**March 2012**  
(\$ in millions)

	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$2.416	\$1.482	(\$0.934)	(38.7)	\$7.250	\$7.128	(\$0.122)	(1.7)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	0.921	1.026	0.105	11.4	2.796	0.124	(2.672)	(95.5)
Capital & Other Reimbursements	(0.632)	(4.868)	(4.236)	*	5.330	(2.829)	(8.159)	*
<b>Total Receipts</b>	<b>\$2.705</b>	<b>(\$2.360)</b>	<b>(\$5.065)</b>	<b>*</b>	<b>\$15.376</b>	<b>\$4.423</b>	<b>(\$10.953)</b>	<b>(71.2)</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	(\$4.098)	(\$3.166)	\$0.932	22.7	\$1.279	\$0.163	(\$1.116)	(87.3)
Overtime	(0.799)	(1.621)	(0.822)	*	(0.798)	(0.877)	(0.079)	(10.0)
Health and Welfare	0.001	1.058	1.057	*	0.003	(0.591)	(0.594)	*
OPEB Current Payment	0.000	1.319	1.319	-	0.000	0.021	0.021	-
Pensions	0.000	0.019	0.019	-	0.001	0.012	0.011	*
Other Fringe Benefits	(1.935)	(0.921)	1.014	52.4	(2.130)	0.761	2.891	*
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	-
<b>Total Labor Expenditures</b>	<b>(\$6.831)</b>	<b>(\$3.313)</b>	<b>\$3.518</b>	<b>51.5</b>	<b>(\$1.645)</b>	<b>(\$0.513)</b>	<b>\$1.132</b>	<b>68.8</b>
<i>Non-Labor:</i>								
Electric Power	(\$1.749)	(\$0.221)	\$1.528	87.3	(\$3.998)	\$2.433	\$6.431	*
Fuel	(0.382)	(0.887)	(0.505)	*	(1.144)	0.247	1.391	*
Insurance	1.310	0.023	(1.287)	(98.2)	(2.205)	(0.435)	1.770	80.3
Claims	(0.061)	(1.073)	(1.012)	*	(0.183)	(1.529)	(1.346)	*
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	(1.525)	(0.964)	0.561	36.8	(4.074)	(2.533)	1.541	37.8
Professional Service Contracts	0.483	1.981	1.498	*	0.450	2.662	2.212	*
Materials & Supplies	(1.935)	(4.705)	(2.770)	*	(3.810)	(9.163)	(5.353)	*
Other Business Expenses	0.049	(0.429)	(0.478)	*	0.124	0.387	0.263	*
<b>Total Non-Labor Expenditures</b>	<b>(\$3.810)</b>	<b>(\$6.276)</b>	<b>(\$2.466)</b>	<b>(64.7)</b>	<b>(\$14.840)</b>	<b>(\$7.932)</b>	<b>\$6.908</b>	<b>46.5</b>
<i>Other Expenditure Adjustments:</i>								
Other	(2.417)	(1.947)	0.470	19.4	(7.251)	(6.593)	0.658	9.1
<b>Total Other Expenditure Adjustments</b>	<b>(\$2.417)</b>	<b>(\$1.947)</b>	<b>\$0.470</b>	<b>19.4</b>	<b>(\$7.251)</b>	<b>(\$6.593)</b>	<b>\$0.658</b>	<b>9.1</b>
<b>Total Expenditures before Depreciation</b>	<b>(\$13.058)</b>	<b>(\$11.536)</b>	<b>\$1.522</b>	<b>11.7</b>	<b>(\$23.736)</b>	<b>(\$15.038)</b>	<b>\$8.698</b>	<b>36.6</b>
Depreciation Adjustment	26.422	24.483	(1.939)	(7.3)	79.266	73.449	(5.817)	(7.3)
Other Post Employment Benefits	6.438	5.958	(0.480)	(7.5)	19.313	18.257	(1.056)	(5.5)
Environmental Remediation	0.167	0.167	(0.000)	(0.2)	0.501	0.500	(0.001)	(0.2)
<b>Total Expenditures</b>	<b>\$19.969</b>	<b>\$19.072</b>	<b>(\$0.897)</b>	<b>(4.5)</b>	<b>\$75.344</b>	<b>\$77.168</b>	<b>\$1.824</b>	<b>2.4</b>
Cash Timing and Availability Adjustment	0.000	(0.513)	(0.513)	-	0.000	(0.647)	(0.647)	-
<b>Total Cash Conversion Adjustments</b>	<b>\$22.674</b>	<b>\$16.198</b>	<b>(\$6.476)</b>	<b>(28.6)</b>	<b>\$90.720</b>	<b>\$80.944</b>	<b>(\$9.776)</b>	<b>(10.8)</b>

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan - 2012 Adopted Budget**  
**Revised Overtime Decomposition Allocation**  
**(\$ in millions)**

**NON-REIMBURSABLE OVERTIME**

Scheduled Service

Unscheduled Service

Programmatic/Routine Maintenance

Unscheduled Maintenance

Vacancy/Absentee Coverage

Weather Emergencies

Safety/Security/Law Enforcement

Other

**Sub-Total**

**REIMBURSABLE OVERTIME**

**TOTAL NR & R OVERTIME**

Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
\$2.059	\$2.182	\$0.743	\$1.576	\$1.545	\$0.738	\$1.545	\$0.738	\$1.352	\$1.756	\$2.166	\$1.605	\$18.007
0.475	0.472	0.561	0.484	0.529	0.551	0.526	0.487	0.555	0.529	0.480	0.569	6.218
1.796	1.679	1.714	1.768	2.159	1.885	2.178	1.886	1.796	2.160	1.663	2.012	22.696
0.029	0.023	0.023	0.023	0.029	0.023	0.029	0.023	0.023	0.029	0.023	0.023	0.299
1.235	1.467	1.220	1.608	1.671	1.953	2.725	2.367	1.850	1.995	1.792	2.395	22.279
0.577	0.574	0.374	0.080	0.086	0.080	0.086	0.080	0.080	0.086	0.162	0.554	2.818
-	-	-	-	-	-	-	-	-	-	-	-	0.000
0.069	0.069	0.065	0.073	0.068	0.068	0.058	0.058	0.058	0.059	0.058	0.053	0.755
<b>\$6.240</b>	<b>\$6.466</b>	<b>\$4.700</b>	<b>\$5.611</b>	<b>\$6.087</b>	<b>\$5.298</b>	<b>\$7.146</b>	<b>\$5.640</b>	<b>\$5.714</b>	<b>\$6.613</b>	<b>\$6.345</b>	<b>\$7.211</b>	<b>\$73.071</b>
\$0.432	\$0.415	\$0.796	\$1.560	\$1.155	\$0.876	\$0.725	\$0.871	\$0.992	\$0.767	\$0.678	\$0.301	\$9.568
<b>\$6.672</b>	<b>\$6.881</b>	<b>\$5.496</b>	<b>\$7.171</b>	<b>\$7.242</b>	<b>\$6.174</b>	<b>\$7.871</b>	<b>\$6.511</b>	<b>\$6.706</b>	<b>\$7.380</b>	<b>\$7.023</b>	<b>\$7.512</b>	<b>\$82.639</b>

**METROPOLITAN TRANSPORTATION AUTHORITY - LONG ISLAND RAIL ROAD**  
**2012 Overtime Reporting**  
**Overtime Legend**

**REVISED OVERTIME DECOMPOSITION LEGEND DEFINITIONS**

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

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

	March 2012					March Year-to-Date				
	Adopted Budget		Actuals		Var. - Fav./(Unfav)	Adopted Budget		Actuals		Var. - Fav./(Unfav)
	Hours	\$	Hours	\$	Hours \$	Hours	\$	Hours	\$	Hours \$
<b>NON-REIMBURSABLE OVERTIME</b>										
<u>Scheduled Service</u> <sup>1</sup>	14,324	\$0.7	14,452	\$0.7	(128) -0.9%	99,437	\$5.0	100,565	\$5.0	(1,128) -1.1%
<u>Unscheduled Service</u>	10,849	\$0.6	7,172	\$0.4	3,677 33.9%	29,131	\$1.5	20,573	\$1.1	8,558 29.4%
<u>Programmatic/Routine Maintenance</u>	36,876	\$1.7	40,809	\$1.9	(3,933) -10.7%	112,692	\$5.2	111,109	\$5.2	1,583 1.4%
<u>Unscheduled Maintenance</u>	500	\$0.0	404	\$0.0	96 19.2%	1,625	\$0.1	1,484	\$0.1	141 8.7%
<u>Vacancy/Absentee Coverage</u>	24,908	\$1.2	41,109	\$2.0	(16,201) -65.0%	80,863	\$3.9	122,947	\$5.9	(42,084) -52.0%
<u>Weather Emergencies</u>	7,872	\$0.4	220	\$0.0	7,652 97.2%	32,647	\$1.5	19,546	\$0.9	13,102 40.1%
<u>Safety/Security/Law Enforcement</u> <sup>2</sup>	-	-	-	-	-	-	-	-	-	-
<u>Other</u> <sup>3</sup>	1,492	\$0.1	995	\$0.2	497 33.3%	4,440	\$0.2	4,100	\$0.7	340 7.7%
Subtotal	96,821	\$4.7	105,161	\$5.2	(8,340) -8.6%	360,836	\$17.4	380,323	\$18.8	(19,487) -5.4%
<b>REIMBURSABLE OVERTIME</b>	15,694	\$0.8	19,271	\$1.0	(3,577) -22.8%	32,301	\$1.6	33,521	\$1.8	(1,221) -3.8%
<b>TOTAL OVERTIME</b>	<b>112,515</b>	<b>\$5.5</b>	<b>124,432</b>	<b>\$6.3</b>	<b>(11,917)</b> <b>-10.6%</b>	<b>393,136</b>	<b>\$19.0</b>	<b>413,844</b>	<b>\$20.6</b>	<b>(20,708)</b> <b>-5.3%</b>

<sup>1</sup> Includes Service Delay, Tour Length and Holiday overtime.

<sup>2</sup> Not Applicable

<sup>3</sup> Reflects overtime for customer service, material management and other administrative functions.

Totals may not add due to rounding.

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

\* Exceeds 100%

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

	Monthly			Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
<b>NON-REIMBURSABLE OVERTIME</b>						
Scheduled Service	(128)	(0.0)		(1,128)	(0.0)	
	-0.9%	-0.9%		-1.1%	-0.4%	
Unscheduled Service	3,677	0.2	Record March On-Time Performance resulted in lower unscheduled service overtime.	8,558	0.4	Favorable On-Time Performance resulted in lower unscheduled service overtime.
	33.9%	33.7%		29.4%	28.7%	
Programmatic/Routine Maintenance	(3,933)	(0.2)		1,583	0.0	
	-10.7%	-9.5%		1.4%	0.3%	
Unscheduled Maintenance	96	0.0		141	0.0	
	19.2%	19.1%		8.7%	8.8%	
Vacant/Absentee Coverage	(16,201)	(0.8)	Primarily 76 craft & foreman positions vacant in Maintenance of Equipment Department. Hiring plan in place to fill by year end 2012. Lower availability in Train Operations (train & engine).	(42,084)	(2.0)	Primarily 85 craft & foreman positions vacant in Maintenance of Equipment Department. Hiring plan in place to fill by year end 2012. Lower availability in Train Operations (train & engine).
	-65.0%	-65.2%		-52.0%	-51.1%	
Weather Emergencies	7,652	0.4	No significant weather events in March.	13,102	0.6	Mild winter resulted in lower overtime.
	97.2%	97.2%		40.1%	41.5%	
Safety/Security/Law Enforcement	-	0.0		-	0.0	
Other	497	(0.1)		340	(0.5)	
	33.3%	*		7.7%	*	
<b>Subtotal</b>	<b>(8,340)</b>	<b>(\$0.5)</b>		<b>(19,487)</b>	<b>(\$1.4)</b>	
	-8.6%	-11.5%		-5.4%	-8.1%	
<b>REIMBURSABLE OVERTIME</b>	(3,577)	(0.2)	Timing of Annual Track Program resulting from latest project schedule requirements.	(1,221)	(0.1)	Timing of Annual Track Program resulting from latest project schedule requirements.
	-22.8%	-27.1%		-3.8%	-6.6%	
<b>TOTAL OVERTIME</b>	<b>(11,917)</b>	<b>(\$0.8)</b>		<b>(20,708)</b>	<b>(\$1.5)</b>	
	-10.6%	-13.7%		-5.3%	-8.0%	
* 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 MARCH 2012**

	Budget	Actual	Favorable/ (Unfavorable) Variance
<b>Administration</b>			
Executive VP	3	3	0
Labor Relations	10	10	0
Procurement & Logistics (excl. Stores)	82	84	(2)
Human Resources	32	30	2
Sr VP Administration	2	2	0
Strategic Investments	39	29	10
President	4	4	0
VP & CFO/Pension	9	9	0
Information Technology	160	157	3
Controller	41	38	3
Management & Budget	18	18	0
Process Re-Engineering	6	6	0
VP - East Side Access & Special Projects	26	20	6
Market Dev. & Public Affairs	61	59	2
Gen. Counsel & Secretary	30	30	0
Diversity Management	2	1	.1
System Safety/Training	64	72	(8)
Security	5	7	(2)
Sr VP Operations/Oper. S/A & Serv Planning	39	38	1
<b>Total Administration</b>	<b>633</b>	<b>617</b>	<b>16</b>
<b>Operations</b>			
Train Operations	1,831	1,810	21
Customer Services	290	286	4
<b>Total Operations</b>	<b>2,121</b>	<b>2,096</b>	<b>25</b>
<b>Maintenance</b>			
Engineering	1,548	1,523	25
Equipment	2,029	1,945	84
Procurement (Stores)	94	95	(1)
<b>Total Maintenance</b>	<b>3,671</b>	<b>3,563</b>	<b>108</b>
<b>Engineering/Capital</b>			
Department of Project Management	112	106	6
<b>Total Engineering/Capital</b>	<b>112</b>	<b>106</b>	<b>6</b>
<b>Baseline Total Positions</b>	<b>6,537</b>	<b>6,382</b>	<b>155</b>
<b>Non-Reimbursable</b>	<b>5,687</b>	<b>5,697</b>	<b>(10)</b>
<b>Reimbursable</b>	<b>850</b>	<b>685</b>	<b>165</b>
<b>Total Full-Time</b>	<b>6,537</b>	<b>6,382</b>	<b>155</b>
<b>Total Full-Time-Equivalents</b>	<b>-</b>	<b>-</b>	<b>-</b>

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

Explanation of Variances
<b>NON-REIMBURSABLE POSITIONS</b> - Unfavorable 10 positions due to shift of Engineering's labor force from project to maintenance, partially offset by hiring delays in the Maintenance of Equipment and Train Operations Departments.
<b>REIMBURSABLE POSITIONS</b> - Favorable 165 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 MARCH 2012**

	<b>Budget</b>	<b>Actual</b>	<b>Favorable/ (Unfavorable) Variance</b>
<b>Administration</b>			
Managers/Supervisors	329	298	31
Professional, Technical, Clerical	304	319	(15)
Operational Hourlies	-	-	-
<b>Total Administration</b>	<b>633</b>	<b>617</b>	<b>16</b>
<b>Operations</b>			
Managers/Supervisors	304	289	15
Professional, Technical, Clerical	157	159	(2)
Operational Hourlies	1,660	1,648	12
<b>Total Operations</b>	<b>2,121</b>	<b>2,096</b>	<b>25</b>
<b>Maintenance</b>			
Managers/Supervisors	700	638	62
Professional, Technical, Clerical	261	235	26
Operational Hourlies	2,710	2,690	20
<b>Total Maintenance</b>	<b>3,671</b>	<b>3,563</b>	<b>108</b>
<b>Engineering/Capital</b>			
Managers/Supervisors	94	91	3
Professional, Technical, Clerical	18	15	3
Operational Hourlies	-	-	-
<b>Total Engineering/Capital</b>	<b>112</b>	<b>106</b>	<b>6</b>
<b>Total Positions</b>			
Managers/Supervisors	1,427	1,316	111
Professional, Technical, Clerical	740	728	12
Operational Hourlies	4,370	4,338	32
<b>Total Positions</b>	<b>6,537</b>	<b>6,382</b>	<b>155</b>

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

RIDERSHIP	March 2012				Year-to-date March 2012			
	Budget	Actual	Favorable/ (Unfavorable) Variance	%	Budget	Actual	Favorable/ (Unfavorable) Variance	%
Monthly	4.051	4.148	0.097	2.4%	11.311	11.567	0.256	2.3%
Weekly	0.127	0.134	0.007	5.3%	0.364	0.368	0.004	1.2%
Total Commutation	4.178	4.282	0.104	2.5%	11.675	11.935	0.260	2.2%
One-Way Full Fare	0.600	0.666	0.066	11.0%	1.663	1.852	0.188	11.3%
One-Way Off-Peak	1.302	1.395	0.093	7.1%	3.681	3.945	0.265	7.2%
All Other	0.707	0.760	0.052	7.4%	1.965	2.175	0.210	10.7%
Total Non-Commutation	2.609	2.820	0.211	8.1%	7.309	7.972	0.663	9.1%
Total	6.788	7.102	0.315	4.6%	18.984	19.907	0.923	4.9%

**MTA LONG ISLAND RAIL ROAD**  
**FEBRUARY FINANCIAL PLAN - 2012 ADOPTED BUDGET**  
**MONTHLY PERFORMANCE INDICATORS**  
**March 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 <sup>(1)</sup>	49.1%	43.7%	48.9%	5.4%	0.2%
	Adjusted <sup>(2)</sup>	62.1%	55.6%	n/a	6.5%	n/a
Cost Per Passenger	Standard <sup>(1)</sup>	\$13.90	\$15.60	\$13.69	\$1.70	(\$0.21)
	Adjusted <sup>(2)</sup>	\$11.68	\$13.20	n/a	\$1.52	n/a
Passenger Revenue/Passenger <sup>(3)</sup>		\$6.83	\$6.82	\$6.69	\$0.01	\$0.14
		<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 <sup>(1)</sup>	46.2%	41.0%	43.9%	5.2%	2.3%
	Adjusted <sup>(2)</sup>	58.2%	51.6%	n/a	6.6%	n/a
Cost Per Passenger	Standard <sup>(1)</sup>	\$15.25	\$17.15	\$16.13	\$1.90	\$0.88
	Adjusted <sup>(2)</sup>	\$12.87	\$14.56	n/a	\$1.69	n/a
Passenger Revenue/Passenger <sup>(3)</sup>		\$7.04	\$7.03	\$7.09	\$0.01	(\$0.05)

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

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

(3) Passenger Revenue/Passenger includes Bar Car Services

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**MTA LONG ISLAND RAIL ROAD**

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**MONTHLY RIDERSHIP REPORT**

**MARCH 2012**

**MARCH 2012 RIDERSHIP AND REVENUE REPORT  
MTA LONG ISLAND RAIL ROAD  
EXECUTIVE SUMMARY**

**March**

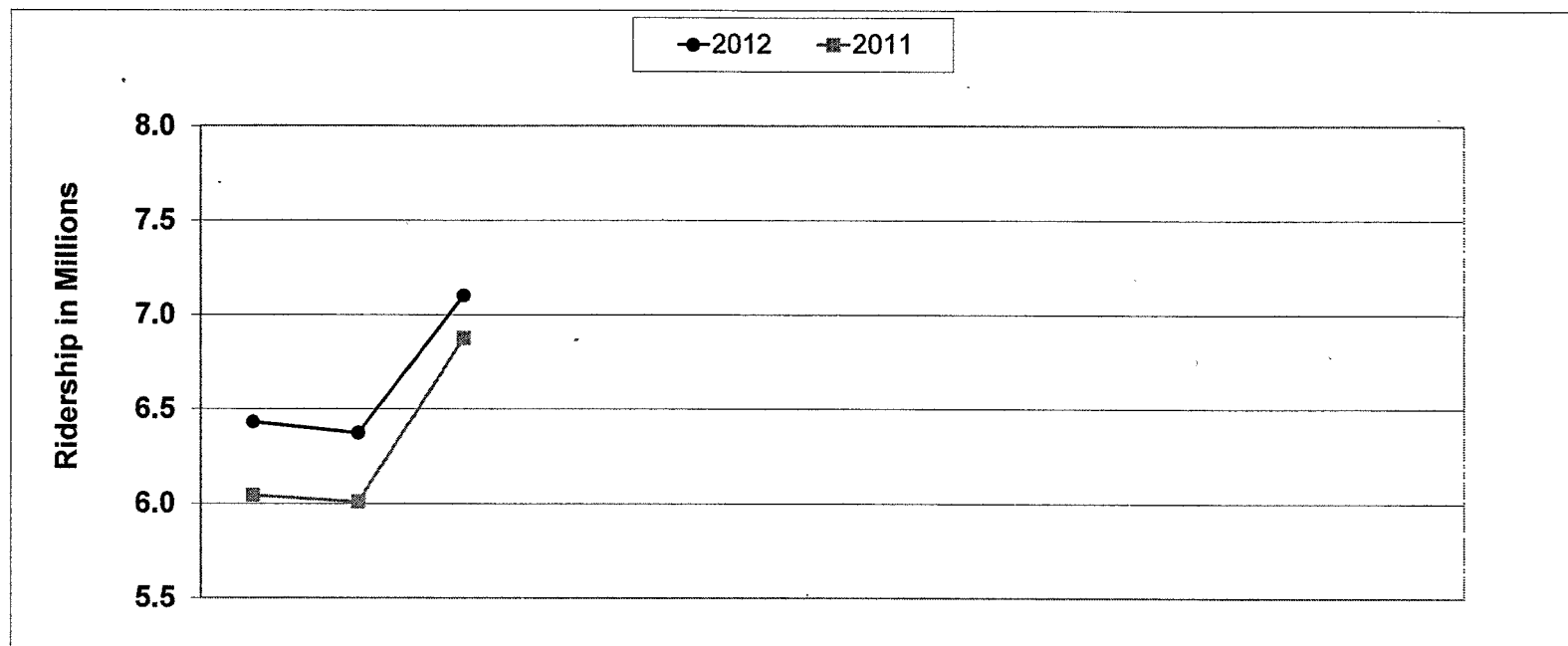
- March 2012 total ridership was 7.1 million vs. 6.9 million in March 2011, an increase of 227,019 passengers, or a 3.3% increase compared to March 2011.
- March 2012 commutation ridership was 4.3 million vs. 4.2 million in March 2011, an increase of 112,768 passengers, or an increase of 2.7%.
- March 2012 non-commutation ridership was 2.8 million vs. 2.7 million in March 2011, an increase of 114,251 passengers, or an increase of 4.2%.
- March 2012 revenue was \$48.3 million vs. \$46.9 million, an increase of \$1,399,267 or an increase of 3.0% compared to March 2011.

**Year-To-Date**

- 2012 YTD total ridership was 19.9 million vs. 18.9 million in 2011, an increase of 981,393 or a 5.2% increase compared to 2011, and 4.9% above budget.
- 2012 YTD commutation ridership was 11.9 million vs. 11.6 million in 2011, an increase of 335,900 or a 2.9% increase compared to 2011, and 2.2% above budget.
- 2012 YTD non-commutation ridership was 8.0 million vs. 7.3 million in 2011, an increase of 645,493 or an increase of 8.8% compared to 2011, and 9.1% above budget.
- 2012 YTD revenue was \$139.5 million vs. \$132.4 million in 2011, an increase of \$7,106,502 or an increase of 5.4% compared to 2011 and 4.9% above budget.

# MARCH RIDERSHIP

- March's Total Ridership was 3.3% above '11 and 4.6% above budget.

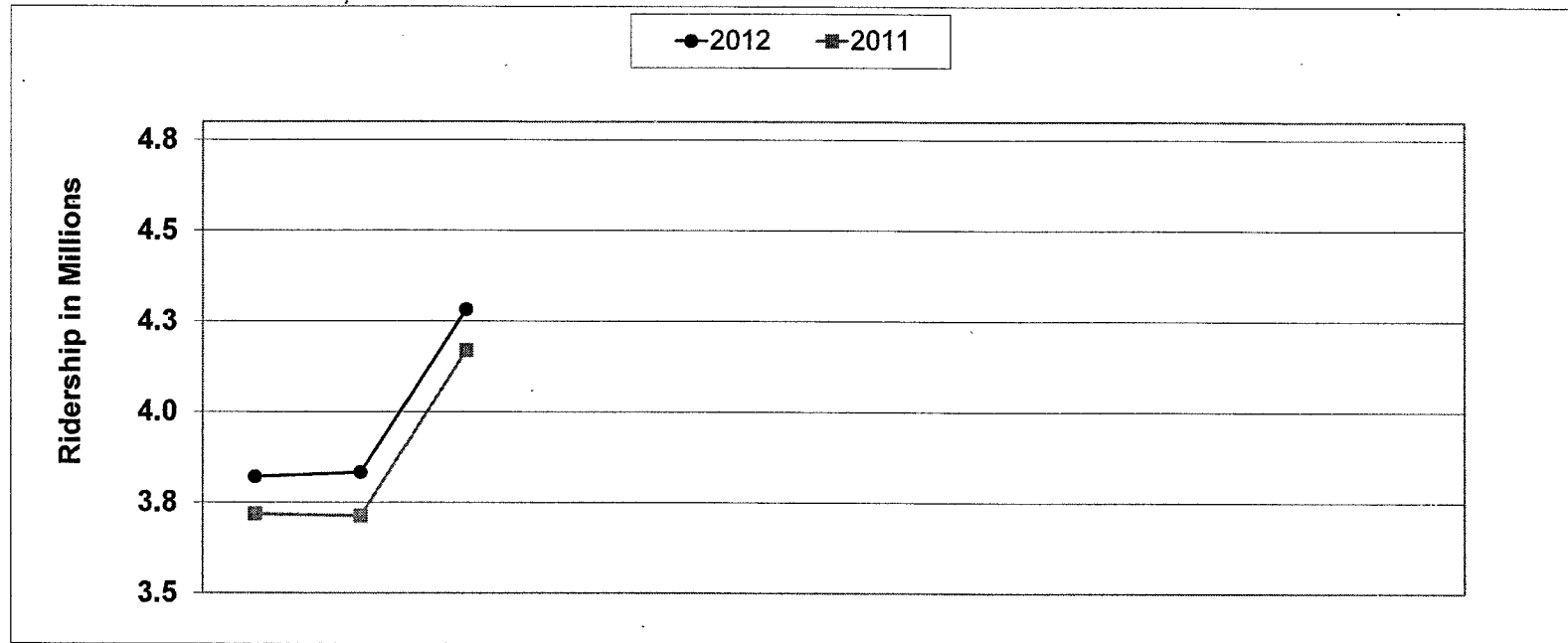


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2012	6.4	6.4	7.1										19.9
2011	6.0	6.0	6.9										18.9
PCT CHG.	6.4%	6.1%	3.3%										5.2%



# MARCH COMMUTATION RIDERSHIP

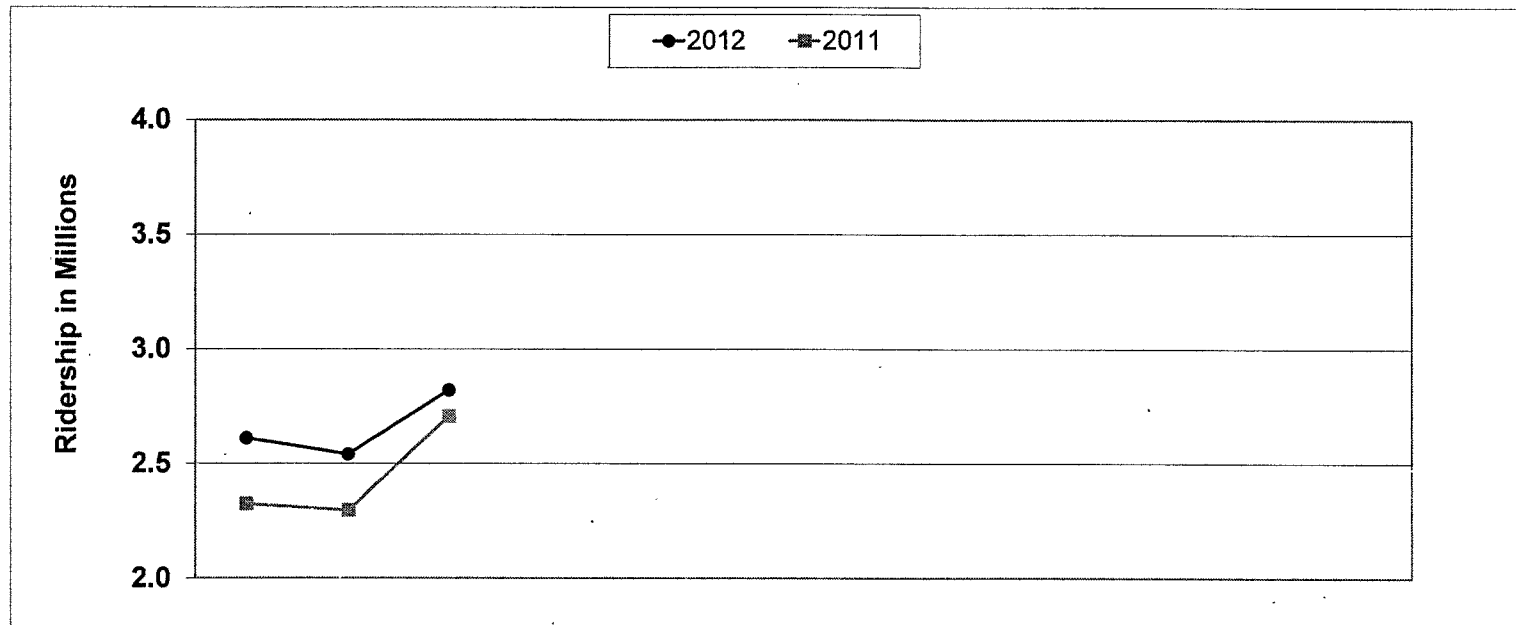
- March's Commutation Ridership was 2.7% above '11 and 2.5% above budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2012	3.8	3.8	4.3										11.9
2011	3.7	3.7	4.2										11.6
PCT CHG.	2.8%	3.2%	2.7%										2.9%

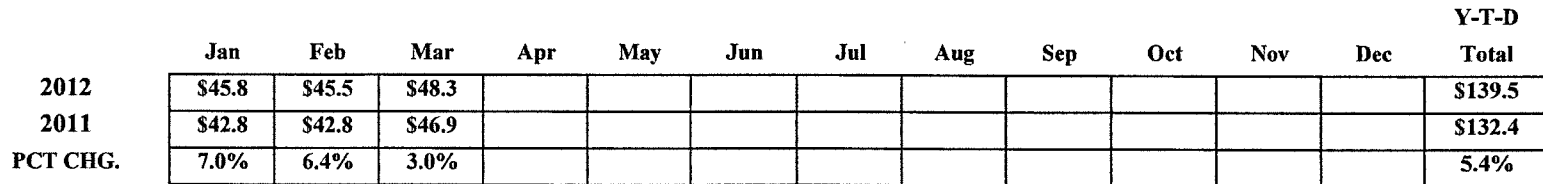
## MARCH NON-COMMUTATION RIDERSHIP

- March's Non-Commutation Ridership was 4.2% above '11 and 8.1% above budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2012	2.6	2.5	2.8										8.0
2011	2.3	2.3	2.7										7.3
PCT CHG.	12.3%	10.6%	4.2%										8.8%

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

TICKET TYPE/SERVICE	MARCH 2012	MARCH 2011	CHANGE VS. 2011	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	4,282,044	4,169,276	112,768	2.7%
NON-COMMUTATION RIDERSHIP	2,820,334	2,706,083	114,251	4.2%
<b>TOTAL RIDERSHIP</b>	<b>7,102,378</b>	<b>6,875,359</b>	<b>227,019</b>	<b>3.3%</b>

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

TICKET TYPE/SERVICE	MARCH 2012	MARCH 2011	CHANGE VS. 2011	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	11,935,440	11,599,540	335,900	2.9%
NON-COMMUTATION RIDERSHIP	7,971,624	7,326,131	645,493	8.8%
<b>TOTAL RIDERSHIP</b>	<b>19,907,064</b>	<b>18,925,671</b>	<b>981,393</b>	<b>5.2%</b>

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

REVENUE	MARCH 2012	MARCH 2011	CHANGE VS. 2011	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$25,954,784	\$25,347,257	\$607,527	2.4%
NON-COMMUTATION REVENUE	\$22,315,559	\$21,523,819	\$791,740	3.7%
<b>TOTAL REVENUE</b>	<b>\$48,270,343</b>	<b>\$46,871,076</b>	<b>\$1,399,267</b>	<b>3.0%</b>

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

REVENUE	MARCH 2012	MARCH 2011	CHANGE VS. 2011	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$76,444,051	\$74,346,106	\$2,097,945	2.8%
NON-COMMUTATION REVENUE	\$63,092,383	\$58,083,825	\$5,008,558	8.6%
<b>TOTAL REVENUE</b>	<b>\$139,536,434</b>	<b>\$132,429,931</b>	<b>\$7,106,503</b>	<b>5.4%</b>



**Long Island Rail Road**

## **CAPITAL PROGRAM**

## **HIGHLIGHTS**

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

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**HIGHLIGHTS**

**PN-S7**

**FIBER OPTIC NETWORK**

Project Budget: \$70.12M

Milestone: Beneficial Use

Approximately 1.16 million LF of new fiber optic cable has been installed at various locations along the LIRR system. The work included SONET equipment as well as supporting electronics and distribution equipment. This upgrade of the current Communication System Network from copper to fiber optic cables will enhance system reliability and improve communications to customers.

**PN-BH**

**WOODHAVEN BOULEVARD BRIDGE REHABILITATION**

Project Budget: \$11.00M

Milestone: Construction Start

Above-deck waterproofing and painting commenced on the Woodhaven Blvd Bridge during April. This project also includes new bearings and bridge seats, and repair of abutments, concrete decks, and structural steel. Completion is planned for the 1st quarter of 2014.

**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 was received and is under review. Cutover of HTSCS scheduled for the 4<sup>th</sup> Quarter 2012. Equipment delivery for F Interlocking Harold Interlocking Alternate Control Room (FHACS) commenced with testing and cutover projected for the 4<sup>th</sup> Quarter 2012.
- LIRR F/A work at Harold continues. Signal performed cable pulls and terminations at Point CIL. Conduits and cable for conversion of 16 Bridge to pedestal signals completed. Signal Bridge 16 successfully removed and the cutover to pedestal signals completed. Various signal work conducted in support of H1, H3, and H4 CIL locations. LIRR F/A provided support to MTACC Third Party and Amtrak installations. Track Department continued IJ work at various locations. LIRR HT completed bracket and guy work at Towers 27 and 32, along with Towers 26 and 27 cable removals, in support of Third Party and Signal Power cutover activities.

**BABYLON TRAIN WASH (ARRA funded)**

- Train Wash equipment testing and test washing completed.
- Second By-Pass Button and Car Tag Reader installed.
- Permanent sewage connections, paving, and fencing continued.
- Project Beneficial Use rescheduled for May 2012 to allow for training on the systems and equipment.

**MAIN LINE CAPACITY IMPROVEMENTS**

Five projects in Hicksville, Mineola and Westbury will offer increased capacity, improved reliability, and infrastructure renewal along the Main Line. Funding for these projects was previously identified in the 2005-2009 Capital Program for the Main Line Corridor project.

- In Hicksville, three related sub-projects will provide much needed investment in our aging infrastructure. LIRR will replace the antiquated signal system at Divide Tower, which controls all interlockings east of Hicksville on the Port Jefferson and Ronkonkoma Branches; reconstruct the Hicksville Station platforms and replace all platform-level amenities, including escalators; extend Station Track #1 to connect to the north siding. These improvements will enable the Railroad to increase service starts/stops at Hicksville with a more reliable signal system.
- In Mineola, LIRR will undertake drainage improvements to increase safety, reliability, and customer convenience. To improve passenger flow and plan for East Side Access Opening Day, LIRR will

widen and extend platforms and undertake track and signal improvements. And in Westbury, LIRR will demolish and reconstruct the Ellison Avenue Bridge which has been flagged by New York State Department of Transportation as needing replacement.

#### **EAST RIVER TUNNEL TOTAL TRACK REPLACEMENT**

Following a derailment of an Amtrak train in East River Tunnel line 3 on May 9, 2011, and subsequent inspection of all of the tunnels, a decision was made to completely rehabilitate the track structure in each tunnel from Penn Station to the Long Island City Portals (adjacent to LIRR's HuntersPoint Avenue Station). The program provides for the complete replacement of the running rails, track ties and ballast and, cleanout and repair of the drain trough and installation of new drain covers.

Work has been completed to date as follows:

- ERT 4 (total length – 126,640 feet)
  - 2280 feet total track replacement/drainage repair,
  - 2900 feet of continuously welded rail (CWR) to 1<sup>st</sup> Avenue,
  - 1690 feet of interim drainage repairs.
- ERT 3 (total length – 12,870 feet)
  - 1980 feet of total track replacement/drainage repair,
  - 3200 feet of continuously welded rail (CWR) to 1<sup>st</sup> Avenue,
  - 1636 feet of interim drainage repairs.
- Total track replacement work – projected weekend work through 2012.
  - ERT 1: June 1 – August 17,
  - ERT 3: September 14-November 16,
  - ERT 4: November 30-December 14.

Overall, the project has been proceeding with minimal impact to service. Delays have included:

- Monday January 9, 2012 – The Monday morning rush was delayed due to the late completion of the track panel replacement. ERT 3 was returned to service at 7:37AM, causing 8 LIRR Westbound rush-hour trains to be delayed from 6 to 7 minutes.
- Monday February 27, 2012 – Due to track equipment bumping signal 4E25, located beyond the east portal of ERT 4, sometime during the weekend work, intermittent signal readings were experienced between 5:49 AM and 7:45 AM. The signal was repaired by 1:47 PM. 32 rush-hour LIRR trains and 2 non-rush-hour LIRR trains were delayed from 4 to 8 minutes.

Total Track Replacement Program costs are:

- Amtrak submitted a cost estimate for the track replacement work in the amount of \$71,091,170 of which LIRR is responsible for \$46,813,536 (as per the LIRR/Amtrak Joint Facilities/Joint Venture and Master Force Account Agreements). In February 2012, the LIRR programmed \$28M in the 2010-2014 Capital Program. The remaining Funds required for the work will be programmed in the 2015-2019 Capital Program.

# 2012 LIRR Capital Program Goals

