



**Metropolitan Transportation Authority**

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

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## **June 2012**

### **Members**

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



## MEETING AGENDA

### METRO-NORTH/LONG ISLAND COMMITTEES

June 25, 2012 – 8:30 a.m.

347 Madison Avenue

Fifth Floor Board Room  
New York, NY

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| <u>AGENDA ITEMS</u>                                       | <u>Page</u> |
|---|-------------|
| PUBLIC COMMENTS PERIOD                                    |             |
| APPROVAL OF MINUTES – MAY 21, 2012                        | 4           |
| 2012 WORK PLAN  | 18          |
| <u>AGENCY PRESIDENTS'/ CHIEF'S REPORTS</u>                |             |
| LIRR Report (No material)                                 |             |
| MNR Report (No material)                                  |             |
| MTA Capital Construction Report                           | 23          |
| MTA Police Report   | 28          |
| <br><u>AGENCY INFORMATION ITEMS</u>                       |             |
| 1. LIRR INFORMATION ITEMS                                 | 34          |
| • July Track Schedule Change                              | 35          |
| • Penn Station Retail Development                         | 36          |
| • Wyandanch Station                                       | 45          |
| 2. MNR INFORMATION ITEMS                                  | 47          |
| • July Schedule Change Memo                               | 48          |
| • GCT Centennial Update/Presentation                      | 51          |
| • Grand Central Terminal Centennial Sponsorship           | 57          |
| • Grand Central Terminal Retail Development               | 59          |
| • Garrison Station Parking Lease Modification & Extension | 69          |
| <br><u>PROCUREMENTS</u>                                   | 70          |
| 1. LIRR Procurements                                      |             |
| • Non-Competitive - none                                  |             |
| • Competitive   | 80          |
| • Ratifications - none                                    |             |
| 2. MNR Procurements                                       |             |
| • Non-Competitive   | 74          |
| • Competitive   | 85          |
| • Ratifications - none                                    |             |

|                        |    |
|------------------------|----|
| 3. MTA CC Procurements |    |
| • Non-Competitive      | 78 |
| • Competitive          | 86 |
| • Ratifications - none |    |

AGENCY REPORTS ON OPERATIONS, FINANCE, RIDERSHIP AND CAPITAL PROGRAM

|                         |     |
|-------------------------|-----|
| 1. LIRR                 |     |
| • Operations            | 88  |
| • Finance and Ridership | 100 |
| • Capital Program       | 127 |
| 2. MNR                  |     |
| • Operations            | 130 |
| • Finance and Ridership | 140 |
| • Capital Program       | 171 |

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

**Minutes of the Regular Meeting  
Long Island Committee  
Monday, May 21, 2012  
Meeting held at  
347 Madison Avenue  
New York, New York 10017  
8:30 a.m.**

**The following members were present:**

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

**The following member was absent:**

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:** Assistant Chief Kathleen M. Finneran

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

There was one public speaker. Murray Bodin of Concerned Grandparents questioned the need for a control cab on every train.

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

**MTA METRO-NORTH RAIL ROAD**

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



**MTA LONG ISLAND RAIL ROAD**

President Williams reported that LIRR continued to experience strong ridership growth. April was the eighth consecutive month of growth, as LIRR carried 6.9 million passengers that month, a 3.1% increase over April 2011. Commutation ridership increased by 2.5% (monthly ticket sales were up by 2,172 and weeklies by 1,142). The data suggests LIRR ridership has caught up with employment growth, although recent reports of employment growth slowing are a concern. Non-commutation ridership remained a strong sector of growth, up by 4%, which was the eighth consecutive month of growth. Mild weather helped to play a role in ridership growth. LIRR carried 5,325 customers for Mets' opening day, up 16% from 2011. Year to date, total ridership for LIRR is 26.8 million, and we are excited to see that trend continue. LIRR also continued to achieve very strong On-Time Performance across all lines, with 95.7% OTP in April. President Williams attributed this to the mild weather and the extraordinary efforts of the LIRR team.

President Williams made the Committee aware of an Amtrak incident which occurred the previous Friday when an LIRR east-bound Port Washington train with eighty passengers on-board struck an Amtrak signal foreman shortly after emerging from one of the East River Tunnels, at approximately 3:30 a.m. The foreman sustained head and shoulder injuries that at this time do not appear to be life-threatening. He was part of an Amtrak gang performing work for the East Side Access project. The incident is under investigation by LIRR and Amtrak. Work in the area was suspended while safety protocols were assessed and a reenactment was staged. President Williams reported that there were minimal disruptions to the morning service. Due to the location of the train involved in the incident, passengers could not be evacuated. The train was delayed about 90 minutes. The crew did an excellent job keeping the customers informed and distributing emergency water supplies, and the passengers were very cooperative.

President Williams referenced the Capital Program highlights on page 257 of the Committee book and highlighted the East River Tunnel total track replacement work with Amtrak. This work began as a result of last year's derailment of an Amtrak train on Mother's Day. In one year, 4,200 feet of total track replacement and drainage repairs has been completed in East River Tunnels 3 and 4, with more than 6,100 feet of continuous welded rail installed. President Williams emphasized that we continue to work with Amtrak on this extremely important work and that Amtrak has done an excellent job on the new drainage system and drainage covers which will provide long-term benefits to the service. President Williams also highlighted the capital improvements to be performed on the Mainline, particularly at Hicksville, Mineola and Westbury, which will increase capacity and reliability and provide significant customer benefits. At Hicksville, there will be a full platform replacement including work on escalators, elevators, stairs, lights, canopies and waiting room improvements. This is an opportunity to revitalize the look of the station and introduce pigeon controls. There will be a track extension of an existing siding, up to the station, to increase capacity, and a replacement of a signal supervisory system to increase reliability in this important area where there is a confluence of tracks which come together. This work will be beneficial to trains going to Ronkonkoma and Huntington. In Mineola, LIRR has been collaborating with the Village on drainage improvements and there will be platform, track and signal work performed there as well. In Westbury, LIRR will demolish, reconstruct and widen the Ellison Avenue Bridge, which unfortunately has been flagged by NYSDOT. LIRR has been working with the Village to maintain safety and the Village has been an important partner in moving this work forward.

Finally, President Williams noted that Memorial Day weekend will see the resumption of Greenport service, and the LIRR is selling a rail package highlighting the Tall Ships program. With the start of the summer season, Cannonball service resumes as well, and LIRR will be providing special service for the Triple Crown race that will take place at Belmont on June 9<sup>th</sup>.

### MTA CAPITAL CONSTRUCTION

President Michael Horodniceanu did not provide a report and advised the Committee that he would be presenting on the East Side Access Project to the CPOC Committee in the afternoon.

### MTA POLICE DEPARTMENT

Assistant Chief Finneran reported that system-wide, April incidents were down 23%. She noted that there were seven robberies, four on Metro-North territory, one on the LIRR and two in Staten Island. The Metro-North and LIRR incidents resulted in a total of eight arrests. The details of the MTA Police Report are contained in a report filed with the records of this meeting.

### JOINT RAILROAD PRESENTATION

The Presidents provided a brief update on the status of implementation of Positive Train Control (PTC). The presentation is included in the Committee Book. Also filed with the records of the meeting is a letter sent by Ray LaHood, U.S. Secretary of Transportation. President Permut noted that the Secretary is supporting the authority to use alternate strategies for risk reduction, and is also supportive of an extension to the current 2015 PTC implementation deadline, of five years as provided in the current House bill, as opposed to the need for yearly extension as provided in the current Senate bill. President Permut noted that the Railroads have completed purchase of spectrum to cover all LIRR territory and about half of Metro-North territory, but not including four northern counties. President Williams highlighted the fact that with respect to the northern counties, the FCC is holding spectrum that would meet Metro-North's needs, but has not acted on a petition filed by the Railroads seeking direct allocation of that additional spectrum. If the FCC were to provide the spectrum, the Railroads could complete a spectrum management plan covering the needs of Metro-North, LIRR and parts of New Jersey Transit. The Railroads continue to pursue their options in this regard with assistance from the MTA.

President Williams also highlighted the progress made with legislators, such that a much-needed extension to the implementation date for PTC now seems likely. As has been made clear by the Presidents in their visits to Capitol Hill, railroads that need to implement on an earlier timeframe (such as the Southern California system which experienced the Chatham collision), should remain free to move forward, and LIRR and Metro-North would have the benefit of learning from such systems' adoption of the PTC technology.

Board Member Metzger asked about the definition of 'dark territory,' which was explained as areas without signal systems. President Williams noted that LIRR has more dark territory than Metro-North, and that LIRR will be moving forward with putting signals on segments including Speonk to Montauk. She noted that PTC is an overlay system to track signals, and that there are benefits aside from PTC to installing signal systems, for example increased capacity on the segment from Ronkonkoma to Yaphank, and benefits with respect to freight-related needs on the subsequent section to be equipped with signals from Yaphank to Riverhead. As noted in response to a question from Board Member Greenberg, as per the application for a waiver pending with the FRA, Riverhead to Greenport, which does not have freight traffic, would not be signalized. Board Member Greenberg also asked about the Lower Montauk Branch, and President Williams indicated that there was no requirement for PTC on this segment; and that further, this segment was being transferred to New York & Atlantic control, as a means of reducing costs and improving freight service.

Board Member Blair asked about how state of good repair projects were affected by the PTC requirement, and President Permut noted the need to defer certain projects due to the budgetary constraints caused by the PTC requirement. President Williams noted that in order to maintain the safety of the system the Railroads end up spending more money putting their resources into yearly inspections and maintenance. Both Presidents emphasized that part of the benefit of an extension to the PTC implementation deadline would be to allow monies to be spent in a more efficient fashion on more fully developed technologies.

In a response to a question from Board Member Ballan, both Presidents noted that PTC was almost entirely an unfunded federal mandate, with the two Railroads receiving only a \$6 million grant, as against the \$750 million total anticipated expenditure. Copies of the PTC Presentation and the May 12, 2012 letter from the U.S. Secretary of Transportation are filed with the records of this meeting.

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

President Williams addressed the 2011 Annual Safety Report. She noted that LIRR has developed a comprehensive strategy called "Think Safety, Act Safely," and that LIRR is trying to establish as a priority an accident-free work environment and affirm safety as a core value in every aspect of the operation. LIRR did face challenges, similar to Metro-North, in the winter of 2011 which drove up accident statistics for both employees and customers, but she is pleased to see that the numbers are coming back down in the first quarter of 2012.

President Williams noted that through an FRA-funded grant, LIRR is working on a Rail Resource Management Initiative using Texas A&M University as a consultant. There will be a pilot effort to enhance safe operations through team and individual actions. LIRR already uses a team approach, such as through job safety briefings, and the Texas A&M program will add more initiatives. They are developing a safety climate survey as a baseline, which will be filled out by LIRR employees, and we are excited to see what improvements may come out of this program. Also, LIRR is working closely with communities in our area on the Tracks program, to train young people to always use crossings and follow the gates instructions when crossing the Railroad. During the first quarter of 2012, LIRR reached 30,000 participants who have taken part in this community-based program.

Board Member Moerdler asked about a spike in lost-time and restricted duty injuries, and whether there was any commonality in the type of injuries. President Williams responded that generally there was not, although many involved slip, trip and falls, particularly in the Track Department. Board Member Greenberg asked about rules violations, about which the Committee had been previously briefed, and President Williams indicated that she would update him on this topic.

President Williams next addressed the RCM Fleet Maintenance report, but first noted the very fine safety record that the Maintenance of Equipment department had recently compiled, including an extended injury-free period. She noted that, similar to Metro-North, LIRR remains focused on a reliability-centered maintenance program, which is particularly valuable as LIRR has so many M-7 cars, and RCM allows us to control both life-cycle costs and intervals of replacement. The benefits of this approach can be seen in the OTP numbers.

President Williams also commented on the first quarterly Escalator and Elevator Service Report. She stated that LIRR has taken a number of steps to enhance the way we are maintaining elevators and

escalators, and noted that we undertook a review of these assets as part of the revisions to the Capital Program, and we are now scheduled to replace twelve of the older pieces of equipment; six as stand-alone projects and six as part of platform renovation and refurbishment projects. LIRR's goal is to ensure the highest level of safety while undertaking this replacement program. Also, we will continue to add safety sensors to the existing older equipment. President Williams noted that it has become clear that it is enormously difficult to get replacement parts for such equipment, as the original manufacturer has gone out of business and it is very difficult to reverse engineer and procure these parts. The effects of this situation can be seen in the recent escalator availability statistics. President Williams noted that the responsibility for escalators has moved from the Facilities department to a new, stand-alone unit in Stations that will be better able to track repairs and improve the notification process concerning out-of-service escalators.

Finally, President Williams discussed the memo at page 141 of the Committee Book on Branch Line OTP goals. She noted that the Committee had asked LIRR to review the utility of establishing separate OTP goals by Branch Line. The LIRR has spent several months analyzing the data and has concluded that it would not be beneficial to the overall performance of the system to set separate goals. As can be seen by the analysis, particularly on page 142, LIRR has three key pinch points: the Amtrak area from Penn to F-interlocking; Harold to Jamaica; and Queens to Hicksville. Sixty-five percent of LIRR service runs on these three territories, and because this is shared territory LIRR believes that it is beneficial that we make decisions driven by overall system performance, not decisions that might benefit one particular branch over another. President Williams highlighted the Port Jefferson Branch which goes through all three pinch points, and thus has the lowest OTP as well as the fewest number of trains, so that statistically any delay or cancellation has the highest impact on Port Jefferson Branch statistics. She noted that the OTP for the Atlantic Branch is highest at 96%, because in the PM these trains do not come out of Penn Station (instead originating at the Atlantic Avenue Terminal, then arriving in Jamaica for a connection with Penn trains), and are therefore not subject to Penn boarding and tunnel issues and to Harold delays. President Williams stated that this is why we look forward to the opening of East Side Access, when we will have two Manhattan terminals, lessening the burden on Penn Station and giving customers more through-put at Jamaica.

Board Member Moerdler asked why it was inconsistent to promote both overall goals and branch line goals. President Williams indicated that the Movement Bureau personnel are trained to make decisions to maximize performance across the system, not for the benefit of a single branch line, while of course taking into consideration customers who have less frequent service. Board Member Greenberg expressed concerns about the current approach, as the system-wide goal is not always met on certain Branches.

#### **Information Items**

There were five LIRR information items:

- 2011 Annual Safety Report
- RCM Fleet Maintenance
- Diversity/EEO Report – 1<sup>st</sup> Quarter 2012
- Elevator and Escalator Service Report
- OTP by Branch Report

Remarks concerning the Information Items are included above.

### Action Items

There was one LIRR Action Item, seeking Board authorization for the MTA Real Estate Department 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 Empire State Development Corporation 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.

President Williams explained that these agreements support a sub-phase of Phase 1 of the Moynihan Project. The current WEC serves only LIRR, providing access to Tracks 13 through 19 at Penn Station. The work contemplated under these agreements will both widen the existing WEC, and lengthen it to provide access to Tracks 5 through 12, while adding escalators and elevators. New Jersey Transit customers will be able to use the expanded WEC, and LIRR customers will benefit from improved pedestrian flow.

Upon motion duly made and seconded, the Moynihan Project Staff Summary was approved for recommendation to the full Board.

### Procurements

There was one LIRR procurement item: the ratification of an Emergency, one-year Public Works Contract to Nouveau Elevators Industries, Inc. for Full-Time Maintenance, On-Call Emergency Maintenance, and Safety Upgrade Services for nineteen escalators at LIRR stations, from May 15, 2012 through May 14, 2013, in the not-to-exceed amount of \$1,547,608.

During the presentation of Metro-North procurement actions, President Permut presented an item for Additional Funding to the All-Agency Temporary Personnel Services contract with NY State Industries for the Disabled, in the estimated amount of \$9,950,000, which included funding of additional LIRR needs in the amount of \$225,000. Also presented were three competitively solicited, four year miscellaneous service contracts to DeAngelo Brothers, Inc. (MNR/LIRR/SIRTOA - \$3,060,464 hi-rail pre-emergent services); United Right of Way (LIRR - \$522,436 manual application) and Asplundh Railroad Division (LIRR - \$390,118 manual application).

David Cannon introduced three Procurement items on behalf of MTACC. There were three items all of which were competitive. The first item was for a modification to the East Side Access General Engineering Contract for revisions to the design for the 48<sup>th</sup> Street entrance and an increase to the Construction Phase Services budget totaling \$18,566,555.

The second and third items were for modifications to the East Side Access Queens Bored Tunnels Contract for the installation of an additional 47 secant piles and for an increase in the hours for the Tunnel Boring Machine Pressurized Interventions.

May 21, 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.

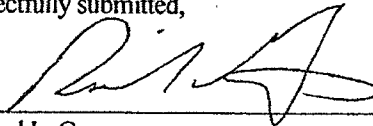
**LIRR Reports on Operations, Finance and Ridership and the Capital Program**

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,

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

Richard L. Gans  
Secretary

Minutes of the Regular Meeting  
Metro-North Committee

Monday, May 21, 2012

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

8:30 a.m.

The following members were present:

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

Not Present:

Hon. Jeffrey A. Kay

Also Present:

Howard R. Permut – President, Metro-North Railroad  
Raymond Burney – Sr. Vice President, Administration, Metro-North Railroad  
Seth J. Cummins – Vice President and General Counsel, Metro-North Railroad  
Kathleen M. Finneran – Assistant Chief, MTA Police Department  
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

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

There was one public speaker. Murray Bodin of Concerned Grandparents stated that a dialog should exist during the public comment period between those making comments and staff and Board members present at the meeting. He expressed his opinion that control cabs

are only required in the front or back of trains and Metro-North should renegotiate its order for the next 50 cars accordingly. President Permut noted that members of his staff had met with Mr. Bodin at the conclusion of the April Committee meeting and discussed that proposal.

Upon motion duly made and seconded, the members of the Committee present approved the minutes of the regular meeting of April 23, 2012. Co-Chairman Sedore stated that there were no changes to the 2012 work plan.

### MTA METRO-NORTH RAILROAD

President Permut reported that the system wide on-time performance in April 2012 was 98.3%. During this period, only 2 of the 765 trains were late during on the Hudson Line and 2 of the 840 trains were late on the Harlem Line. President Permut noted that, as of the date of the meeting, there have been 6 incidents in May that affected on-time performance.

President Permut reported the M-8 cars are operating well, and that 104 cars have so far been delivered and conditionally accepted. The M-8 cars comprise approximately a third of the total weekday main line service and approximately half of the total weekend service.

President Permut reported that the American Society of Civil Engineers has approved the designation of Grand Central Terminal as a National Historic Engineering Landmark. The landmark designation will be marked by an on-site plaque to be unveiled and dedicated in February 2013 as part of the Grand Central Terminal Centennial celebration.

President Permut noted that a series of 10 Town Hall meetings were held with Metro-North employees in April and May as part of Metro-North's Vision 2013 initiative. Common themes that arose were pride in the history and accomplishments of Metro-North, employee satisfaction with their role in advancing excellence, whether or not there will be cost of living increases in 2012, succession planning and employee development.

President Permut noted that ridership on the Pt. Jervis Line continues to recover from ridership losses experienced as a result of Tropical Storm Irene. He reported that system-wide ridership in April 2012 was 2.8% higher than in the comparable period of 2011, system-wide ridership year-to-date through April was 4.1% higher, with year-to-date commutational ridership 2.2% higher and year-to-date non-commutational ridership 7% higher.

President Permut reported that March 2012 financial results were favorable as compared to the adopted budget. Total operating revenue was 4.3% higher due to a continued increase in ridership and higher Grand Central Terminal retail and commissary revenues. Operating expenses were 7.3% lower than budget primarily due to timing and the mild winter weather. Overtime costs were \$1.8 million positive to budget largely due to mild winter weather. Metro-North has reduced the cost of inventory and the cost of rebuilding the older New Haven Line cars.



President Permut noted there will be a public meeting on June 12, 2012 regarding the west of Hudson Study, Phase 7, to improve Pt. Jervis service and a connection to Stewart Airport.

President Permut announced that Deputy Chief Mechanical Officer Richard Conway will be retiring after 35 years of service. Mr. Conway began his railroad career in May 1977 at the Long Island Rail Road, and joined Metro-North in March 1984 as an M-1 Car Technician. He, was the Harmon Car Shop Superintendent in 1985, General Superintendent of Harmon in 1989, Assistant Chief Mechanical Officer in 1994 and finally promoted to Deputy Chief Mechanical Officer in 2010. He helped develop the first Federal Rail Administration Safety Standards for Passenger Rolling Stock; established Metro-North's Reliability Centered Maintenance Program in 1998 and served as the Mechanical Department lead in the area of ensuring the application of Positive Train Control on Metro-North's rolling stock.. President Permut congratulated Mr. Conway on his retirement and, with Board Member Sedore, presented him with a certificate of appreciation and a plaque.

Regarding the financial report for March 2012, Board Member Blair stated having a \$17 million net cash surplus is a noteworthy accomplishment.

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

Comments by President Williams and Board Members are contained in the minutes of the Long Island Rail Road held this day.

### **MTA POLICE DEPARTMENT**

Assistant Chief Kathleen M. Finneran reported that, system-wide, April incidents were 23% lower than in the comparable period of 2011. She reported that there were four robberies on the Metro-North system that resulted in eight arrests. The details of the MTA Police Department Report are contained in a report filed with the records of this meeting.

### **MNR/LIRR Joint Information Item**

There was one joint MNR/LIRR Information item.

- Positive Train Control

President Permut narrated a PowerPoint presentation regarding a Federal Rail Safety Act of 2008 requirement to install Positive Train Control (PTC). He discussed the railroads' work with APTA and AAR to extend the December 31, 2015 deadline for implementation of PTC. He noted that a May 12, 2012 letter from Ray LaHood to Senator Boxer supports the extension of the PTC deadline and recognizes the value of other systems, such as, cab signal and automatic train control.

President Permut reported how PTC will be designed and implemented, and on the railroads progress to date. He reported that the railroads have purchased radio spectrum, and that Metro-North still requires spectrum in New Haven, Fairfield, Dutchess and Orange counties. He stated that cab signaling is in place in most areas of the railroads' territory;

although there are still a few dark areas on both railroads. In order to implement PTC, the railroads will have to modify Amtrak's ACSES II system due to differences in the railroads' operation and that of Amtrak. President Permut reported that an RFP would soon be released to retain a system integrator for the PTC systems of both railroads, and that in 2013 the railroads will each run pilot programs to test the systems.

President Permut discussed the scheduling and operating risks associated with PTC implementation, including the estimated cost, funding availability and risks to both railroads, noting that prices will likely increase in the future. President Williams noted that the FCC has the additional radio spectrum required by the railroads but will not release it, making it necessary for the railroads to purchase the spectrum from other sources. In response to a question by Board Member Metzger, President Permut explained that a 'dark area' is one with no signals. President Permut addressed Board Member Blair's concern that PTC could deprive the railroads of funds necessary to keep the railroads in a state of good repair, noting that work on some bridges and substations has had to be deferred. He noted that, should an extension be granted, the cost of implementing PTC would be spread out over a longer period of time, lessening its financial impact. In response to a question by Board Member Ballan, President Permut noted that the railroads have only received \$6 million in federal funding, making implementation virtually an unfunded federal mandate.

Copies of President Permut's presentation and the May 12, 2012 letter from Ray LaHood to Senator Boxer are filed with the records of this meeting.

#### **MTA Metro-North Railroad Information Items**

There were four information items.

- 2011 Annual Safety Report – President Permut noted that while 2011 was not Metro-North's best year in terms of safety, Metro-North's safety record for the last quarter of 2011 was the best in Metro-North's history. The President's Cup for Safety was awarded to the North White Plains district, which had a 35-50% reduction in injuries. Metro-North will continue to focus on safety in 2012 with district safety meetings, job safety briefings and a host of other initiatives.
- RCM Fleet Maintenance – President Permut noted that there are many benefits of RCM fleet maintenance in terms of on-time performance and consist compliance, which is near 100%. He noted that the MDBF in 2011 was slightly below goal due to problems that were experienced on the New Haven Line, but have been above goal in 2012.
- Diversity/EEO Report – 1<sup>st</sup> Quarter 2012 – President Permut noted that Metro-North is reviewing the methodology it utilizes to calculate the numbers seen in the report to see if it is consistent with that used by the NYCTA and the LIRR.
- Elevator & Escalator Service Report – President Permut reported that this report was prepared at the Boards' request and that this is the first time the railroads have prepared the report. When preparing the report, Metro-North made an effort to ensure the railroads were consistent with each other and the NYCTA. He noted that Metro-North is pleased with the reliability of the elevators and escalators and is looking into ways to quickly respond to failures in outlying stations. Member Moerdler had a question as to

decreased escalator availability during the second and third quarters of 2011, a response to which was provided after the meeting.

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

**Procurements:**

There were a total of 11 Metro-North procurements on the agenda.

There were 5 non-competitive procurements this month:

A two year, sole source OEM purchase agreement with Westcode, Inc. for the purchase of friction brake parts used on the M-2, M-4 and M-6 railcars. The parts will support the fleets through their retirement in 2014. Metro-North Procurement used its material forecasting system to "right-size" the inventory of these parts with an approximate \$2 million in savings as a result of a reduction in the number of parts anticipated to be purchased.

A three year sole source OEM purchase agreement with TransTech of SC, Inc. for third rail current collection parts and pantograph parts used on the M-2, M-4 and M-8 railcars. The parts will support the older fleets through their retirement in 2014 and also support the new M-8s. The material forecasting system was again used, resulting in the substantial reduction of parts to be purchased for the M-2, M-4 and M-8 railcars.

Two contracts with NYSID; one for janitorial services at various MNR facilities and the other for additional funding to the all-agency, Metro-North led temporary personnel services contract. NYSID is a New York State Preferred Source and 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. All rates included in these two actions have been reviewed by MTA Audit and negotiated by Metro-North Procurement and are considered fair and reasonable.

A two year, sole source OEM miscellaneous service contract with Axion Technologies Ltd. for the repair, return and replacement of radio and train public address system assemblies and subassemblies for Metro-North's M-7 railcars. This is the first repair, return and replacement service agreement for these assemblies since the M-7s have been in revenue service. The purchase agreement has established fixed pricing, pre-defined turnaround time for the return of the material from the vendor, and enhanced warranty provisions.

There were 5 competitive procurements:

A three year, on-call contract with AECOM USA, Inc. to provide for ADA consulting services 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 is \$75,000, and 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.

Award of three competitively solicited, 4 year miscellaneous service contracts to DeAngelo Brothers, Inc., United Right of Way, and Asplundh Railroad Division for weed and brush spraying services. Metro-North led the multi-agency procurement that also included Long Island Rail Road and Staten Island Rapid Transit Operating Authority. Weed and brush spraying is required by these 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. 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. Awards were based on the low bidder for an each agency's required services.

Request for additional funding in the amount of \$100,000 to Bureau Veritas North America, Inc. to provide inspection services at the various manufacturer's facilities for wheels and axles for Metro-North's M-2, M-3, M-4, M-6 and M-7 railcars. Metro-North has expended its budgeted funds through the original completion date of May 2012, and requests funding through the extended contract completion date of December 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 Metro-North is not-to-exceed \$100,000. All contract terms, conditions and pricing remain fixed for the duration of the agreement.

There was one ratification:

A competitively solicited and negotiated personal service contract with Mercer Inc. for consulting services to conduct an expedited assessment of Metro-North's Employee Relations & Diversity ("ER&D") Department. The expedited assessment will focus on the current organization of ER&D, 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 Human Resources 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.

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 which are filed with the records of this meeting.

**Metro-North 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.

Adjournment

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

Respectfully submitted,

A handwritten signature in cursive script, appearing to read "Linda Montanino".

Linda Montanino  
Assistant Secretary

May 2012 Comm Minutes  
Legal/Corporate/Committee Minutes



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

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

#### **Responsibility**

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

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

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

#### **Responsibility**

#### **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

#### 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 2013 Committee Work Plan**

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

# **MTA CAPITAL CONSTRUCTION**

## **PROJECT UPDATE**

### **EAST SIDE ACCESS**

## MTA CAPITAL CONSTRUCTION PROJECT UPDATE

### East Side Access

June 2012

#### Project Description

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

#### Budget and Estimate at Completion (EAC)

|                           | <u>Prior Budget</u>    | <u>Revised Budget</u>  | <u>Current EAC</u>     | <u>Expenditures</u>    |
|---------------------------|------------------------|------------------------|------------------------|------------------------|
| <b>Total Project Cost</b> | <b>\$ 7.33 Billion</b> | <b>\$ 8.24 Billion</b> | <b>\$ 8.24 Billion</b> | <b>\$ 3.69 Billion</b> |

\* An additional \$463 million budgeted for ESA rolling stock is included in a reserve in the Board-approved 2010-2014 Capital Plan.

\*\* Additional budget details will be available in the July 2012 report.

#### Major Milestones and Forecasts

|                      | <u>Prior Schedule</u> | <u>Revised Schedule</u> |
|----------------------|-----------------------|-------------------------|
| Revenue Service Date | September 2016        | August 2019             |

#### Current Issues/Highlights

- The revised budget and schedule was presented at the May meeting of the Capital Program Oversight Committee. The re-forecasting process that was followed to come up with the new budget and schedule was a very rigorous one and included all key stakeholders—MTACC, MTA and its Independent Engineering Consultant, LIRR, Amtrak, the Federal Transit Administration and their Program Oversight Consultant.
- An independent consultant was also retained to conduct a comprehensive risk assessment. As part of this process, major risks driving cost and schedule were identified and a risk informed cost and schedule was established with an 80 percent probability that the final cost and schedule will be at or below these levels.
- The excavation of the underground portion of the 55<sup>th</sup> Street Ventilation Plant is ahead of schedule by more than two months. This will allow for an earlier turnover of this area to adjacent contractors.
- Also in Manhattan, the contractor has completed the eastbound cavern arch concrete. Blasting has resumed in both the east and west caverns as well at the wye interlocking south of the main caverns.
- Work on the GCT Expansion Joint Replacement and Structural Closures (CM002) was substantially completed.
- The Tunnel D drive completed mining May 29<sup>th</sup> which was ahead of schedule. The TBM is currently being dismantled. The Tunnel B/C drive continues to progress without issues. Mining

will pause this week and will resume on July 6<sup>th</sup> in coordination with a LIRR track outage. All mining should conclude by mid July.

- Excavation under Northern Blvd. is progressing slightly behind plan. Mitigation opportunities are being explored that include potential scope transfers between contracts.
- Work in Harold continues to be coordinated with Amtrak and LIRR. Highlights include the installation of a new railroad bridge at 43<sup>rd</sup> Street, the construction of catenary foundations and erection of poles and construction of the new 12 kV ductbank. Also during the last month, Amtrak installed the final switch planned for this year.
- Final approval from Amtrak was received for the design of the Harold Structures Part 3 contract (CH057) and the contract will be advertised by the end of the month.
- Procurement continues on the Manhattan Structures Part 2 contract (CM012) with bids expected in July and negotiations continue on the first Systems contract (CS179).
- The Transformer submittals have been received from the GCT Concourse and Facilities Fit-Out Early Work (CM012A) contractor. This is key to progressing the work and mitigating delays.

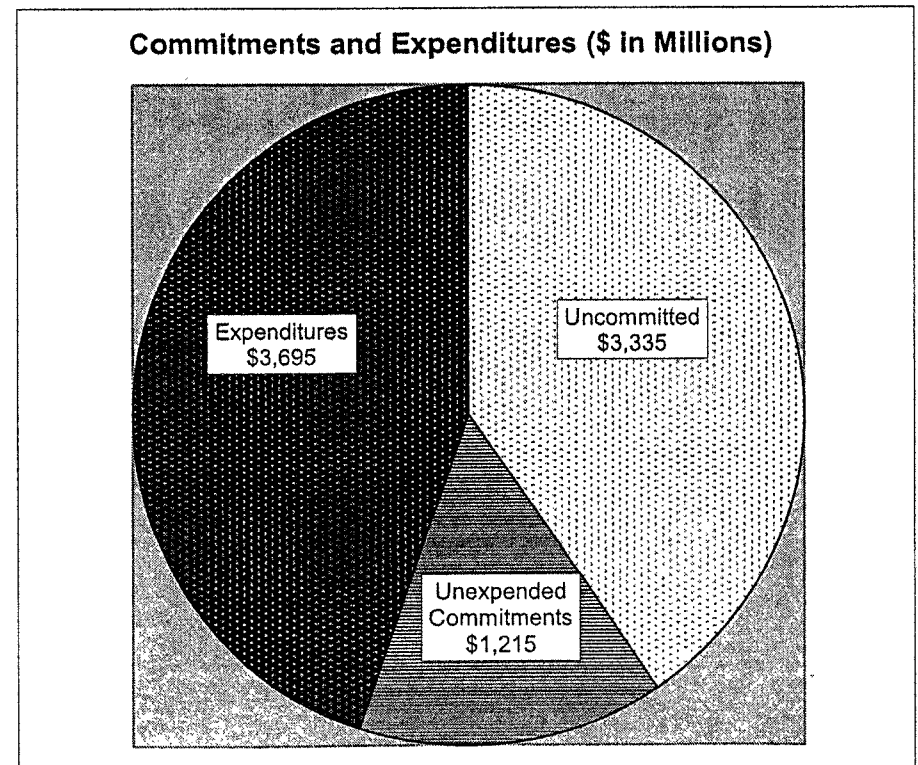
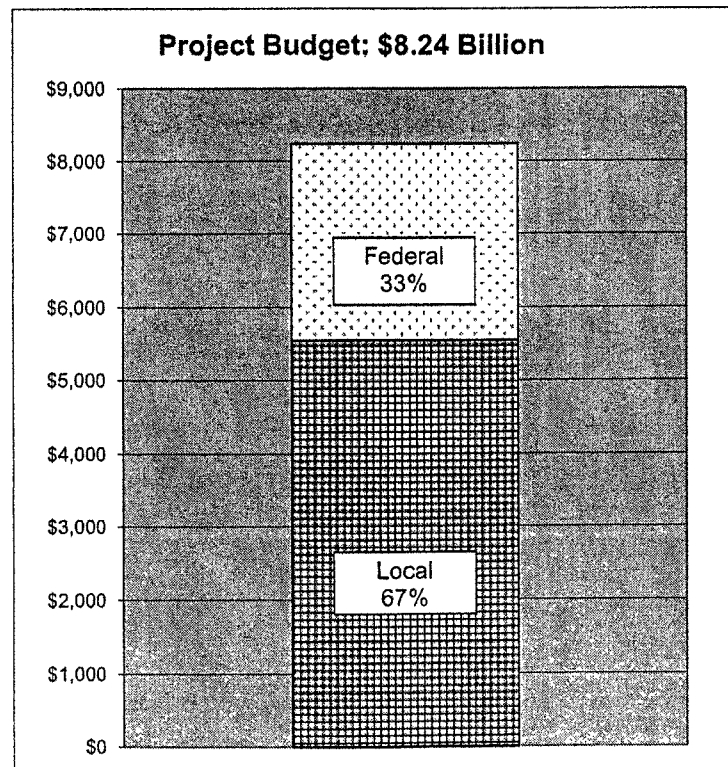
# East Side Access Status

## Report to the Railroad Committee - June 2012

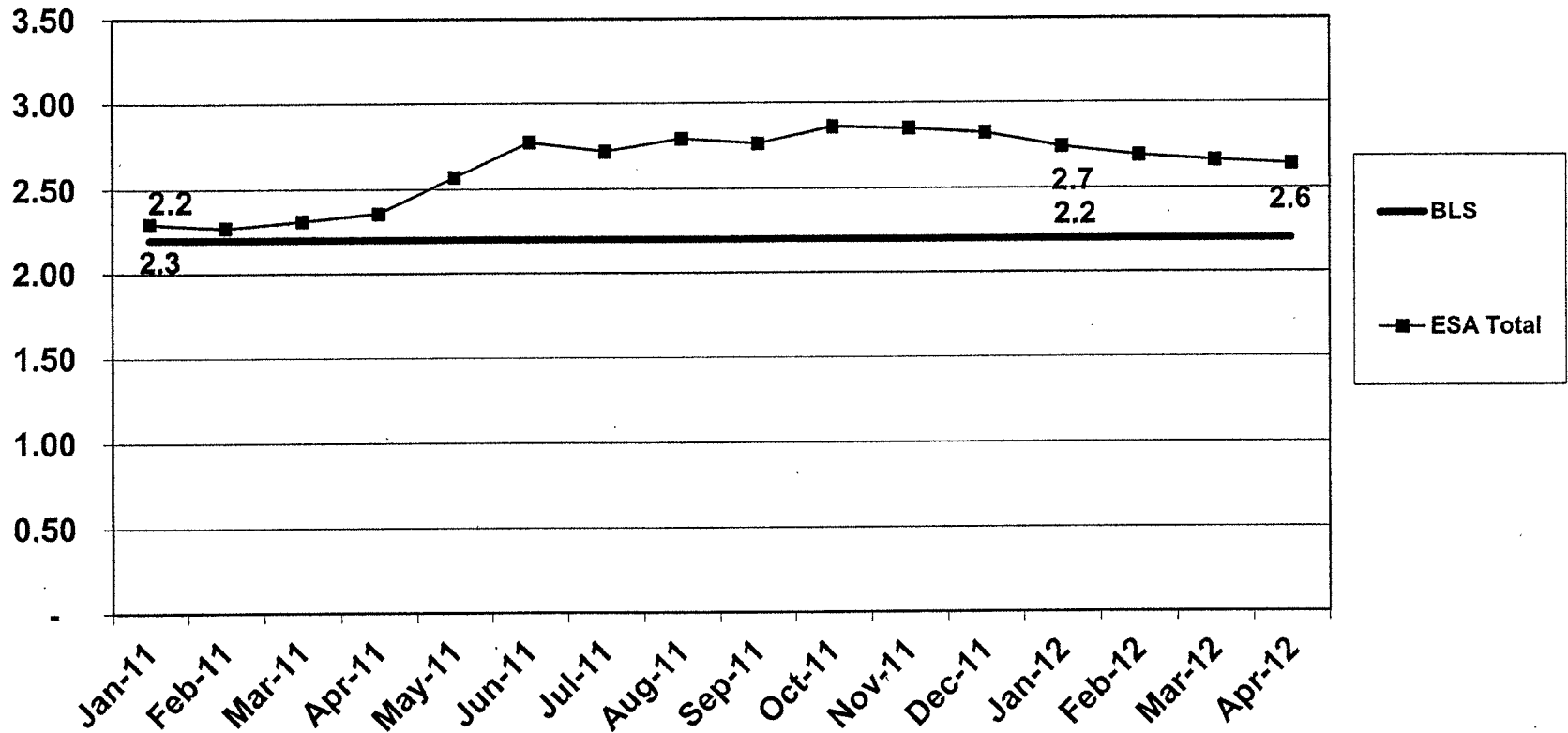
(data thru May 2012)

| MTA Capital Program<br>\$ in Millions | Budgeted        | Funding Sources  |                     |                     | Status of Commitments |                 |                 |
|---------------------------------------|-----------------|------------------|---------------------|---------------------|-----------------------|-----------------|-----------------|
|                                       |                 | Local<br>Funding | Federal<br>Funding* | Federal<br>Received | Committed             | Uncommitted     | Expended        |
| 1995-1999                             | \$ 158          | \$ 94            | \$ 64               | \$ 64               | \$ 158                | \$ -            | \$ 157          |
| 2000-2004                             | 1,534           | 747              | 785                 | 785                 | 1,495                 | 38              | 1,401           |
| 2005-2009                             | 2,683           | 839              | 1,845               | 961                 | 2,626                 | 57              | 1,968           |
| 2010-2014                             | 3,154           | 3,149            | 5                   | -                   | 630                   | 2,523           | 169             |
| 2015-2019                             | 717             | 717              | -                   | -                   | -                     | 717             | -               |
| <b>Total</b>                          | <b>\$ 8,245</b> | <b>\$ 5,546</b>  | <b>\$ 2,699</b>     | <b>\$ 1,810</b>     | <b>\$ 4,910</b>       | <b>\$ 3,335</b> | <b>\$ 3,695</b> |

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



**Lost Time Injury Rate  
East Side Access Project, 2011-2012  
vs. US BLS National Standard for Heavy & Civil Construction**



**Note:**

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



# **Police Report**

## **June 2012**





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

**May 2012 vs. 2011**

|                      | 2012 | 2011 | Diff | % Change |
|----------------------|------|------|------|----------|
| Murder               | 0    | 0    | 0    | 0%       |
| Rape                 | 0    | 0    | 0    | 0%       |
| Robbery              | 6    | 8    | -2   | -25%     |
| Felony Assault       | 5    | 0    | 5    | 0%       |
| Burglary             | 0    | 1    | -1   | -100%    |
| Grand Larceny        | 20   | 20   | 0    | 0%       |
| GLA                  | 0    | 0    | 0    | 0%       |
| Total Major Felonies | 31   | 29   | 2    | 7%       |

**Year to Date 2012 vs. 2011**

|                      | 2012 | 2011 | Diff | % Change |
|----------------------|------|------|------|----------|
| Murder               | 0    | 0    | 0    | 0%       |
| Rape                 | 0    | 1    | -1   | -100%    |
| Robbery              | 23   | 28   | -5   | -18%     |
| Felony Assault       | 17   | 19   | -2   | -11%     |
| Burglary             | 8    | 2    | 6    | 300%     |
| Grand Larceny        | 100  | 94   | 6    | 6%       |
| GLA                  | 1    | 1    | 0    | 0%       |
| Total Major Felonies | 149  | 145  | 4    | 3%       |



**METROPOLITAN TRANSPORTATION AUTHORITY**  
**Police Department**  
**Long Island Rail Road**

**May 2012 vs. 2011**

|                      | 2012 | 2011 | Diff | % Change |
|----------------------|------|------|------|----------|
| Murder               | 0    | 0    | 0    | 0%       |
| Rape                 | 0    | 0    | 0    | 0%       |
| Robbery              | 3    | 4    | -1   | -25%     |
| Felony Assault       | 4    | 0    | 4    | 0%       |
| Burglary             | 0    | 0    | 0    | 0%       |
| Grand Larceny        | 4    | 8    | -4   | -50%     |
| GLA                  | 0    | 0    | 0    | 0%       |
| Total Major Felonies | 11   | 12   | -1   | -8%      |

**Year to Date 2012 vs. 2011**

|                      | 2012 | 2011 | Diff | % Change |
|----------------------|------|------|------|----------|
| Murder               | 0    | 0    | 0    | 0%       |
| Rape                 | 0    | 1    | -1   | -100%    |
| Robbery              | 9    | 16   | -7   | -44%     |
| Felony Assault       | 10   | 15   | -5   | -33%     |
| Burglary             | 1    | 1    | 0    | 0%       |
| Grand Larceny        | 43   | 45   | -2   | -4%      |
| GLA                  | 0    | 0    | 0    | 0%       |
| Total Major Felonies | 63   | 78   | -15  | -19%     |



# METROPOLITAN TRANSPORTATION AUTHORITY

## Police Department Metro North Railroad

### May 2012 vs. 2011

|                      | 2012 | 2011 | Diff | % Change |
|----------------------|------|------|------|----------|
| Murder               | 0    | 0    | 0    | 0%       |
| Rape                 | 0    | 0    | 0    | 0%       |
| Robbery              | 3    | 1    | 2    | 200%     |
| Felony Assault       | 1    | 0    | 1    | 0%       |
| Burglary             | 0    | 1    | -1   | -100%    |
| Grand Larceny        | 12   | 12   | 0    | 0%       |
| GLA                  | 0    | 0    | 0    | 0%       |
| Total Major Felonies | 16   | 14   | 2    | 14%      |

### Year to Date 2012 vs. 2011

|                      | 2012 | 2011 | Diff | % Change |
|----------------------|------|------|------|----------|
| Murder               | 0    | 0    | 0    | 0%       |
| Rape                 | 0    | 0    | 0    | 0%       |
| Robbery              | 10   | 5    | 5    | 100%     |
| Felony Assault       | 6    | 4    | 2    | 50%      |
| Burglary             | 7    | 1    | 6    | 600%     |
| Grand Larceny        | 47   | 48   | -1   | -2%      |
| GLA                  | 1    | 1    | 0    | 0%       |
| Total Major Felonies | 71   | 59   | 12   | 20%      |



# METROPOLITAN TRANSPORTATION AUTHORITY

## Police Department Staten Island Rapid Transit

### May 2012 vs. 2011

|                      | 2012 | 2011 | Diff | % Change |
|----------------------|------|------|------|----------|
| Murder               | 0    | 0    | 0    | 0%       |
| Rape                 | 0    | 0    | 0    | 0%       |
| Robbery              | 0    | 3    | -3   | -100%    |
| Felony Assault       | 0    | 0    | 0    | 0%       |
| Burglary             | 0    | 0    | 0    | 0%       |
| Grand Larceny        | 4    | 0    | 4    | 0%       |
| GLA                  | 0    | 0    | 0    | 0%       |
| Total Major Felonies | 4    | 3    | 1    | 33%      |

### Year to Date 2012 vs. 2011

|                      | 2012 | 2011 | Diff | % Change |
|----------------------|------|------|------|----------|
| Murder               | 0    | 0    | 0    | 0%       |
| Rape                 | 0    | 0    | 0    | 0%       |
| Robbery              | 4    | 7    | -3   | -43%     |
| Felony Assault       | 1    | 0    | 1    | 0%       |
| Burglary             | 0    | 0    | 0    | 0%       |
| Grand Larceny        | 10   | 1    | 9    | 900%     |
| GLA                  | 0    | 0    | 0    | 0%       |
| Total Major Felonies | 15   | 8    | 7    | 88%      |



MTA Police Department  
Arrest Summary: Department Totals

6/5/2012  
3:44:07PM

1/1/2012 to 5/31/2012

| Arrest Classification               | Total Arrests |
|-------------------------------------|---------------|
| Robbery                             | 26            |
| Felony Assault                      | 18            |
| Burglary                            | 3             |
| Grand Larceny                       | 27            |
| Aggravated Harassment               | 3             |
| Aggravated Unlicensed Operator      | 15            |
| Assault-Misdemeanor                 | 19            |
| Breach of Peace                     | 7             |
| Child Endangerment                  | 2             |
| Criminal Contempt                   | 1             |
| Criminal Impersonation              | 5             |
| Criminal Mischief                   | 21            |
| Criminal Possession Stolen Property | 8             |
| Criminal Trespass                   | 19            |
| Disorderly Conduct                  | 1             |
| Drug Offenses                       | 14            |
| DUI Offenses                        | 7             |
| Falsely Reporting an Incident       | 5             |
| Forgery                             | 13            |
| Graffiti                            | 4             |
| Harassment                          | 3             |
| Menacing                            | 8             |
| NYC Admin Code                      | 1             |
| Obstruct Government                 | 1             |
| Petit Larceny                       | 60            |
| Public Lewdness                     | 33            |
| Reckless Endangerment               | 5             |
| Resisting Arrest                    | 29            |
| Sex Offenses                        | 4             |
| Theft of Services                   | 33            |
| Warrant Arrest                      | 24            |
| Weapons Offenses                    | 6             |
| <b>Arrest Totals</b>                | <b>425</b>    |



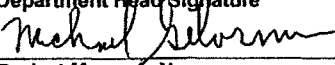
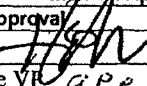
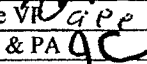
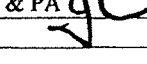
**Long Island Rail Road**

**INFORMATION**

**ITEMS**



## Staff Summary

|   |           |             |                 |             |              |                                   |  |
|---|-----------|-------------|-----------------|-------------|--------------|-----------------------------------|--|
| <b>Subject</b><br>JULY TRACK WORK PROGRAM   |           |             |                 |             |              | <b>Date</b><br>June 25, 2012      |  |
| <b>Department</b><br>SR. VICE PRESIDENT – OPERATIONS  |           |             |                 |             |              | <b>Vendor Name</b>                |  |
| <b>Department Head Name</b><br>M. GELOMINO  |           |             |                 |             |              | <b>Contract Number</b>            |  |
| <b>Department Head Signature</b><br> |           |             |                 |             |              | <b>Contract Manager Signature</b> |  |
| <b>Project Manager Name</b>   |           |             |                 |             |              |                                   |  |
| <b>Board Action</b>   |           |             |                 |             |              | <b>Internal Approval</b>          |  |
| <b>Order</b>  | <b>To</b> | <b>Date</b> | <b>Approval</b> | <b>Info</b> | <b>Other</b> | <b>Order</b>                      | <b>Approval</b>  |
| 1   | LI COMM   | 6/25        |                 |             |              | 4                                 | President     |
|   |           |             |                 |             |              | 3                                 | Executive VP  |
|   |           |             |                 |             |              | 2                                 | VP Mktg & PA  |
|   |           |             |                 |             |              |                                   |  |
|   |           |             |                 |             |              |                                   |  |
|   |           |             |                 |             |              |                                   |  |

**PURPOSE:**

This is to inform the Metro North/Long Island Committee of the MTA Long Island Rail Road's plan to adjust weekday schedules beginning July 9, 2012, for four weeks to support East Side Access special track work. This work is scheduled to begin on Saturday July 6<sup>th</sup> and run up to four weeks to allow tunnel construction to occur in Harold Interlocking.

**TRACK WORK PROGRAM**

Main Line -Tunnel construction within Harold Interlocking to construct B/C Tunnel as part of the East Side Access Project.

**DISCUSSION**

A segment of tunneling in Harold Interlocking will require the LIRR to temporarily remove switch 813 from service. This switch provides an important connection to track used for eastbound service during the pm peak. As a result, the LIRR will eliminate from its operation during this tunneling work use of one of the three eastbound tracks normally used during the PM Peak period and require trains to be re-routed between Penn Station and Jamaica. This reduction in track capacity will also require three eastbound PM Peak period trains to be cancelled and their stops added to other trains. Eight other trains will be re-routed to operate on another track and five trains will require minor schedule adjustments to accommodate the loss of this eastbound track.

The three trains requiring cancellation are the 4:52 PM from Penn to Babylon, 5:40 PM from Penn to Seaford and the 5:20 PM train from Penn to Long Beach. Stops will be added to other trains to accommodate customers. Customers on trains with added stops may experience up to 20 minutes of additional travel time. This track work program has been designed to allow the train schedules to be returned to normal in the event that both the tunneling is completed and the eastbound track segment is returned earlier than anticipated. The loss of switch 813 and the access it provides to the track for eastbound service will reduce the LIRR's operational flexibility and significantly increase the impact of a service disruption should one occur. To provide a level of protection to operations, the LIRR will deploy added rescue equipment and personnel during the period the switch and eastbound track are unavailable.

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

**IMPACT ON FUNDING**

Funding for this project is contained in the East Side Access Capital budget.



**Long Island Rail Road**

**RETAIL DEVELOPMENT**

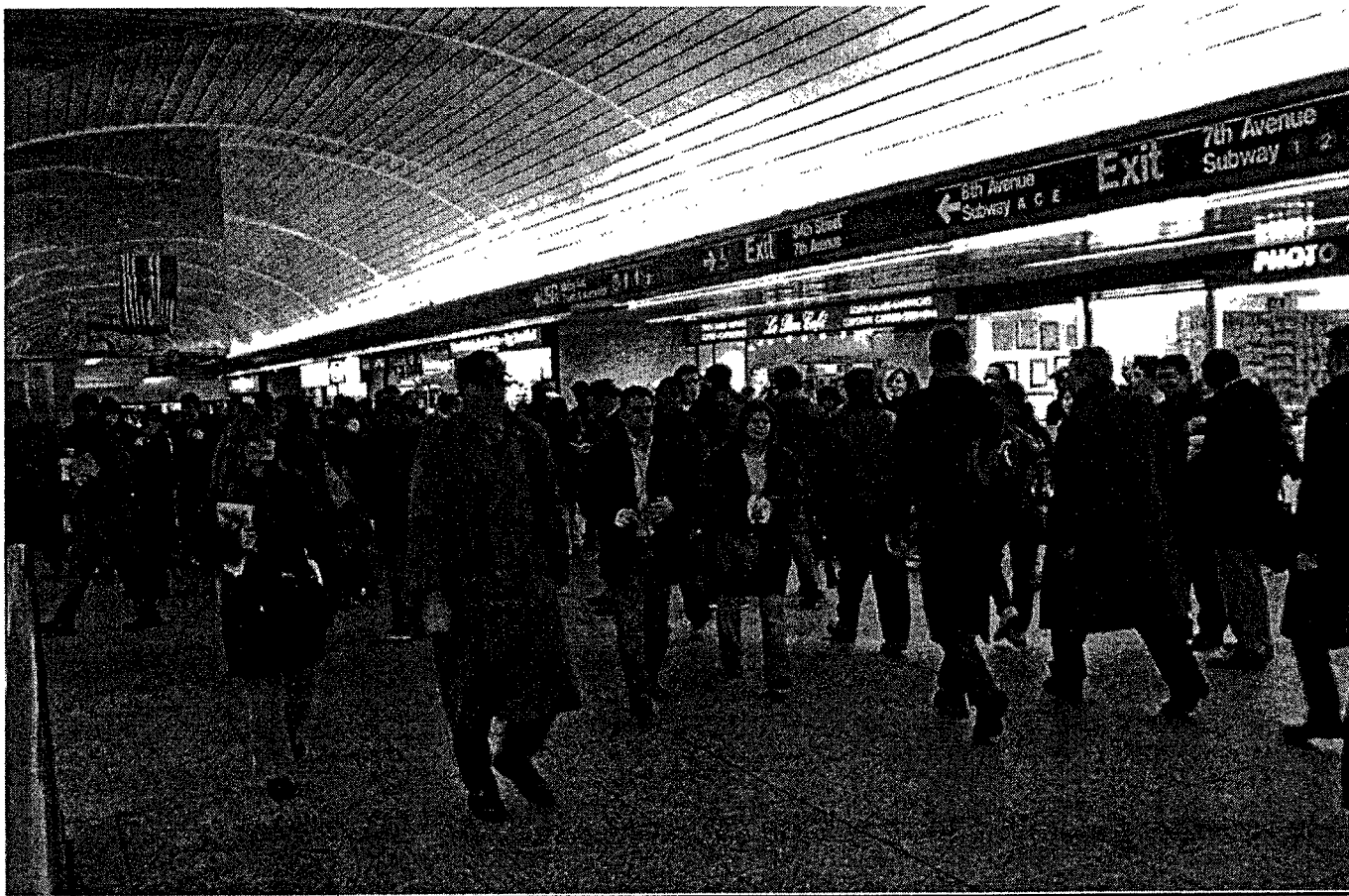
**AT**

**PENN STATION**

**JUNE 2012**

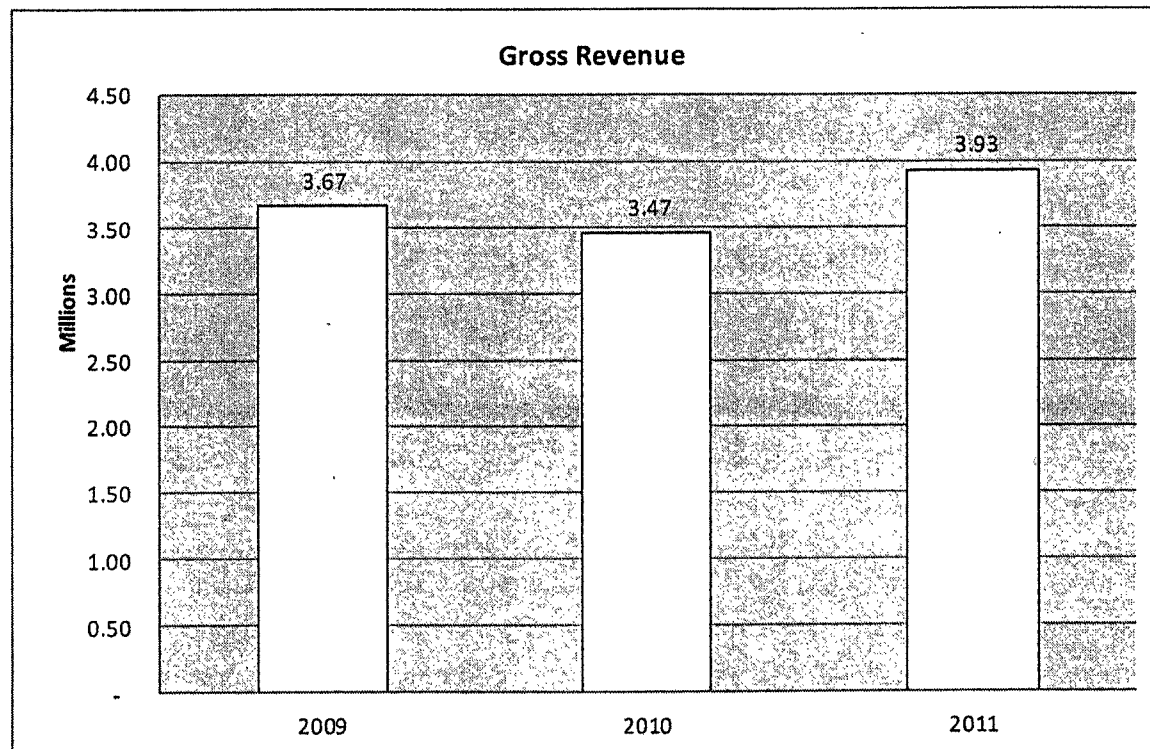






The MTA LIRR retail spaces at Penn Station continue to be 100% leased (approximately 21,310 square feet, with 15 tenants). The focus continues to be on managing an appropriate occupancy mix (currently consisting of fifteen national and local tenants), with a goal of strengthening the mix as four leases will expire in 2013 and 2014.

**I. PROPERTY PERFORMANCE**



### Financial Summary – 2008-2011 Tenant Revenue

|                 |                |                |                | 1Q YTD         | 1Q YTD         | Variance                               |       |  |      |
|-----------------|----------------|----------------|----------------|----------------|----------------|--|-------|--|------|
|                 | Actual<br>2009 | Actual<br>2010 | Actual<br>2011 | Budget<br>2012 | Actual<br>2012 | <u>Actual 11 v Actual</u><br><u>10</u> |       | <u>YTD 1st Q Actual</u><br><u>v Budget</u> |      |
|                 |                |                |                |                |                | Amount                                 | %     | Amount                                     | %    |
| Tenant Revenue* | 3,669,492      | 3,470,249      | 3,932,176      | 971,199        | 1,020,966      | 461,926                                | 13.3% | 49,766                                     | 1.3% |

In 2011 revenue bounced back to anticipated levels, after a decline in 2010 attributable to the build out of the Jamba Juice space, and to lower rent because Penn Wine & Spirits was closed for three months due to an escalator renovation during by Amtrak during that year.

#### II. LEASING ACTIVITY (2011 – 2012 1st quarter)

##### NEW LEASES SIGNED

There were no leases signed during the period.

##### LEASES IN NEGOTIATION

None. The retail is 100% leased. Two spaces in the Exit Corridor with leases expiring in 2013 (the Superior Wrap and Penn Station Shoe Repair locations) will be evaluated for releasing, taking into account the Penn Station Vision Project described below. An RFP for the lease of the Hudson News space in the Exit Corridor, for which the lease expires at the end of 2013, will also be evaluated in light of the Penn Station Vision Project.

#### III. TENANT SALES PERFORMANCE

Please note that the tenant sales performance is based on the three of fifteen leases with percentage rents where sales are reported.

### Average Sales per Square Foot by Retail Area

|                      | <u>2011</u> | <u>2010</u> | <u>Q1 2012</u> | <u>Q1 2011</u> |
|----------------------|-------------|-------------|----------------|----------------|
| Connecting Concourse | \$976       | \$945       | \$264          | \$259          |
| Exit Corridor        | \$1,846     | \$1,303     | \$444          | \$447          |
| West End Concourse   | n/a         | n/a         | n/a            | n/a            |
| All Penn             | \$1,273     | \$1,098     | \$323          | \$322          |

#### 2011 YEAR END SALES PERFORMANCE

Total reported retail sales for 2011 equaled \$6,495,647 among the three reporting tenants, an 18.5% increase from 2010. The increase is attributable to a moderate increase in sales at Tracks in the Connecting Concourse, and to a very large increase in sales at Penn Wine and Spirits, a significant portion of which is attributable to the fact that Penn Wine and Spirits was closed for three months in 2010 due to an escalator replacement by Amtrak.

#### **IV. MARKETING**

##### Promotional Events

Several events throughout the year were held at Penn Station to promote LIRR ridership growth and spotlight vendors. These events were promoted through a communications media mix including press releases/advisories, station announcements, electronic customer messages, TrainTalk (the LIRR customer newsletter) articles, webpages, email alerts, social media and print advertising.

Events included:

Monster Mash (October 2011): Halloween/Fall Festival Event to promote fall themed events in NYC. Several Penn Station vendors participated, including Jamba Juice, Auntie Anne's Pretzels and Tracks Raw Bar & Grill who joined the event and provided samples to customers.

Holiday Event (November 2011): The Radio City Rockettes performed in event where a Long Island school participated in a dance lesson. Santa Claus made a special visit, as well. Coupons for Penn Retail shops were provided as well as a Holiday flyer card in racks at stations and through Mail&Ride inserts.

"Take The Train To The Game" promotional events were held at Penn Station to promote the one-ticket ride to MetLife stadium at Meadowlands for football and other events.

Meet the Managers: Each session is scheduled on a Tuesday between 4PM and 7PM at Penn Station. Representatives from several LIRR departments are present including Transportation, Station Operations, Service Planning, Government Affairs, Market Development, Mail & Ride, and Public Affairs.

Mail & Ride Customer Loyalty Program: The Customer Loyalty Program honors our current Mail & Ride customers with special coupons, discounts, and savings to various venues through New York. The New York Mets have participated in the most recent program. Customers who signed up in the month of May received a free pair of tickets to a Mets game and a gift card to Strawberry's' steak house in Douglaston. This Program is promoted frequently during events at Penn Station.

New Customer Mail & Ride Sign-Up Program: Customers are enticed to join Mail & Ride with exciting promotions and joint ventures with our partners. The New York Mets have participated in the most recent promotion. Customers who signed up in the month of May received a free pair of tickets to a Mets game and a gift card to Strawberry's' steak house in Douglaston. The Sign-Up Program will continue with events at Penn Station throughout the year.

Customer Loyalty Ceremony: The two longest active and the two newest members of Mail & Ride were honored at Penn Station in May 2012. Each customer was given a pair of tickets to see the New Hit Broadway Show SPIDER MAN. In addition, the two longest active customers received awards from LIRR President Helena Williams.

Transit Transit Magazine: It is done periodically throughout the year to spotlight vendors in Penn Station, as well as new LIRR Promotions. The segments cover eating, shopping and wine tasting, shot at Central Market, Penn Wine & Spirits and Tracks Raw Bar & Grill.

Electronic Message Boards included messages for promotional events at Penn Station. Getaway Brochure Ads promote LIRR packages and Penn station vendors. NYC Brochure ads were included for several participating vendors.

## V. ON-GOING CAPITAL PROJECTS

### 1<sup>st</sup> Avenue Ventilation Plant

The Manhattan 1<sup>st</sup> Avenue ERT ventilation plant is in the process of being totally rebuilt and modernized including reconstructing the emergency stairs with a lift for Emergency Personnel's Equipment.

### ERT Total Track Rehabilitation

In all four ERT there is a project to replace the rail and ballast and clean out all the drains.

### ERT Tunnel Standpipe

In all four ERT's, there is a project to modify/augment the existing tunnel standpipe system to provide for remote monitoring of the system for integrity and allow remote filling of discrete legs of the system with water prior to arrival of FDNY in the event of a tunnel emergency.

### ERT and Harold 3<sup>rd</sup> Rail Replacement

A project was started in 2010 to replace all the 3<sup>rd</sup> rail in the ERT and in Harold Interlocking. ERT Third rail work is being coordinated with the Total Track Replacement Project and Harold third rail Replacement is being coordinated with ESA Harold Replacement work.

### Penn Station HVAC and Escalator Replacement

A new project will provide for engineering assessment, design and replacement of the LIRR HVAC System and replacement of the 34<sup>th</sup> Street escalators. This project will ensure LIRR concourses and offices in Penn Station are properly conditioned for the comfort of customers, employees and concessionaires and, provide state of the art escalators to ensure safe uninterrupted access/egress for LIRR customers entering Penn Station through the 34<sup>th</sup> Street entrance.

### Penn Station Customer Service Office

Improvements continued to be made in the Customer Service office at its new location on the Connecting Corridor. Additional electronic signs are expected to provide additional information to customers who visit the office.

### Penn Station Kiosk

A new electronic interactive kiosk "On-The-Go" was added as part of a pilot program to provide additional customer information.

## **VI. Penn Station Vision Project**

The Long Island Rail Road, Amtrak and New Jersey Transit (NJT) are in the process of collaborating on a landmark study to develop a vision for the transformation of Penn Station. The goal is for a 2035 vision to transform the station into a world-class rail facility with improved functionality, customer amenities and convenience.

Toward that end, the vision is to develop a long term master plan for improving Penn Station and provide a method to transform the existing Station through a set of interim, short, and long term enhancements to implement the Vision. This incremental approach will ultimately serve as building blocks to creating a renewed and world-class Penn Station complex. Ultimately, by 2035 Penn Station will transform into a station that is passenger-friendly, easy to traverse, iconic in appearance, and meets the future needs of the region for additional passenger capacity and accommodating the influx of new visitors, employees, and residents to midtown Manhattan.

## **VII. The Moynihan Station Project**

The Moynihan Station Project is divided into two phases. Phase 2 relocates Amtrak's ticketing, waiting room and train boarding areas from Penn Station to a new train hall in the Farley Post Office to be called Moynihan Station. Phase 2 is not yet funded. Phase 1 is divided into the following three elements necessary for Phase 2 to proceed: 1) Expansion of the West End Concourse, 2) Installation of a Platform Ventilation System and 3) widening of the Connecting Corridor that connects Penn Station to West End Concourse. All three elements are to be completed by July 2016. As expansion of the West End Concourse has the longest lead time, it is the first of the three Phase 1 elements construction packages to be awarded. The work scope for expanding the West End Concourse involves widening and extending it from Platform 7 to Platform 3, with elevators to Platforms 3 thru 9. In addition, two new entrances to the West End Concourse are constructed on the west side of 8<sup>th</sup> Avenue at 31<sup>st</sup> and 33<sup>rd</sup> Street; the Platform 3 and Platform 9 elevators, connecting to these entrances. The construction packages for the Platform Ventilation System and Connecting Corridor Phase 1 elements are not yet funded; designs are complete, with bid issue documents pending.



# Staff Summary



Metropolitan Transportation Authority

|  |
|--|
| Subject<br><b>PROPERTY DISPOSITION - WYANDANCH</b> |
| Department<br><b>REAL ESTATE</b>                   |
| Department Head Name<br><b>JEFFREY B. ROSEN</b>    |
| Department Head Signature<br>                      |
| Project Manager Name<br><b>PEDRO ZEVALLOS</b>      |

|                              |
|------------------------------|
| Date<br><b>June 25, 2012</b> |
| Vendor Name                  |
| Contract Number              |
| Contract Manager Name        |
| Table of Contents Ref. #     |

| Board Action |                   |          |          |      |       |
|--------------|-------------------|----------|----------|------|-------|
| Order        | To                | Date     | Approval | Info | Other |
| 1            | LIRR Committee    | 06/25/12 |          | X    |       |
| 2            | Finance Committee | 06/25/12 | X        |      |       |
| 3            | Board             | 06/27/12 | X        |      |       |
|              |                   |          |          |      |       |

| Internal Approvals |                         |       |          |
|--------------------|-------------------------|-------|----------|
| Order              | Approval                | Order | Approval |
|                    |                         | 1     | Legal    |
| 3                  | Chief of Staff          |       |          |
| 2                  | Chief Financial Officer |       |          |
|                    |                         |       |          |

AGENCY: Long Island Rail Road ("LIRR")

LOCATION: Right of Way Parcel adjacent to LIRR's Wyandanch Station in the Town of Babylon ("Town")

ACTIVITY: Property exchange

COUNTERPARTY: Town of Babylon

ACTION REQUESTED: Approval of the terms

COMPENSATION: LIRR will transfer ownership of a 1.49 acre LIRR-owned parcel to the Town of Babylon. In exchange, the Town of Babylon will transfer ownership of a 2.16 acre parcel to the LIRR. Both parcels have been appraised, and in conformance with the Public Authorities Law, the LIRR will receive a parcel from the Town of Babylon that is of equal or greater value than the parcel it is transferring to the Town of Babylon. This swap is part of a larger MOU that maintains current levels of parking at Wyandanch Station and allows for a future parking structure to be constructed on the newly acquired parcel that will provide added parking at Wyandanch and much needed additional access to the LIRR's Main Line service.

## COMMENTS:

The proposed property exchange involves two parcels adjacent to LIRR's Wyandanch Station. The exchange will support the Wyandanch Rising project, a major community revitalization initiative that will transform an economically distressed area into a transit-oriented, pedestrian-friendly and environmentally sustainable downtown. The Town has received federal and state grants toward this initiative and is one of three communities in New York State to be named a Brownfield Opportunity Area (BOA) Spotlight Community. The Wyandanch Rising initiative was also selected as "transformative" project by the Long Island Regional Economic Development Council and, as a result, received NYS funds for infrastructure improvements. In addition to new housing units, retail space, open space and infrastructure, the designated developer for the project will construct a new LIRR Wyandanch Station building, replacing the existing station building, at no cost to the LIRR. The Town of Babylon has selected Albanese Organization, Inc., as the master developer for the Wyandanch Rising project.

The LIRR has worked collaboratively with the Town of Babylon on this regionally important project. The LIRR and Town will enter into a binding agreement that: the current level of flat surface parking will be maintained throughout each phase of the Wyandanch Rising project; it will be accessible and well lit for LIRR customers and that the future construction of an intermodal facility on the new site will provide additive parking, enhancing station access to LIRR's Main Line.

# Staff Summary

## FINANCE COMMITTEE MEETING PROPERTY DISPOSITION - WYANDANCH (Cont'd.)



Metropolitan Transportation Authority

Page 2 of 2

The two parcels that will be exchanged to facilitate this mutually beneficial project are : (1) a 1.49 acre parcel owned by LIRR located along the LIRR right of way (the "RoW Parcel"); and (2) a 2.16 acre parcel owned by the Town commonly referred to as the "Honda Parcel." The Honda Parcel is of equal or greater value than the RoW Parcel.

The RoW Parcel is currently used for LIRR commuter parking, providing 148 spaces; the Honda Parcel is vacant and undeveloped. Following the exchange, the Town intends to integrate the RoW Parcel into the Wyandanch Rising project. Deed restrictions and easements on the RoW Parcel will allow unrestricted access to LIRR personnel for operational purposes as well as LIRR customer access to the station building and platforms.

In support of the Town's redevelopment goals and to address growing parking needs on the Ronkonkoma branch, over the longer term LIRR intends to redevelop the Honda Parcel into an intermodal facility serving LIRR customers and enhancing the viability of the Wyandanch Rising project. Construction of the Wyandanch Rising project will result in the removal of the existing 148-space surface parking on the RoW Parcel, as well as the removal of other existing commuter spaces in certain other nearby parcels as necessary for construction. In order to accommodate the loss of the existing surface parking spaces, the Town of Babylon will create temporary paved off-street replacement parking spaces in other available parcels adjacent to the Station, including the Honda Parcel, equal to the total number of parking spaces lost. The Town of Babylon will pave and stripe 323 surface parking spaces at the Honda Parcel prior to the conveyance of the Honda Parcel to LIRR. The required environmental reviews have been completed for the intermodal facility project, finding no significant adverse impacts.

The existing station building was constructed with use of federal funds, among other funding sources. Accordingly, funds equivalent to the non-depreciated value of the existing station building will be re-invested into a new FTA-approved asset.

Based on the foregoing, Real Estate requests authorization to complete the swap of property interests with the Town of Babylon as described above subject to Town Board approval which is anticipated to be obtained prior to the MTA Committee and Board meetings.



**Metro-North Railroad**

# **Information Items**

## **June 2012**

# Memorandum



## Metro-North Railroad

**Date:** June 5, 2012

**To:** MTA Metro-North and Long Island Committee

**From:** H. Permut *HP*

**Re:** **July 2012 East of Hudson Schedule Changes**

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For your information, minor schedule changes are effective Monday, July 2, 2012 on the Hudson and New Haven Lines; there are no changes on the Harlem Line. These changes, which accommodate different capital and maintenance of way construction projects, will result in substantial cost savings.

These changes reflect MNR's ongoing efforts to reduce the cost of infrastructure improvements by providing longer track outage windows to complete work and by simultaneously scheduling projects in the same geographic area to gain further efficiencies. This approach does increase operational risks; however these schedule changes, combined with increased focus on service delivery, will mitigate the risks and on balance, we believe that this strategy is cost-effective. For these projects, there will be a savings of \$1.8 million, or 7%.

### Schedule Changes

In addition to minor adjustments of one or two minutes on a small number of trains, the following schedule changes will be made:

#### **Hudson Line:**

- On weekdays, the schedules of seven mid-day off-peak trains, which had been moved five minutes earlier to accommodate the just-completed Mid-Hudson stations rehabilitation project, are returned to their former schedules. The schedule of these trains will again be consistent with the typical off-peak "memory" service pattern between Croton-Harmon and New York.
- On weekends, most upper Hudson Line trains are adjusted by three minutes (with one train operating six minutes later and one operating eight minutes later), to accommodate switch replacement and wood tie replacement projects between Croton-Harmon and Peekskill.
- The Upper Hudson Line will revert to the current weekend schedule after the completion of the switch and wood tie replacement projects, on September 1.

**New Haven Line:**

- Late nights – 7 days per week – several westbound trains from Stamford and New Haven operate up to fifteen minutes later, and the 11:40 PM eastbound train from GCT to Stamford operates five minutes earlier to accommodate the next phase of the New York State station rehabilitation project.
- To accommodate the continuing Connecticut Department of Transportation (CDOT) catenary replacement project, most weekday and all weekend Waterbury Branch trains will make connections to/from main line trains at Stratford station (instead of Bridgeport) from July 2 through July 22.
- Also impacting Waterbury Branch service, a CDOT bridge rehabilitation project near Ansonia station requires the suspension of train service between Bridgeport and Waterbury from July 23 through September 2. Concurrently, MNR maintenance of way forces will complete a rail replacement project and bridge timber replacements on several bridges on the Waterbury Branch. Substitute buses will replace trains, resulting in travel times up to fifteen minutes longer for all customers on the Waterbury Branch.
- The New Haven Line timetables will be effective from July 2 through October 13. A special Waterbury Branch construction timetable will be printed to cover the period between July 2 and September 2; regular Waterbury Branch service between September 3 and October 13 will be included in the July 2 New Haven Line timetable.

**Efficiencies And Impacts On The Capital Program**

In an effort to reduce the costs of capital and maintenance projects we have aggressively investigated ways to change our business processes to permit greater efficiency. The July schedule change is a model for finding creative ways to do our work at lower costs.

Specifically —

- While planning for the replacement of several Hudson Line track switches in the vicinity of Croton-Harmon, we determined that we could save \$500,000 by taking track 2 between Croton-Harmon and Peekskill out of service for a continuous five-week period, rather than the normal weekend-only outages for 8 weekends. In addition, as track 2 will be out of service continuously, we will utilize this time to perform a cyclical wood tie replacement project at the same time; the ability to work around the clock—instead of during off-peak hours only—results in additional savings of \$240,000.
- On the New Haven Line, the ongoing New York State stations rehabilitation project moves next to Mount Vernon East, Pelham and New Rochelle stations. In this case, we identified minor schedule changes to certain late-night trains that would significantly lengthen the overnight track outage windows for this project. We will save approximately \$1.1 million as a result of these minor schedule changes.

### **Next Schedule Changes**

As noted above, Hudson Line schedules will be changed on August 27 to restore the current weekend schedules through October 13. The next East of Hudson schedule change is planned for October 14. The next schedule change for the Port Jervis and Pascack Valley Lines is planned for August 12. I will provide you with details of the West of Hudson changes once they have been finalized.

cc: J. Lhota  
N. Fernandez  
R. Burney  
S. Cummins  
R. Lieblong  
R. C. MacLagger  
M. Mannix  
D. Evans  
K. Porcelain

# Grand Central Terminal Centennial

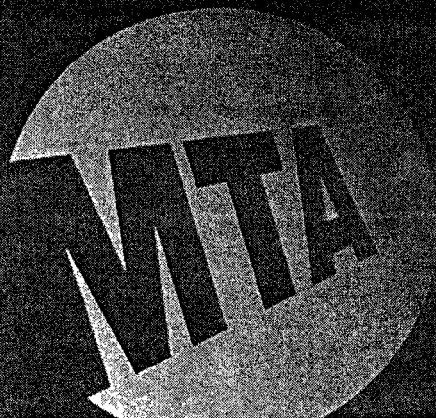


**GRAND CENTRAL**  

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**100 YEARS**

ARRIVING 2013



Update to the MTA Board – June 2012

# I. Grand Central Centennial - Update

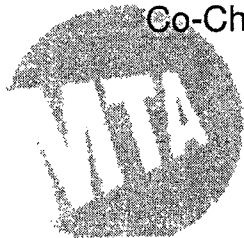
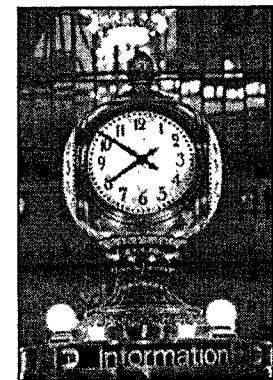
The Centennial celebration for Grand Central Terminal (GCT), will kick off on February 1, 2013. The Centennial will create international exposure, goodwill and increased visitation to commemorate one of the world's great landmarks for commuters, retail patrons, MTA/Metro-North employees, New Yorkers and tourists. With this overall goal in mind, strategizing and extensive planning has been underway since early 2012; significant progress has been made.

## Vision

- ☐ Commemorate the historic 100<sup>th</sup> anniversary of GCT and celebrate its vibrant future throughout 2013
- ☐ Recognize GCT's iconic role in the history of railroading, the building of a city and a nation, and the cornerstone of New York City's Central Business District
- ☐ Planning underway for special events and exhibitions for 2013
- ☐ Advance a GCT Legacy Project- a lasting improvement
- ☐ NYC-wide, national and international engagement, on many touch points

## Centennial Leadership & Committee

- ☐ A Centennial advisory Committee (currently 34 members) was formed and its first meeting was held in GCT on May 9, 2012
- ☐ MTA Chairman & CEO Joseph Lhota serves as the Centennial's Honorary Committee Chairman. MNR President Howard Permut and Centennial Committee Chairman Peter Stangl, along with Chairman Lhota, addressed the Committee in May, and requested their input and support. Caroline Kennedy serves as Honorary Co-Chair of the Centennial Committee.





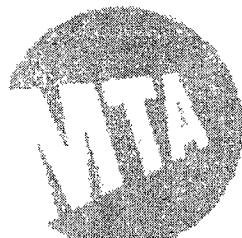
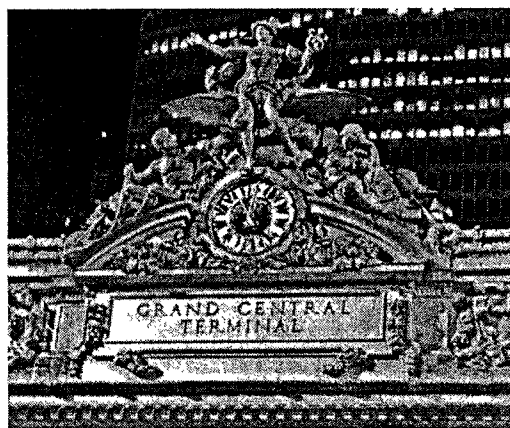
## II. Creating Awareness of the GCT Centennial

### Goals

- ☐ Increase awareness and visitation by promoting the Centennial while strengthening the Terminal's market position as an iconic NYC destination
- ☐ Celebrate the Terminal as a local and national landmark
- ☐ Boost Terminal retail sales
- ☐ Increase tourism to the Terminal and other city locales, including exporting Centennial events offsite

### Marketing the Centennial

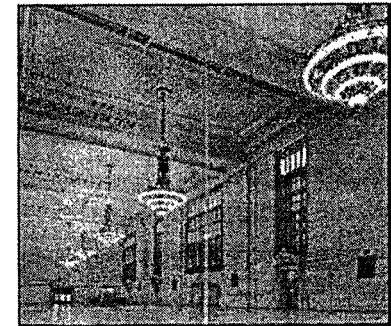
- ☐ J. Walter Thompson, one of the largest advertising agencies in the world, worked pro-bono to conduct market research, develop strategy and prepare a new Centennial themed brochure with the help of Metro-North and MTA.
- ☐ Centennial publicity/strategy efforts developed and facilitated by Goodman Media International; special event planning by LeadDog Marketing Group; Centennial logo creation by Pentagram.
- ☐ Alliances with NY Public Library, NY Historical Society and other institutions are in the works to further promote the Centennial



### III. Centennial Projects

#### **Legacy Project: Restoration & Revitalization for GCT entrance at 89 E. 42<sup>nd</sup> Street and exterior**

- ☐ MNR is advancing a comprehensive project to restore the original entry vestibule/foyer; scope includes refurbishing the ceiling, walls & floors, restoring marble, replacing the doors, installing new lighting, enhancing nearby departure monitors, cleaning the outside canopy and improving pedestrian connections to the immediate neighborhood. A permanent visual installation of GCT historic imagery will also be created within the space. Much of the restoration work will be carried out by GCT forces with technical expertise provided by Beyer Blinder Belle.



#### **Vanderbilt Hall Re-purposing**

- ☐ To enhance the year-round activity level and visitor experience entering GCT through Vanderbilt Hall, efforts are underway to explore re-purposing the space, potentially creating the new "Living Room of New York."
- ☐ In 2013, a new Café will be created in the western portion of the Hall (scalable to support event activities). An assessment of the viability of establishing a multi-media digital platform in the Hall is also underway to support future special events, commercial, art and cultural programming.

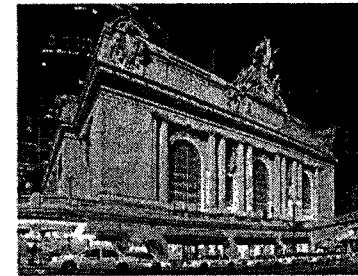
## IV. Centennial Events Update

### 2013 – Events / Activities Underway

#### ☐ Major Centennial themes include:

- Historical Exhibit – New York Transit Museum (NYTM)
- Preserving a Landmark; Initiation of a Legacy Project
- Parade of Historic Trains
- Future of Grand Central Terminal

*Special events / timing will reflect third-party funding availability*

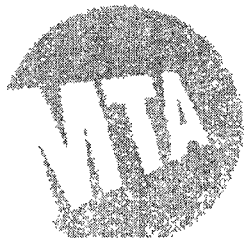
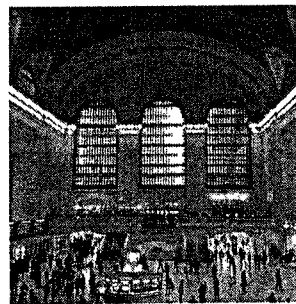


#### ☐ 2012 Advance Events include:

- Centennial-themed Kodak Colorama NYTM Exhibition – July 2012
- Holiday Train Show Centennial Edition/ NYTM Gallery – November–December 2012
- Centennial-themed Vanderbilt Hall Holiday Fair – November–December 2012

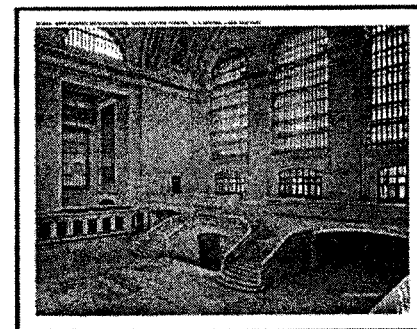
#### ☐ Other Plans and Developments:

- American Society of Civil Engineers' Historic Landmark Designation Event – 2013
- USPS Commemorative Grand Central Centennial Stamp – 2013
- New York Transit Museum GCT Book Release – 2013
- Arts for Transit Art & Poetry events & exhibits – 2013



## V. Funding

- ☐ Premier Partnerships is actively engaged to enlist corporate support and sponsorship to underwrite Centennial programming. WABC-TV has joined the Centennial as an official media partner.
- ☐ Fund raising by the NY Transit Museum is also underway. Not-for-Profit funds will support NYTM Centennial Programs.
- ☐ Above efforts follow the recently established MTA Sponsorship Guidelines, previously brought to the MNR Committee.



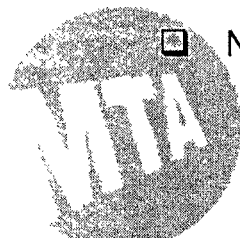
Library of Congress

## VI. Publicity to Date

- ☐ **February 2, 2012:** *Initial Press Release:* Grand Central Terminal Centennial Planning Underway
- ☐ **March 20, 2012:** *Press Conference:* Happy Birthday Grand Central: Initial Plans Revealed for Grand Central Terminal's 2013 Centennial
- ☐ **May 9, 2012:** Grand Central Terminal is Designated as National Historic Civil Engineering Landmark
- ☐ **May 21, 2012:** MTA to Lease Two Brand New Spaces in Grand Central Terminal (Centennial related – Vanderbilt Hall café and Marketplace restaurant)

## VII. Next Steps

- ☐ Next briefing to be provided to MTA Board 4<sup>th</sup> quarter 2012.



# Memorandum



**Metro-North Railroad**

**Date:** June 25, 2012  
**To:** Metro-North and Long Island Committee  
**From:** Howard Permut *HP*  
**Re:** **GCT Centennial Sponsorship Agreement**

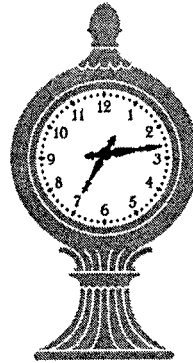
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As outlined in the January 9th Grand Central Terminal Centennial memo, the following Centennial Sponsorship Agreement Report will be presented to the MNR/LIRR Committee by MNR on a monthly basis as sponsorship agreements have been finalized.

## June 2012 GCT Centennial/Vanderbilt Hall Sponsorship Agreements

| Agreement                     | Description  | Total Compensation Amount/Barter*   |
|-------------------------------|--|---|
| WABC-TV<br>(Barter Agreement) | -Official Centennial Media Partner status.<br>-WABC-TV will provide a GCT special that will air during Feb 2013, vignettes and promotional spots | The value including on-air promotional content and media advertising assets is \$475K. This allows MTA/MNR to add significant media value to potential future Centennial sponsor negotiated agreements. |

\* exclusive of Premier Partnerships commission and all event/sponsorship expenses



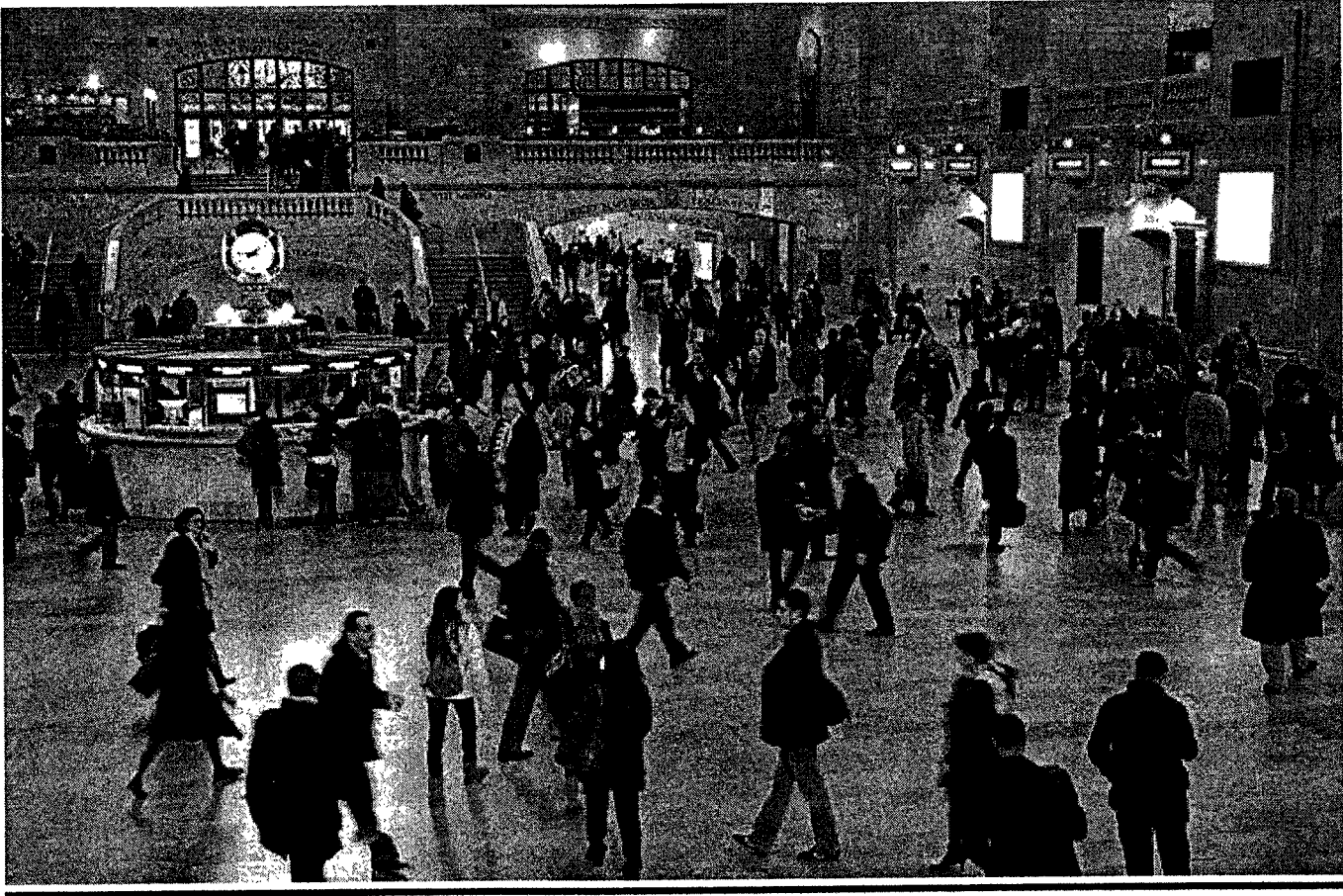
**GRAND CENTRAL**

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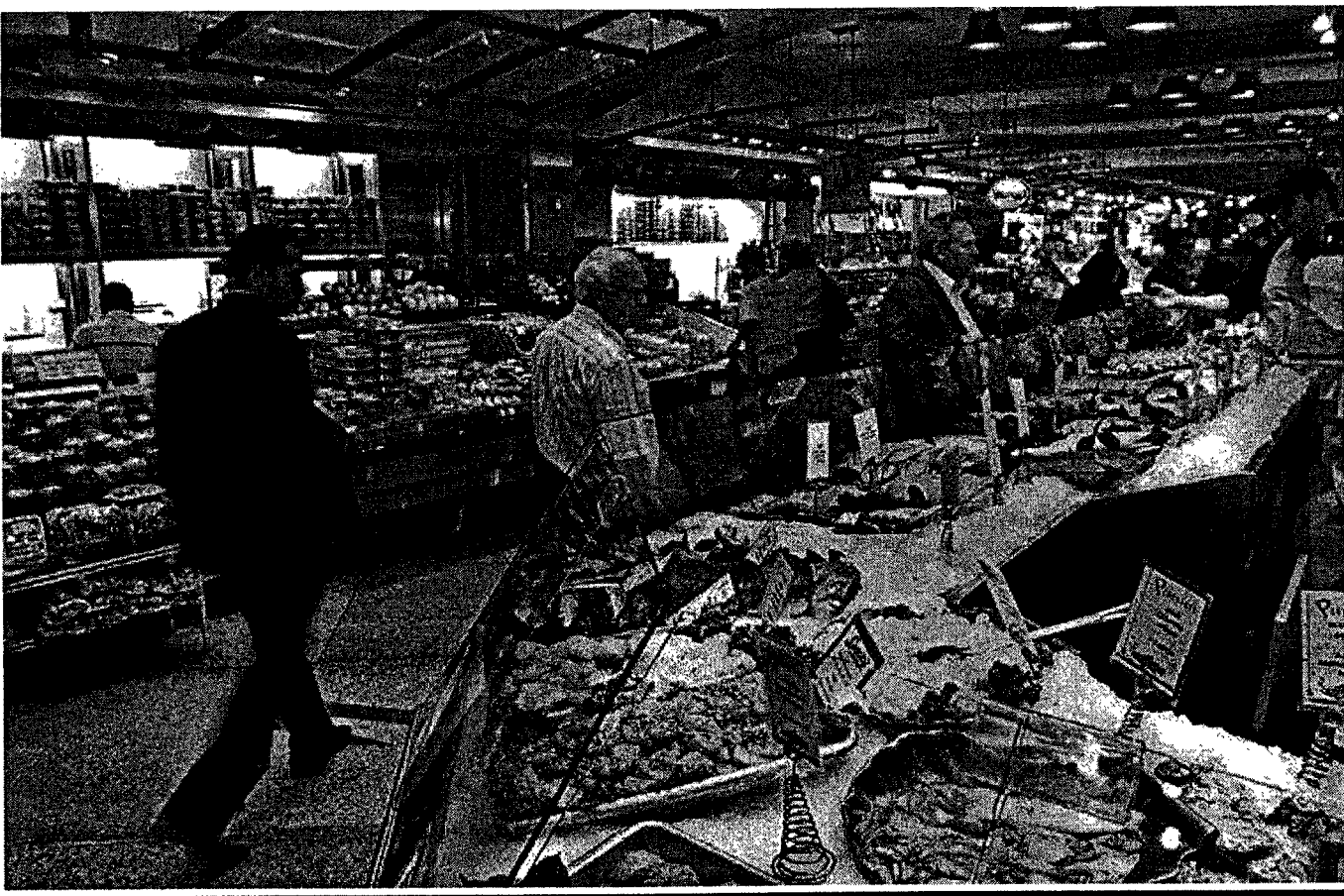
MOVING. TIMELESS. GRAND.

**RETAIL DEVELOPMENT  
AT  
GRAND CENTRAL TERMINAL**

**JUNE 2012**

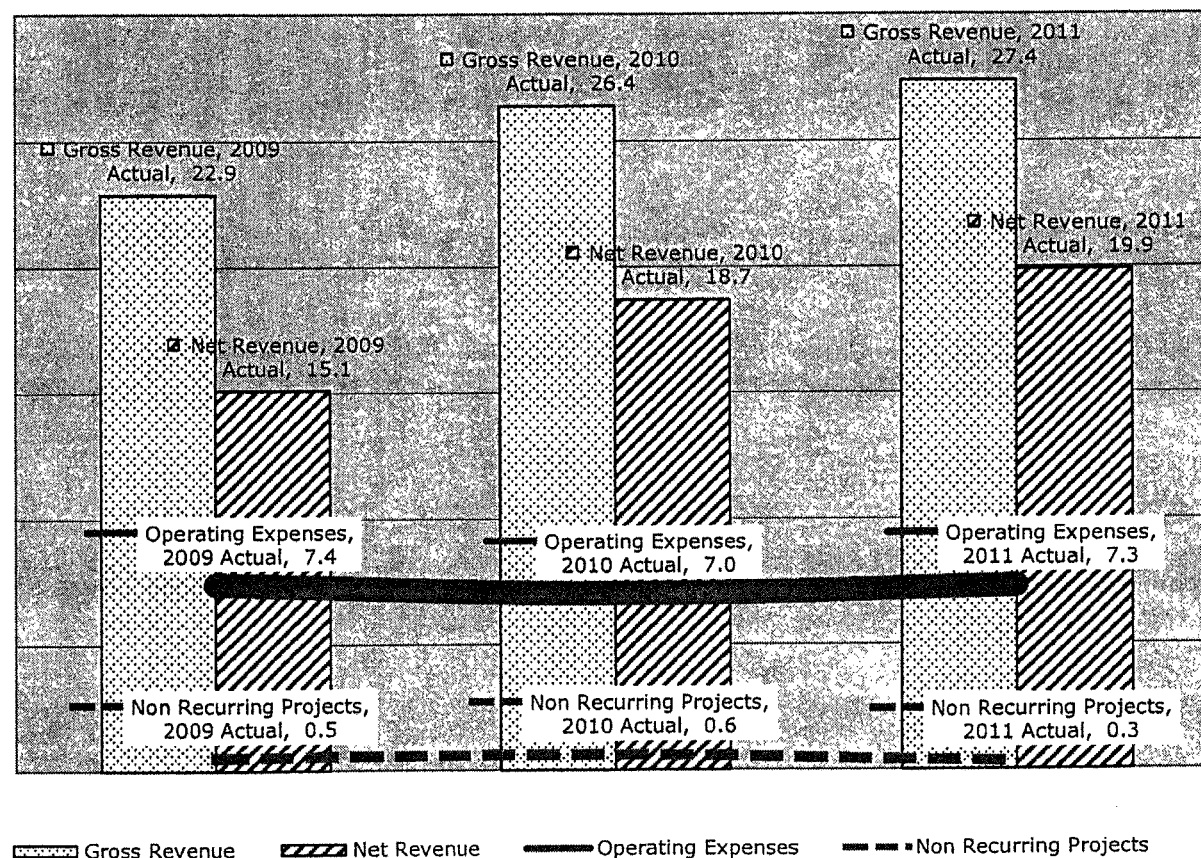






2011 was a banner year for retail and public events at Grand Central Terminal. Apple opened on December 9<sup>th</sup> and we are already seeing positive signs with increased sales for other tenants. Total retail and storage space in the Terminal is now 168,750 square feet, and we anticipate adding as much as 16,000 square feet with the prospect of two new restaurant locations. The focus continues to be on maintaining a strong merchandise mix, with the inclusion of an appropriate balance between local and national retailers. Rents for new leases consistently meet or exceed current rents.

# I. PROPERTY PERFORMANCE



**Financial Summary -- 2009-2012 Income and Expense**

|                             | Actual<br>2009    | Actual<br>2010    | Budget<br>2011    | Actual<br>2011    | Midyear<br>July Plan<br>2012 | Variance                 |            |                          |           | Midyear                     |             |
|-----------------------------|-------------------|-------------------|-------------------|-------------------|------------------------------|--------------------------|------------|--------------------------|-----------|-----------------------------|-------------|
|                             |                   |                   |                   |                   |                              | Actual 11 v<br>Budget 11 |            | Actual 11 v<br>Actual 10 |           | July Plan 12 v<br>Actual 11 |             |
|                             |                   |                   |                   |                   |                              | Amount                   | %          | Amount                   | %         | Amount                      | %           |
| Tenant Revenue*             | 17,234,958        | 19,684,759        | 21,207,159        | 20,799,131        | 23,658,514                   | (408,028)                | -2%        | 1,114,372                | 5%        | 2,859,383                   | 12%         |
| Other Income*               | 5,664,856         | 6,665,351         | 5,575,405         | 6,642,508         | 6,599,048                    | 1,067,103                | 16%        | (22,843)                 | 0%        | (43,460)                    | -1%         |
| <b>Total Revenue</b>        | <b>22,899,814</b> | <b>26,350,110</b> | <b>26,782,564</b> | <b>27,441,639</b> | <b>30,257,562</b>            | <b>659,075</b>           | <b>3%</b>  | <b>1,091,529</b>         | <b>4%</b> | <b>2,815,923</b>            | <b>9%</b>   |
| Operating Expenses          | 7,383,968         | 7,012,218         | 7,873,344         | 7,256,380         | 8,562,795                    | 616,964                  | 9%         | (244,162)                | -3%       | (1,306,415)                 | -15%        |
| Improvement Projects        | 458,474           | 633,513           | 1,751,007         | 262,244           | 1,430,775                    | 1,488,763                | 235%       | 371,269                  | 142%      | (1,168,531)                 | -82%        |
| <b>Total Expenses</b>       | <b>7,842,442</b>  | <b>7,645,731</b>  | <b>9,624,351</b>  | <b>7,518,624</b>  | <b>9,993,570</b>             | <b>2,105,727</b>         | <b>28%</b> | <b>127,107</b>           | <b>2%</b> | <b>(2,474,946)</b>          | <b>-25%</b> |
| <b>Net Operating Income</b> | <b>15,057,372</b> | <b>18,704,379</b> | <b>17,158,213</b> | <b>19,923,015</b> | <b>20,263,992</b>            | <b>2,764,802</b>         | <b>15%</b> | <b>1,218,636</b>         | <b>6%</b> | <b>340,977</b>              | <b>2%</b>   |

\* Tenant Revenue includes minimum, percentage, and storage rent; Other Income includes sponsorships and events, pass-through charges to tenants, etc.

II. LEASING ACTIVITY (2011 – 2012 1st quarter)

NEW LEASES SIGNED

|                      |  |
|----------------------|--|
| Balcony              | Apple  |
| Lexington Passage    | Little Miss Matched  |
| Grand Central Market | Eli's Bread<br>Eli's Farm to Table<br>Wild Edibles<br>Spices and Tease |
| Dining Concourse     | Shake Shack  |

LEASES IN NEGOTIATION

|                         |                         |
|-------------------------|-------------------------|
| 42 <sup>nd</sup> Street | Banana Republic         |
| Dining Concourse        | Central Market New York |

UPCOMING RFPS

Vanderbilt Hall Café  
Grand Central Market Restaurant

### III. TENANT SALES PERFORMANCE

#### Average Sales Per Square Foot by Retail Area

|                                    | <u>2011</u> | <u>2010</u> | <u>Q1 2012</u> | <u>Q1 2011</u> |
|------------------------------------|-------------|-------------|----------------|----------------|
| 42 <sup>nd</sup> Street Retail     | \$946       | \$928       | \$200          | \$184          |
| Main Concourse                     | \$2944      | \$2840      | \$724          | \$676          |
| Shuttle Passage                    | \$1078      | \$1033      | \$302          | \$256          |
| 42 <sup>nd</sup> Street Passage    | \$3357      | \$1779      | \$448          | \$454          |
| Graybar Passage                    | \$3374      | \$2953      | \$780          | \$715          |
| Lexington Passage                  | \$2603      | \$2264      | \$617          | \$550          |
| Grand Central Market               | \$3050      | \$2855      | \$757          | \$735          |
| Dining Concourse                   | \$2492      | \$2321      | \$628          | \$595          |
| Restaurants                        | \$744       | \$686       | \$190          | \$172          |
| Biltmore Room                      | \$825       | \$715       | \$222          | \$199          |
| All GCT                            | \$1425      | \$1299      | \$364          | \$318          |
| All GCT<br>(excluding restaurants) | \$1763      | \$1667      | \$449          | \$403          |

#### 2011 YEAR END SALES PERFORMANCE

Total reported retail sales for 2011 equaled \$177,326,631, a 2.8% increase from 2010

Total sales for the 76 tenants open for all of 2011 and 2010 increased by 5%

Of these tenants:

56 reported positive comparable sales

20 reported negative comparable sales

Comp sales increased by retail neighborhood as compared to 2010 as follows:

|                         |     |
|-------------------------|-----|
| Biltmore Room           | 14% |
| 42nd Street Passage     | 12% |
| Lexington Passage       | 9%  |
| Grand Central Market    | 9%  |
| Graybar Passage         | 6%  |
| Dining Concourse        | 5%  |
| Main Concourse          | 4%  |
| Shuttle Passage         | 4%  |
| Restaurants             | 2%  |
| 42 <sup>nd</sup> Street | 3%  |

#### 2012 end of Q1 SALES PERFORMANCE

Comp sales for Q1 2012 to Q1 2011 have generally shown a marked increase by neighborhood. The highest increase is in the 42<sup>nd</sup> Street Passage & Biltmore Room at 12% followed by the Lexington Passage at 10%. All other neighborhoods had single digit increases.

#### **IV. MARKETING**

##### Social Media

Number of Facebook friends continues to grow and is now over 9,000 strong.

Number of Twitter followers has grown and now stands at 1,600.

Tenants have been very active adding content to the GCT page. During the 2011 holiday season a "deals" tab was included featuring tenants. Plans are underway to incorporate contests as well as flash sales.

##### E-Blast

Weekly e-blasts go out each Tuesday relevantly themed to promote GCT tenants and events.

##### Website

Redesign of the GCT website is underway, expecting to go live in July. New features will be incorporated into the site making it more informational and interactive. JLL is working with Google maps to add in a "plan your trip" feature. In addition, the website will include a GCT Centennial tab.

#### Goodman Media

Goodman Media garnered well over 100 hits to promote the Holiday Fair. They continue to promote retail, the building and commercial events on a daily basis. Goodman Media is also fully engaged in all public relations aspects of planning for the Centennial.

#### Connections Magazine

Spring/Summer 2012 edition was seat-dropped on trains in May. The magazine includes a variety of tenant offers, in addition to some interesting retail and MNR editorial pieces.

#### Marketing Plan Elements in Progress

A Firm has been hired to engage NYC hotel concierges to promote GCT and related retail and special events.

Mail & Ride Inserts – Plan in progress to do Mail & Ride inserts in April, July and November. The inserts will promote retail as well as the Holiday Fair.

### **V. PUBLIC EVENTS**

Vanderbilt Hall and Taxi Stand gross event revenue in 2011 was \$3.3 MM, up \$400,000 or 14% over 2010, reflecting a continued improved economy and strong in-house sales efforts by JLL. By the end of May 2012, event contracts totaling \$1,032,000 in revenue have already been signed for events throughout 2012. This represents 54% of the 2012 budget of \$1,900,000 for events other than the Holiday Fair.

### **VI. GCT RETAIL REVENUE FUNDED PROJECTS**

#### GCT BLOCK RESTORATION

Phase II will include the installation of new light fixtures, ceiling grid and conduit for future digital advertising Block/Track Indicators on the upper level. New light fixtures and ceiling grid will also be placed in selected areas of the lower level. Phase II is currently underway.

#### Canopies

The canvas canopies that are currently installed over the street front retail stores in GCT will be replaced with new striped canopies based on the original design. The work is scheduled to be completed by the end of 2012.

#### Whispering Gallery Ceiling

Work will begin this summer on the repair and restoration of the Whispering Gallery ceiling. The work area will be sectioned off in quarters as not to impede pedestrian flow. The work is expected to be completed by the end of 2012.

#### GCT Exterior Steel Canopies

Exterior steel canopies will be abated for lead paint, sealed and rust proofed using "carboline" paint system. Abatement and sealing are complete. Painting is scheduled for June.

#### 89 E. 42<sup>nd</sup> St. Entrance

Ceiling being re-surfaced and walls cleaned and painted. Marble to be polished and light fixtures cleaned. Ceiling is 60% complete. Walls 40% complete.

#### **PROJECT COMPLETED IN 2012**

#### Biltmore Room Entrance Revolving Doors

Aluminum leaf style doors replaced with brass clad revolving door to match existing building doors. Revolving doors were selected to better control building temperatures.



# Staff Summary



Metropolitan Transportation Authority

Page 1 of 1

|   |
|---|
| <b>Subject</b><br><b>LEASE MODIFICATION &amp; EXTENSION</b> |
| <b>Department</b><br><b>REAL ESTATE</b>                     |
| <b>Department Head Name</b><br><b>JEFFREY B. ROSEN</b>      |
| <b>Department Head Signature</b><br>                        |
| <b>Project Manager Name</b><br><b>MICHAEL DANIELS</b>       |

|                                     |
|-------------------------------------|
| <b>Date</b><br><b>June 25, 2012</b> |
| <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            | Metro-North Committee | 6/25/12 |          | X    |       |
| 2            | Finance Committee     | 6/25/12 | X        |      |       |
| 3            | Board                 | 6/27/12 | X        |      |       |
|              |                       |         |          |      |       |

| Internal Approvals |                         |       |          |
|--------------------|-------------------------|-------|----------|
| Order              | Approval                | Order | Approval |
|                    |                         | 1     | Legal    |
| 3                  | Chief of Staff          |       |          |
| 2                  | Chief Financial Officer |       |          |
|                    |                         |       |          |

AGENCY: MTA Metro-North Railroad ("Metro-North")

LESSOR: Garrison Station Plaza, Inc.

LOCATION: Garrison Station, Philipstown, Putnam County, NY

ACTIVITY: Lease extension

ACTION REQUESTED: Approval of terms

EXTENSION OF LEASE: April 1, 2022 - March 31, 2037 (currently the lease expires March 31, 2022)

SPACE: Garrison Station Parking Lot (near County Road 12)

COMPENSATION: The current compensation of \$25,033 per annum will continue to be adjusted through the extension term to reflect any increases in parking fees, consistent with the terms of the current agreement

## COMMENTS:

To remediate on-going drainage and surface conditions caused by the substandard gravel surface within the leased parking area at Garrison Station, Metro-North will upgrade the facility by paving a portion of the lot and drive isles and improving the overall drainage. The work will be completed prior to next winter and will benefit the commuters that use the Garrison Station.

In conjunction with the planning for the upgrades of the facility, Metro-North requested a 15-year extension from Garrison Station Plaza, Inc. for Metro-North's lease of the Garrison Station parking area, beyond its current March 31, 2022 expiration. Garrison Station Plaza, Inc. has agreed to the proposed repairs and the agreement extension as described above.

Based on the foregoing, MTA Real Estate requests authorization to enter into a lease modification and extension agreement with Garrison Station Plaza, Inc. on the above-described terms and conditions.

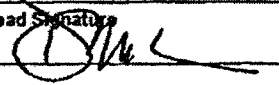
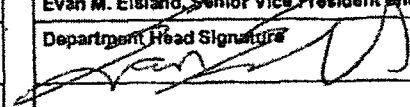
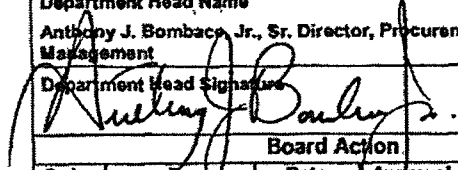
**LONG ISLAND/METRO NORTH  
COMMITTEES**

**PROCUREMENTS**

**FOR**

**BOARD ACTION**

**June 27, 2012**

|   |                    |         |          |      |       |  |                  |       |          |
|---|--------------------|---------|----------|------|-------|--|------------------|-------|----------|
| <b>Subject</b><br>Request for Authorization to Award Various Procurements   |                    |         |          |      |       | <b>Date</b><br>June 27, 2012   |                  |       |          |
| <b>Department</b><br>Procurement and Logistics - LIRR   |                    |         |          |      |       | <b>Department</b><br>Law and Procurement - MTACC   |                  |       |          |
| <b>Department Head Name</b><br>Dennis L. Mahon, Chief Procurement and Logistics Officer                               |                    |         |          |      |       | <b>Department Head Name</b><br>Evan M. Eisland, Senior Vice President and General Counsel                              |                  |       |          |
| <b>Department Head Signature</b><br> |                    |         |          |      |       | <b>Department Head Signature</b><br> |                  |       |          |
| <b>Department</b><br>Procurement and Material Management - MNR  |                    |         |          |      |       |  |                  |       |          |
| <b>Department Head Name</b><br>Anthony J. Bombace, Jr., Sr. Director, Procurement & Material Management               |                    |         |          |      |       |  |                  |       |          |
| <b>Department Head Signature</b><br> |                    |         |          |      |       |  |                  |       |          |
| <b>Board Action</b>   |                    |         |          |      |       | <b>Internal Approvals</b>  |                  |       |          |
| Order   | To                 | Date    | Approval | Info | Other | Order  | Approval         | Order | Approval |
| 1   | LIRR/MNR Committee | 6.25.12 |          |      |       | X  | President, LIRR  |       |          |
| 2   | MTA Board          | 6.27.12 |          |      |       | X  | President, MNR   |       |          |
|   |                    |         |          |      |       | 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:**

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

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

|   | # of Actions | \$ Amount |
|---|--------------|-----------|
| <u>Schedules Requiring Majority Vote</u>    |              |           |
| Schedule G: Miscellaneous Service Contracts | 3            | \$923,000 |
| <b>SUBTOTAL:</b>                            | 3            | \$923,000 |

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

|   | # of Actions | \$ Amount |
|---|--------------|-----------|
| <u>Schedules Requiring Majority Vote</u>    |              |           |
| Schedule G: Miscellaneous Service Contracts | 1            | \$437,677 |
| <b>SUBTOTAL:</b>                            | 1            | \$437,677 |

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

| <u>Schedules Requiring Two-Thirds Vote</u> |                                    | <u># of Actions</u> | <u>\$ Amount</u> |
|--|------------------------------------|---------------------|------------------|
| Schedule C:                                | Competitive Requests for Proposals | 1                   | \$11,211,289     |
| <u>Schedules Requiring Majority Vote</u>   |                                    |                     |                  |
| Schedule G:                                | Miscellaneous Service Contracts    | 2                   | \$1,716,142.44   |
| SUBTOTAL:                                  |                                    | 3                   | \$12,927,431.44  |

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

| <u>Schedules Requiring Majority Vote</u> |                                 | <u># of Actions</u> | <u>\$ Amount</u> |
|--|---------------------------------|---------------------|------------------|
| Schedule G:                              | Miscellaneous Service Contracts | 1                   | \$135,000        |
| SUBTOTAL:                                |                                 | 1                   | \$135,000        |

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

| <u>Schedules Requiring Majority Vote</u> |   | <u># of Actions</u> | <u>\$ Amount</u> |
|--|---|---------------------|------------------|
| Schedule I:                              | Modifications To Purchase and Public Work Contracts | 1                   | \$335,000        |
| SUBTOTAL:                                |   | 1                   | \$335,000        |

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

None

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

None

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

None

|               |          |                        |
|---------------|----------|------------------------|
| <b>TOTAL:</b> | <u>9</u> | <u>\$14,758,108.44</u> |
|---------------|----------|------------------------|

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

**BUDGET IMPACT:**

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

**RECOMMENDATION:**

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

## METROPOLITAN TRANSPORTATION AUTHORITY

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

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

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

NOW, the Board resolves as follows:

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

JUNE 2012

METRO-NORTH RAILROAD

LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Schedules Requiring Majority Vote:

**G. Miscellaneous Service Contracts**

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

- |   |                                  |
|---|----------------------------------|
| 1. <b>Contemporary Machinery &amp; Engineering Services, Inc.</b> | <u>Staff Summary Attached</u>    |
| <b>Emergency Repair/Upgrade of Wheel Boring Machine</b>           | <b>\$407,500 (not-to-exceed)</b> |
| <b>Upgrade of Second Wheel Boring Machine</b>                     | <b>\$407,500 (not-to-exceed)</b> |

Approval is requested to award a consolidated agreement covering two separate services: (i) emergency repair and upgrade of one wheel boring machine; and (ii) upgrade of a second wheel boring machine on a non-emergency basis. The service is to be provided by Contemporary Machinery & Engineering Services, Inc. (Contemporary) at a total cost not-to-exceed \$815,000. The consolidated agreement with Contemporary will eliminate the need for two separate contracts and standardize terms, conditions and payment provisions.

MNR's only wheel shop is located in Croton Harmon where two wheel boring machines are used to prepare the wheel axle holes to fit a specified axle. The wheels are then pressed on the axles for use on all MNR railcars. These machines were purchased as prototypes in 1995 from Contemporary (the Original Equipment Manufacturer). Since Contemporary manufactures parts for their use only, they are the only firm that can repair and upgrade the machines. No other firms are authorized to purchase the parts or make repairs.

Recently, one of the wheel boring machines experienced a catastrophic failure and cannot be repaired to useful service utilizing in-house forces or the existing maintenance agreement. There is an immediate need to repair and upgrade the machine as soon as possible. Further, to meet the needs of the service, MNR requires a second functional and reliable wheel boring machine.

**A) Emergency Repair/Upgrade of Out-of-Service Wheel Boring Machine**

Contemporary was requested to provide a proposal to repair/upgrade the out-of-service unit and MNR Procurement Department negotiated a price of \$407,500 for the complete service. MNR Procurement and M of E considered the possibility of using alternate wheel boring services, including the LIRR and NYCT but it was determined to be logistically not feasible to outsource this work due to the limited number of wheels that can be prepared and sent back to MNR. MNR Procurement also researched the possibility of procuring new wheel boring machines as opposed to the repair/upgrade. The price negotiated for this procurement was 42.6% less (\$407,500 repair/upgrade vs. \$954,000 new) than the estimated cost for replacement. Additional benefits will include a new machine warranty for two years, as well as an expedited three month turnaround as opposed to the standard eight month lead time for this level of work. This was achieved by negotiating the use of existing key material from a brand new machine at Contemporary's facility without any additional cost. This was deemed to be fair and reasonable and will provide the machine with an additional 15 to 20 years of useful life.

The second machine though currently operational, is also a prototype and is at risk of operational failure and needs to be rebuilt and upgraded. The upgrade of the second machine would eliminate this risk and prevent another emergency repair.

The total not-to-exceed cost of \$815,000 for both machines is deemed to be fair and reasonable for the level of services to be provided. This procurement is to be funded by the MNR Operating Budget.

Approval is requested for a non-competitive, negotiated three-year miscellaneous service contract (one year base and 2, one-year options) for the annual inspection, maintenance and repair of the car hoists support systems and turntables at the Croton Harmon Repair Facility. Railquip Inc. is the Original Equipment Manufacturer (OEM), sole source and only authorized maintainer of the Car Hoists System and Turntables.

Prices proposed for the new contract have not increased from the previous contract. The total not-to-exceed cost of \$108,000 (\$36K x 3yrs.) shall be fixed throughout the contract, and is considered fair and reasonable. This procurement is to be funded by the MNR Operating Budget.

# Staff Summary

|  |                         |         |                     |      |       |
|--|-------------------------|---------|---------------------|------|-------|
| Item Number G  |                         |         |                     |      |       |
| Dept & Dept Head Name:<br>Procurement & Material Management Anthony J. Bombace, Jr       |                         |         |                     |      |       |
| Division & Division Head Name:<br>Administration – Raymond Burney – Sr VP Administration |                         |         |                     |      |       |
| Board Reviews  |                         |         |                     |      |       |
| Order  | To                      | Date    | Approval            | Info | Other |
| 1  | M-N Comm.Mtg.           | 6-25-12 | X                   |      |       |
| 2  | MTA Board Mtg.          | 6-27-12 | 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         |         | Capital Programs    |      |       |

|   |          |
|---|----------|
| SUMMARY INFORMATION   |          |
| Vendor Name<br>Contemporary Machinery & Engineering Svcs. Inc.  | Contract |
| Description<br>Upgrade of Wheel Boring Machine  |          |
| Total Amount<br>\$407,500 (not-to-exceed)   |          |
| Contract Term (including Options, if any)<br>TBD  |          |
| Option(s) included in Total Amount? <input type="checkbox"/> Yes x No   |          |
| Renewal? <input type="checkbox"/> Yes x No  |          |
| Procurement Type<br><input type="checkbox"/> Competitive x Non-competitive  |          |
| Solicitation Type<br><input type="checkbox"/> RFP <input type="checkbox"/> Bid x Other:   |          |
| Funding Source<br>x Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other: |          |

## Narrative

### I. PURPOSE/RECOMMENDATION:

Approval is requested to award a miscellaneous service agreement for the upgrade of a wheel boring machine by Contemporary Machinery & Engineering Services, Inc. totaling a not-to-exceed \$407,500.

MNR's only wheel shop is located in Croton Harmon where two wheel boring machines are used to prepare the wheel axle holes to fit a specified axle. The wheels are then pressed on the axles for use on all MNR railcars. These machines were purchased as prototypes in 1995 from Contemporary (the Original Equipment Manufacturer). Recently, one of the wheel boring machines experienced a catastrophic failure and cannot be repaired to useful service utilizing in-house forces or the existing maintenance agreement. An emergency for the immediate, repairs to the out-of-service machine accompanies this request for approval. This staff summary sets forth the request to upgrade the second wheel boring machine to achieve the same level of reliability and extended useful life.

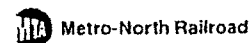
The second machine though currently operational, is also a prototype and is at risk of operational failure, and needs to be rebuilt and upgraded. The upgrade of the second machine would eliminate this risk and prevent another emergency repair.

The cost to upgrade the second machine (\$407,500) is the same as the negotiated cost of the out-of-service machine. Similarly, this cost is 42% lower than the option of purchasing a second machine. Further, the second machine like the first will receive a new machine warranty for two years and will provide an additional useful life of 15 to 20 years in its overall procured value and extended beneficial use. Additionally, the second machine's upgrade will be completed in 5-6 months which was negotiated down from an originally proposed 7-8 months.

The total not-to-exceed cost of \$407,500 for the second machine is deemed to be fair and reasonable for the level of services to be provided. This procurement is to be funded by the MNR Operating Budget.



# Schedule G: Miscellaneous Service Contracts



Item Number: G

|  |  |
|--|--|
| <b>Vendor Name (&amp; Location)</b><br>Railquip Inc, 3731 Northcrest Rd, Atlanta GA 30340  |  |
| <b>Description</b><br>Annual Insp, Maint and Repair—Car Hoist, support Sys, turntables   |  |
| <b>Contract Term (including Options, if any)</b><br>Three years  |  |
| <b>Option(s) included in Total Amount?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No                               |  |
| <b>Procurement Type</b><br><input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive                          |  |
| <b>Solicitation Type</b><br><input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Sole Source |  |

|  |                            |
|--|----------------------------|
| <b>Contract Number</b><br>Bid 8750-A – PO 15579  | <b>AWO/Modification #</b>  |
| <b>Renewal?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No  |                            |
| <b>Total Amount:</b>   | \$ 108,000 (not-to-exceed) |
| <b>Funding Source</b><br><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><br>Procurement & Material Management, Anthony J. Bombace, Jr.   |                            |

## Discussion:

Approval is requested for a non-competitive, negotiated three-year miscellaneous service contract (one year base and 2, one-year options) for the annual inspection, maintenance and repair of the car hoists support systems and turntables at the Croton Harmon Repair Facility. Railquip Inc. is the Original Equipment Manufacturer (OEM), sole source and only authorized maintainer of the Car Hoists System and Turntables.

This procurement is required to maintain and ensure the safe operation of the car hoists support systems and the turntables for MNR's Commuter Railcar Fleets and obtainable only from Railquip Inc. for the following reasons a) sole source and only authorized maintainer; and b) system and parts are proprietary to Railquip Inc. This equipment was specifically designed and built for the Harmon Shops and is not compatible with any LIRR or NYCT equipment. 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 the MNR Procurement Department was performed and no alternate suppliers have been identified.

Prices proposed for the new contract have not increased from the previous contract. The total not-to-exceed cost of \$108,000 (\$36K x 3yrs.) shall be fixed throughout the contract, and is considered fair and reasonable. This procurement is to be funded by the MNR Operating Budget.

JUNE 2012

LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote

**Schedule G. Miscellaneous Service Contracts**

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

- |    |   |           |                               |
|----|---|-----------|-------------------------------|
| 1. | Zetron Incorporated<br>Contract No. MS839 | \$437,677 | <u>Staff Summary Attached</u> |
|----|---|-----------|-------------------------------|

Pursuant with Article IIC of the MTA All Agency Guidelines for the Procurement of Services and the Emergency Declaration for Security Projects, MTACC requests the Board approve the award of a non-competitive negotiated miscellaneous service contract for the configuration and installation of Zetron voice communications equipment.

# Schedule G: Miscellaneous Service Contracts

Staff Summary

Page 1 of 1

|  |  |              |                          |             |              |
|--|--|--------------|--------------------------|-------------|--------------|
| <b>Item Number 1</b>   |  |              |                          |             |              |
| <b>Department and Department Head Name:</b><br>Chief Engineer/M. Kyriacou <i>M. Kyriacou</i> |  |              |                          |             |              |
| <b>Division and Division Head Name:</b><br>Security Program/ T. Reed <i>T. Reed</i>          |  |              |                          |             |              |
| <b>Board Reviews</b>   |  |              |                          |             |              |
| <b>Order</b>   | <b>To</b>                                | <b>Date</b>  | <b>Approval</b>          | <b>Info</b> | <b>Other</b> |
| 1  | Rail Road Committee                      |              | X                        |             |              |
| 2  | Board                                    |              | X                        |             |              |
| <b>Internal Approvals</b>  |  |              |                          |             |              |
| <b>Order</b>   | <b>Approval</b>                          | <b>Order</b> | <b>Approval</b>          |             |              |
| 3  | Chief Financial Officer                  |              |                          |             |              |
|  | Sr. Vice President & General Counsel     | 5            | President                |             |              |
|  | Sr. Director & Chief Procurement Officer |              | Executive Vice President |             |              |

|  |                                 |
|--|---------------------------------|
| <b>SUMMARY INFORMATION</b>   |                                 |
| <b>Vendor Name</b><br>Zetron Incorporated (Redmond, Wa)  | <b>Contract Number</b><br>MS839 |
| <b>Description</b><br>IESS Communications Work At MNR and NYCT   |                                 |
| <b>Total Amount</b><br>\$437,677(NTE)  |                                 |
| <b>Contract Term</b><br>6 Months   |                                 |
| <b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No   |                                 |
| <b>Renewal?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No  |                                 |
| <b>Procurement Type</b><br><input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive  |                                 |
| <b>Solicitation Type</b><br><input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Negotiation                             |                                 |
| <b>Funding Source</b><br><input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other: |                                 |

## I. PURPOSE/RECOMMENDATION:

Pursuant to Article IIC of the MTA All-Agency Guidelines for the Procurement of Services and the Emergency Declaration for Security Projects, MTACC requests Board approval of a non-competitive negotiated miscellaneous service contract to Zetron Incorporated ("Zetron"), for the configuration and installation of Zetron voice communications equipment. The equipment is located at various Metro North and New York City Transit locations.

## II. DISCUSSION:

Zetron provided its dispatch consoles and communications software as a subcontractor to Lockheed Martin under the Integrated Electronic Security System (IESS/C3) Contract. The approximate value of the equipment and software provided is \$5 million. Configuration and installation of the Zetron equipment was not completed at the time that the MTA terminated the Lockheed Martin Contract for default. Therefore, to bring this system to operational readiness, we require Zetron to complete the configuration and testing its equipment and to provide training for MTA users. Competitive bidding is not practical here because Zetron's communications software is proprietary and, therefore, no other entity can configure Zetron's consoles and software. The only alternative would be to purchase a new system which is impractical because the MTA has already paid \$5 million for the Zetron equipment under the IESS/C3 Contract and because purchasing a new system would further delay full implementation of this subsystem.

Zetron proposed \$461,514 while the MTACC in-house estimate was \$426,770. Negotiations were held and the parties agreed to a cost of \$437,677 which is considered fair and reasonable as it falls within an acceptable parameter (under 10%) of the estimate.

## III. IMPACT ON FUNDING:

Funding for this Contract is available through the IESS Reserve.

## IV. ALTERNATIVES:

To purchase a new system would be impractical because the MTA has already paid \$5 million for the existing Zetron equipment and purchasing a new system would further delay full implementation of this subsystem to the IESS.

## V. RECOMMENDATION:

MTACC recommends that the Board approve award of this personal services contract to Zetron Incorporated ("Zetron") in the amount of 437,677.



JUNE 2012

MTA LONG ISLAND RAIL ROAD

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote

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

(Staff Summaries required for items requiring Board approval)

- |    |   |                     |                               |
|----|---|---------------------|-------------------------------|
| 1. | <b>HNTB Corporation</b><br><b>Competitive RFP</b><br><b>Contract No. 6075</b> | <b>\$11,211,289</b> | <u>Staff Summary Attached</u> |
|----|---|---------------------|-------------------------------|

LIRR requests MTA Board approval to award a design contract to HNTB Corporation in the amount of \$11,211,289 to (i) design the first phase of the Jamaica Capacity Improvements Project and (ii) provide construction phase services during that phase of the project. This project includes critical infrastructure modifications necessary to support East Side Access opening day to Grand Central Terminal. Funding for this project is included in LIRR's 2010 – 2014 Capital program.

Procurements Requiring Majority Vote

**Schedule G: Miscellaneous Service Contracts**

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

- |    |  |   |                               |
|----|--|---|-------------------------------|
| 2. | <b>Brandon Associates</b><br><b>Competitive RFP</b><br><b>Contract No.</b> | <b>\$1,565,062.44</b><br><b>Not-to-Exceed</b> | <u>Staff Summary Attached</u> |
|----|--|---|-------------------------------|

LIRR requests MTA Board Approval to award a five-year Miscellaneous Service Contract to Brandon Associates with two (1) year options in the not-to-exceed amount of \$1,565,062.44. The contract is for preventative maintenance, scheduled and unscheduled repairs, emergency services, service calls and maintenance for both Wide Area Network (WAN) and Internet access required to maintain the operation and temperature control of HVAC and related equipment controlled by the Facilities Management Department's Building Management System (BMS). Preventative maintenance and repair services are required to ensure the continued proper operation and maintenance of the system and its components, which include among other things, controllers, computers, networking products, file servers, graphics software, real-time software, firmware, programming, sensors and power supplies. Funding for this contract is included in LIRR's operating budget.

- |    |   |   |
|----|---|---|
| 3. | <b>Mayday Communications, Inc.</b><br><b>Competitive RFQ</b><br><b>Contract No. TBD</b> | <b>\$151,080</b><br><b>Fixed Amount</b> |
|----|---|---|

LIRR requests MTA Board approval to award a three-year Miscellaneous Service contract to Mayday Communications, Inc. ("Mayday") in a fixed amount of \$151,080, to perform maintenance and repair of various voice recording equipment imbedded in seven digital voice recording systems which are located at Penn Station, Jamaica Station and LIRR's Hillside Maintenance facility. The Voice Recording Systems are used to archive all radio and voice communications affecting train movement, manpower call outs and safety related issues. The scope of the contract covers all parts and labor necessary to maintain and service the voice logging and recording equipment, as well as on-site service at the LIRR on a 24/7 basis. Service to be performed includes testing, furnishing replacement parts and troubleshooting. Mayday shall



maintain an inventory of spare parts to meet any single repair requirement in order to avoid any downtime on any given recorder. LIRR advertised this procurement in the New York Post, as well as NYS Contract Reporter. Verint, the manufacturer of the voice recording equipment, provided LIRR with the names of three qualified distributors who could maintain, repair and update our equipment. Two of these firms requested solicitation packages, but ultimately chose not to submit proposals, citing our required two hour response time and their location (one in New Jersey and one in Connecticut) as their reasons for being unable to provide a competitive bid. Mayday, the incumbent provider for these services for the past three years, submitted the only proposal and was subsequently determined to be qualified to perform these services. Mayday's aggregate proposed price for the three-year term of this contract is approximately 1.7% higher than its previous contract on an annualized basis. As a result, Mayday's price has been determined to be fair and reasonable. Funding for this contract is included in LIRR's operating budget.

# Schedule C: Competitive Request for Proposals (Award)



Long Island Rail Road

## Staff Summary

|  |  |  |  |  |  |   |  |
|--|--|--|--|--|--|---|--|
| Item Number 1  |  |  |  |  |  | SUMMARY INFORMATION   |  |
| Dept & Dept Head Name: Procurement & Logistics; Dennis Mahon         |  |  |  |  |  | Vendor Name   |  |
| Department Head Signature & Date <i>[Signature]</i>                  |  |  |  |  |  | Contract Number   |  |
| Division & Division Head Name: Richard Oakley, Chief Program Officer |  |  |  |  |  | HNTB Corporation  |  |
| Department Head Signature & Date <i>Richard Oakley 6/1/12</i>        |  |  |  |  |  | 6075  |  |
| Description  |  |  |  |  |  | Design of Jamaica Capacity Improvements Phase I   |  |
| Total Amount   |  |  |  |  |  | \$11,211,289 (Base + Options)   |  |
| Contract Term (including Options, if any)                            |  |  |  |  |  | 730 days from award (design)  |  |
| Option(s) included in Total Amount?                                  |  |  |  |  |  | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No   |  |
| Renewal?   |  |  |  |  |  | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No   |  |
| Procurement Type   |  |  |  |  |  | <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive  |  |
| Solicitation Type  |  |  |  |  |  | <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other: Sole Source                                |  |
| Funding Source   |  |  |  |  |  | <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other: |  |

| Board Reviews |              |         |          |      |       |
|---------------|--------------|---------|----------|------|-------|
| Order         | To           | Date    | Approval | Info | Other |
| 1             | LI Committee | 6-25-12 |          |      |       |
| 2             | MTA Board    | 6-27-12 |          |      |       |

| Internal Approvals |   |       |  |
|--------------------|---|-------|--|
| Order              | Approval                                | Order | Approval                                       |
| 5                  | President <i>[Signature]</i>            | 2     | VP, Chief Financial Officer <i>[Signature]</i> |
| 4                  | Exec. Vice President <i>[Signature]</i> | 1     | VP, Gen'l Counsel & Sec'y <i>[Signature]</i>   |
| 3                  | Sr. VP Operations <i>[Signature]</i>    |       |  |

### I. PURPOSE/RECOMMENDATION

The Long Island Rail Road (LIRR) requests MTA Board approval to award a design contract to HNTB Corporation (HNTB) in the amount of \$11,211,289 to (i) design the first phase of the Jamaica Capacity Improvements Project (JCIP) and (ii) provide construction phase services during that phase of the project.

### II. DISCUSSION

LIRR requires the services of a Consultant to prepare final design documents for the construction of Jamaica Capacity Improvements - Phase I, which will provide early benefits, as well as infrastructure modifications at Jamaica necessary to support East Side Access (ESA) Opening Day to Grand Central Terminal. The scope of Phase I includes: the construction of a new Platform (designated Platform F) at Jamaica Station for Cross-Borough Scoot service between Jamaica and Atlantic Terminal - Brooklyn; removal/installation of selected switches; reconfiguration of track south of existing Jamaica Station platforms; realignment of the existing Johnson Avenue Train Yard; construction of a freight bypass track; and modifications to existing railroad systems.

The scope of Phase I construction, which is scheduled to be completed in the fourth quarter of 2017, will provide early benefits to LIRR's operations as key elements of work are completed. Construction of Johnson Yard Improvements will include upgrades to lighting and utilities, new track and remotely controlled yard switches that will improve train movement and eliminate the need for train crews to throw switches manually. Universal Switches, to be installed at four specific locations within the interlockings, were chosen to afford greater train access to all existing platforms as well as to provide alternate routes during perturbed conditions. Switches installed will provide crossover capabilities that do not exist today between mainline tracks. The creation of the new Jamaica passenger platform will permit Brooklyn service to operate as a scoot with seven minute service intervals rather than the current fifteen minute intervals during peak service between Jamaica and Brooklyn. When the improvements are implemented, additional capacity for service to Grand Central Terminal will become available at Jamaica station platforms. Consistent with the new service opportunity provided by East Side Access, the planned service level will be increased on Westbound Mainline Tracks by approximately 40%, increasing the number of AM peak hour trains through Jamaica from 34 trains per hour to 48 trains per hour (excluding Port Washington Branch trains).

A "Request for Qualifications" was publicly advertised on August 11, 2011, and invitations were also sent directly to 56 Architectural and Engineering firms. Of the 56 firms, LIRR's Technical Evaluation Committee (TEC) determined that five firms/teams submitting qualifications were qualified to receive the full Request for Proposals (RFP) for this contract. The RFP included the base design work of the contract, as well as options for additional scope considerations. The Base design work includes scope elements identified in the paragraph above, while major Optional work includes Construction Phase Services, the breakoff of Johnson Avenue Train Yard Reconfiguration as a Design-Build Project, and Operational Analysis of Construction Staging. Four firms submitted proposals which

## Schedule C: Competitive Request for Proposals (Award)



## Long Island Rail Road

### Staff Summary

were reviewed by the TEC. After initial evaluations, each of the firms was given the opportunity to present clarifications to the TEC. Thereafter, the TEC conducted final evaluations of the proposals, with HNTB being the top-ranked firm.

The TEC cited the following reasons for HNTB receiving the highest overall rating when compared to the other proposers:

- The Project Management/Engineering Team proposed by HNTB has the highest rated significant relevant project experience. For example, HNTB has provided the most designs for projects with similar size and/or complexities, including work on many of the LIRR's new interlockings. Also, the HNTB team has recently completed a successful Metro-North project with aspects and elements similar to JCI Phase I.
- The HNTB Design Team has an extensive understanding of LIRR's operations, and its track and signal system requirements.
- HNTB demonstrated a full understanding of the requirements of the Project, and the ability to complete the work.

From a cost perspective, HNTB's proposal for the base and option work in the amount of \$11,211,289 is \$3,368,825 less than the next highest rated proposer. Despite the disparity in cost, HNTB's understanding of the scope and contract requirements was thoroughly validated based on the many questions answered by HNTB. HNTB demonstrated that they completely understood the scope and schedule requirements and will perform the work within the man-hours and dollars presented in their proposal. Hence, when all the evaluation criteria were ranked by the TEC, HNTB received the highest combined overall score, and highest individual rankings in both the Technical and Cost categories.

Through negotiations, overhead and labor rates for HNTB and its sub-consultants were reviewed, adjusted and found acceptable. HNTB's final cost proposal of \$11,211,289 is less than LIRR's adjusted estimate of \$13,945,245. For these reasons, HNTB's final negotiated price is deemed fair and reasonable.

Based upon the evaluation process outlined above, LIRR recommends that HNTB be awarded this design contract for the total not-to-exceed price of \$11,211,289.

### III. D/M/WBE INFORMATION

This contract has a 10% MBE and a 10% WBE goal. HNTB's proposal satisfies these requirements.

### IV. IMPACT ON FUNDING

This contract will be funded by the LIRR 2010-2014 Capital Program.

### V. ALTERNATIVES

The services of a 3<sup>rd</sup>-party A&E firm are required, or LIRR will not be able to proceed with the implementation of this critical infrastructure project.

## Schedule G: Miscellaneous Service Contracts

### Staff Summary



Item Number: 2

|  |
|--|
| <b>Vendor Name (&amp; Location)</b><br>Brandon Associates (Farmingdale, NY)  |
| <b>Description</b><br>Maintenance and Repair Services  |
| <b>Contract Term (including Options, if any)</b><br>July 1, 2012 – July 31, 2019   |
| <b>Option(s) included in Total Amount?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No                   |
| <b>Procurement Type</b><br><input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-Competitive              |
| <b>Solicitation Type</b><br><input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other: |

|  |  |
|--|--|
| <b>Contact Number</b><br>TBD   | <b>Renewal?</b><br><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No |
| <b>Total Amount:</b> \$1,565,062.44 NTE  |  |
| <b>Funding Source</b><br><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><br>Chief Engineer, Kevin Tomlinson  |  |
| <b>Contract Manager :</b><br>Louis R. Drago/Cliff De Risi  |  |

#### DISCUSSION:

LIRR requests MTA Board Approval to award a five-year Miscellaneous Service Contract to Brandon Associates ("Brandon") with two (1) year options in the not-to-exceed amount of \$1,565,062.44. The contract is for preventative maintenance, scheduled and unscheduled repairs, emergency services, service calls and maintenance for both Wide Area Network (WAN) and Internet access required to maintain the operation and temperature control of HVAC and related equipment controlled by the Facilities Management Department's Building Management System (BMS).

LIRR requires preventative maintenance services, scheduled and unscheduled repairs and emergency services for hardware and software application manufactured by American Auto Matrix (AAM). Brandon is qualified by AAM as a "Solution Integrator" and is authorized to perform the required maintenance and repair services for the LIRR to ensure a state of good repair. LIRR advertised this procurement to elicit additional competition, however, only one response from Brandon Associates was received.

Preventative maintenance and repair services are required to ensure the continued proper operation and maintenance of the system and its components, which include among other things, controllers, computers, networking products, file servers, graphics software, real-time software, firmware, programming, sensors, and power supplies.

Brandon Associates proposed a price of \$1,768,517.68, and through negotiations, was reduced to \$1,304,218.70, realizing a \$464,298.98 reduction or 26% savings over the seven year term. The negotiated price of \$1,304,218.70 is 5% less than LIRR's internal cost estimate of \$1,368,286.75 and is therefore deemed fair and reasonable. The requested approval amount includes an additional \$260,843.74 for unscheduled repairs, vandalism and acts of god.

**D/M/WBE INFORMATION:** The MTA Department of Diversity and Civil Rights established 0% MBE/WBE goals.

#### ALTERNATIVES:

LIRR does not have the qualified resources available to maintain the system. There are no other viable alternatives to Brandon Associates maintaining the Automated Building Management System since they provided the only proposal through this competitive procurement process.

#### IMPACT ON FUNDING:

This contract is funded by LIRR's Operating Budget.

#### RECOMMENDATION:

It is recommended that the MTA Board approve the award of a competitive Miscellaneous Service Contract to Brandon Associates at a total price of \$1,565,062.44.



JUNE 2012

METRO-NORTH RAILROAD

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Schedules Requiring Majority Vote:

**G. Miscellaneous Service Contracts**

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

**1. Management Mentors, Inc. \$135,000 (not-to-exceed)**

**Mentoring Program for Metro-North Railroad**

Approval is requested for a negotiated miscellaneous services contract, (RFP process, three proposals received) with Management Mentors, Inc. for a period of three years to develop and deliver a professional mentoring program for Metro-North's workforce. The goal of this program is twofold a) to increase the development opportunities of MNR's management staff; and b) to support MNR's succession planning and diversity activities in support of MNR's overall operation. The MNR mentoring program is critical to furthering the development of employees who have the potential for advancement into key leadership roles as MNR prepares for significant retirements beginning in 2013.

Three proposals were received in response to the RFP and the Selection Committee short-listed two vendors. Management Mentors, Inc. was unanimously selected as the best overall solution based on company experience, superior solution capability and lowest price. Management Mentors proposed solution addresses all of MNR's stated current and anticipated future requirements, provides a proven training plan, best-in-class software support, and has a robust reporting and metrics capability. The contract also includes the ability for all MTA Agencies to take advantage of the MNR/Management Mentors favorable pricing structure should they decide to implement a professional Mentoring Program.

The total three-year contract with Management Mentors includes program design, development & implementation, online services inclusive of licensing fees and certified/on-site trainers. Negotiations with the vendor resulted in an overall 20% discount (\$68,720 to \$55,000) for the cost of the base services (design, development, implementation), additional training services provided at no charge (and valued at \$24,000), and a negotiated increase in the user license discount from 6% to 6.6% based on future usage of the program. The total three year cost is not-to-exceed \$135,000. The final negotiated pricing is deemed fair and reasonable. This project is anticipated to start in early July 2012 and funding is provided by MNR's Operating Budget

JUNE 2012

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote

**Schedule 1. Modifications To Purchase and Public Work Contracts**

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

- |    |   |                                      |
|----|---|--------------------------------------|
| 1. | <b>Granite-Taylor-Frontier (GTF), Joint Venture</b> <b>\$335,000</b><br><b>Contract No. CQ031</b><br><b>Modification No. 67</b> | <u><b>Staff Summary Attached</b></u> |
|----|---|--------------------------------------|

Pursuant to Article IX of the MTA All-Agency Procurement Guidelines, MTACC seeks Board approval to modify the contract for additional ground water level monitoring and sampling.

# Schedule I: Modifications to Purchase and Public Work Contracts



Item Number 1

|  |  |  |                                 |
|--|--|--|---------------------------------|
| <b>Vendor Name (&amp; Location)</b><br>Granite-Taylor-Frontier (GTF), Joint Venture  |  | <b>Contract Number</b><br>CQ031  | <b>AWO/Modification #</b><br>67 |
| <b>Description</b><br>Queens Bored Tunnels and Structures  |  | <b>Original Amount:</b> \$ 659,200,700   |                                 |
| <b>Contract Term (including Options, if any)</b><br><br>40 Months  |  | <b>Prior Modifications:</b> \$ 116,459,048<br>(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> \$ 775,659,748  |                                 |
| <b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification   |  | <b>This Request</b> \$ 335,000   |                                 |
| <b>Funding Source</b><br><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> .04%                                   |                                 |
| <b>Requesting Dept./Div. &amp; Dept./Div. Head, Name:</b><br>East Side Access, A. Paskoff, P.E.  |  | <b>% of Modifications (including This Request) to Original Amount:</b> 17.72%      |                                 |

## 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 to modify the contract for additional ground water level monitoring and sampling.

This contract requires the contractor to comply with certain water monitoring requirement in accordance with a Long Island Well Permit ("LIWP") issued by the New York State Department of Conservation ("NYSDEC"). At the time the contract was entered, the LIWP required weekly monitoring of water levels during the first three months of construction and monthly monitoring thereafter. In addition, the LIWP required water sampling and testing twice a year through the end of the work. NYDEC has since issued a new LIWP with additional monitoring and sampling requirements. The new LIWP requires collection of daily water level readings until the completion of the work, sampling every three months and additional reporting requirements.

The Contractor submitted a cost proposal of \$398,225 for compliance with the new LIWP. MTACC's estimate for the additional requirements imposed by the LIWP was \$311,054. Negotiations were held and the parties agreed to a cost of \$335,000. The negotiated amount is considered to be fair and reasonable because it is within 10% of the estimate.



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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 that has a background of a dotted grid. A diagonal line of dots runs from the bottom-left corner to the top-right corner of the frame.

**MAY 2012**

**Helena E. Williams  
President**

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06/25/12 \*\*\*\*\*

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| Performance Summary  |                            |                   | 2012 Data    |              |              | 2011 Data    |              |
|--|----------------------------|-------------------|--------------|--------------|--------------|--------------|--------------|
|  |                            |                   | Annual       | YTD thru     |              | YTD thru     |              |
|  |                            |                   | Goal         | May          | May          | May          | May          |
| <b>On Time Performance</b><br><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>95.4%</b> | <b>95.9%</b> | <b>94.0%</b> | <b>94.0%</b> |
|  |                            | AM Peak           |              | 96.0%        | 95.3%        | 94.3%        | 92.1%        |
|  |                            | PM Peak           |              | 92.7%        | 93.7%        | 91.5%        | 91.7%        |
|  |                            | <b>Total Peak</b> |              | <b>94.5%</b> | <b>94.6%</b> | <b>93.0%</b> | <b>91.9%</b> |
|  |                            | Off Peak Weekday  |              | 95.3%        | 96.2%        | 94.1%        | 94.0%        |
|  |                            | Weekend           |              | 96.7%        | 97.1%        | 95.1%        | 96.5%        |
|  | <b>Babylon Branch</b>      | <b>Overall</b>    | <b>95.1%</b> | <b>94.7%</b> | <b>95.4%</b> | <b>94.0%</b> | <b>93.7%</b> |
|  |                            | AM Peak           |              | 97.4%        | 96.7%        | 96.3%        | 92.3%        |
|  |                            | PM Peak           |              | 92.3%        | 92.7%        | 89.9%        | 90.6%        |
|  |                            | <b>Total Peak</b> |              | <b>95.1%</b> | <b>94.9%</b> | <b>93.5%</b> | <b>91.5%</b> |
|  |                            | Off Peak Weekday  |              | 93.0%        | 95.0%        | 93.3%        | 93.5%        |
|  |                            | Weekend           |              | 98.2%        | 97.1%        | 96.0%        | 97.6%        |
|  | <b>Far Rockaway Branch</b> | <b>Overall</b>    | <b>95.1%</b> | <b>98.1%</b> | <b>98.0%</b> | <b>97.2%</b> | <b>97.1%</b> |
|  |                            | AM Peak           |              | 98.4%        | 96.0%        | 93.9%        | 93.7%        |
|  |                            | PM Peak           |              | 94.4%        | 95.5%        | 97.1%        | 96.5%        |
|  |                            | <b>Total Peak</b> |              | <b>96.6%</b> | <b>95.8%</b> | <b>95.4%</b> | <b>95.0%</b> |
|  |                            | Off Peak Weekday  |              | 98.2%        | 98.6%        | 97.3%        | 97.0%        |
|  |                            | Weekend           |              | 99.8%        | 99.2%        | 98.4%        | 99.1%        |
|  | <b>Huntington Branch</b>   | <b>Overall</b>    | <b>95.1%</b> | <b>95.7%</b> | <b>95.5%</b> | <b>92.7%</b> | <b>92.7%</b> |
|  |                            | AM Peak           |              | 96.7%        | 94.7%        | 93.2%        | 91.2%        |
|  |                            | PM Peak           |              | 89.3%        | 90.9%        | 86.3%        | 88.0%        |
|  |                            | <b>Total Peak</b> |              | <b>93.1%</b> | <b>92.9%</b> | <b>90.0%</b> | <b>89.6%</b> |
|  |                            | Off Peak Weekday  |              | 96.0%        | 96.4%        | 93.1%        | 91.7%        |
|  |                            | Weekend           |              | 97.6%        | 96.5%        | 94.1%        | 96.5%        |
|  | <b>Hempstead Branch</b>    | <b>Overall</b>    | <b>95.1%</b> | <b>98.2%</b> | <b>97.8%</b> | <b>97.4%</b> | <b>96.9%</b> |
|  |                            | AM Peak           |              | 98.6%        | 97.0%        | 97.0%        | 95.1%        |
|  |                            | PM Peak           |              | 93.9%        | 95.2%        | 94.6%        | 94.6%        |
|  |                            | <b>Total Peak</b> |              | <b>96.4%</b> | <b>96.1%</b> | <b>95.9%</b> | <b>94.9%</b> |
|  |                            | Off Peak Weekday  |              | 99.0%        | 98.2%        | 97.2%        | 96.8%        |
|  |                            | Weekend           |              | 98.4%        | 98.7%        | 98.9%        | 98.7%        |
|  | <b>Long Beach Branch</b>   | <b>Overall</b>    | <b>95.1%</b> | <b>97.1%</b> | <b>97.2%</b> | <b>96.0%</b> | <b>96.2%</b> |
|  |                            | AM Peak           |              | 97.9%        | 96.9%        | 96.0%        | 94.1%        |
|  |                            | PM Peak           |              | 94.6%        | 95.5%        | 94.7%        | 95.1%        |
|  |                            | <b>Total Peak</b> |              | <b>96.3%</b> | <b>96.2%</b> | <b>95.4%</b> | <b>94.6%</b> |
|  |                            | Off Peak Weekday  |              | 97.3%        | 97.4%        | 96.7%        | 96.2%        |
|  |                            | Weekend           |              | 97.4%        | 97.7%        | 95.3%        | 98.1%        |
|  | <b>Montauk Branch</b>      | <b>Overall</b>    | <b>95.1%</b> | <b>91.0%</b> | <b>93.7%</b> | <b>87.7%</b> | <b>89.5%</b> |
|  |                            | AM Peak           |              | 96.0%        | 94.6%        | 95.2%        | 91.1%        |
|  |                            | PM Peak           |              | 88.0%        | 90.0%        | 86.2%        | 89.9%        |
|  |                            | <b>Total Peak</b> |              | <b>92.6%</b> | <b>92.6%</b> | <b>91.5%</b> | <b>90.6%</b> |
|  |                            | Off Peak Weekday  |              | 91.8%        | 94.0%        | 88.1%        | 89.4%        |
|  |                            | Weekend           |              | 88.1%        | 94.1%        | 84.0%        | 88.5%        |
|  | <b>Oyster Bay Branch</b>   | <b>Overall</b>    | <b>95.1%</b> | <b>95.4%</b> | <b>96.1%</b> | <b>94.6%</b> | <b>93.7%</b> |
|  |                            | AM Peak           |              | 94.8%        | 96.5%        | 93.7%        | 91.7%        |
|  |                            | PM Peak           |              | 92.4%        | 93.1%        | 92.2%        | 88.7%        |
|  |                            | <b>Total Peak</b> |              | <b>93.7%</b> | <b>94.9%</b> | <b>93.0%</b> | <b>90.3%</b> |
|  |                            | Off Peak Weekday  |              | 95.5%        | 96.1%        | 94.4%        | 94.3%        |
|  |                            | Weekend           |              | 97.8%        | 97.9%        | 97.0%        | 96.8%        |

| Performance Summary                     |                  | 2012 Data        |          |        | 2011 Data |        |
|---|------------------|------------------|----------|--------|-----------|--------|
|   |                  | Annual           | YTD thru |        | YTD thru  |        |
|   |                  | Goal             | May      | May    | May       | May    |
| Port Jefferson Branch                   | Overall          | 95.1%            | 93.1%    | 93.4%  | 91.5%     | 89.8%  |
|   | AM Peak          |                  | 93.8%    | 93.2%  | 93.4%     | 89.6%  |
|   | PM Peak          |                  | 89.6%    | 89.4%  | 85.8%     | 84.6%  |
|   | Total Peak       |                  | 91.8%    | 91.4%  | 90.0%     | 87.3%  |
|   | Off Peak Weekday |                  | 90.9%    | 92.7%  | 91.7%     | 89.8%  |
|   | Weekend          |                  | 99.2%    | 97.2%  | 92.9%     | 92.9%  |
| Port Washington Branch                  | Overall          | 95.1%            | 95.7%    | 96.8%  | 95.6%     | 95.7%  |
|   | AM Peak          |                  | 94.7%    | 95.0%  | 92.7%     | 93.1%  |
|   | PM Peak          |                  | 94.5%    | 95.7%  | 93.6%     | 93.6%  |
|   | Total Peak       |                  | 94.6%    | 95.4%  | 93.1%     | 93.4%  |
|   | Off Peak Weekday |                  | 95.9%    | 97.1%  | 96.1%     | 96.2%  |
|   | Weekend          |                  | 97.2%    | 98.6%  | 98.4%     | 98.5%  |
| Ronkonkoma Branch                       | Overall          | 95.1%            | 92.8%    | 94.2%  | 91.5%     | 91.4%  |
|   | AM Peak          |                  | 91.7%    | 91.8%  | 90.7%     | 88.7%  |
|   | PM Peak          |                  | 94.2%    | 96.2%  | 94.2%     | 92.0%  |
|   | Total Peak       |                  | 92.8%    | 93.7%  | 92.2%     | 90.2%  |
|   | Off Peak Weekday |                  | 93.6%    | 94.6%  | 90.1%     | 90.9%  |
|   | Weekend          |                  | 91.2%    | 93.9%  | 93.4%     | 94.7%  |
| West Hempstead Branch                   | Overall          | 95.1%            | 97.6%    | 97.5%  | 95.5%     | 96.3%  |
|   | AM Peak          |                  | 96.4%    | 97.0%  | 97.0%     | 94.5%  |
|   | PM Peak          |                  | 94.7%    | 95.0%  | 89.9%     | 94.3%  |
|   | Total Peak       |                  | 95.5%    | 95.9%  | 93.2%     | 94.4%  |
|   | Off Peak Weekday |                  | 98.8%    | 98.4%  | 96.7%     | 97.4%  |
|   | Weekend          |                  | 100.0%   | 100.0% | 100.0%    | 95.5%  |
| Operating Statistics                    |                  |                  |          |        |           |        |
|   |                  | Trains Scheduled | 20,239   | 97,335 | 18,954    | 94,747 |
| Avg. Delay per Late Train (min)         |                  |                  | -13.1    | -12.5  | -12.0     | -13.4  |
| excluding trains canceled or terminated |                  |                  |          |        |           |        |
| Trains Over 15 min. Late                |                  |                  | 206      | 759    | 219       | 1,149  |
| excluding trains canceled or terminated |                  |                  |          |        |           |        |
| Trains Canceled                         |                  |                  | 45       | 183    | 46        | 491    |
| Trains Terminated                       |                  |                  | 24       | 127    | 43        | 241    |
| Percent of Scheduled Trips Completed    |                  |                  | 99.7%    | 99.7%  | 99.5%     | 99.2%  |
| Consist Compliance                      |                  |                  |          |        |           |        |
| (Percent of trains where the            |                  | AM Peak          | 99.3%    |        |           |        |
| number of seats provided                |                  | PM Peak          | 98.8%    |        |           |        |
| was greater than or equal               |                  | Total Peak       | 99.1%    |        |           |        |
| to the required number of               |                  |                  |          |        |           |        |
| seats per loading standards)            |                  |                  |          |        |           |        |

| Categories Of Delay  |                                     | April | 2012 Data |                 | 2011 Data |                 | YTD 2012<br>Vs 2011 |
|----------------------|-------------------------------------|-------|-----------|-----------------|-----------|-----------------|---------------------|
|                      |                                     |       | May       | YTD Thru<br>May | May       | YTD Thru<br>May |                     |
| Late Train Incidents | <b>National Rail Passenger Corp</b> | 44    | 27        | 263             | 172       | 499             | (236)               |
|                      | <b>Capital Programs</b>             | 13    | 1         | 35              | 34        | 66              | (31)                |
|                      | <b>Engineering</b>                  | 101   | 56        | 499             | 227       | 666             | (167)               |
|                      | <b>Penn Station Central Control</b> | 5     | 7         | 32              | 8         | 38              | (6)                 |
|                      | <b>Maintenance of Equipment</b>     | 126   | 138       | 700             | 168       | 1,166           | (466)               |
|                      | <b>** Other / Miscellaneous</b>     | 81    | 130       | 452             | 60        | 1,512           | (1,060)             |
|                      | <b>Public</b>                       | 393   | 493       | 1,703           | 317       | 1,300           | 403                 |
|                      | <b>Transportation</b>               | 35    | 60        | 193             | 99        | 305             | (112)               |
|                      | <b>Vandalism</b>                    | 16    | 2         | 45              | 23        | 93              | (48)                |
|                      | <b>Maintenance of Way (Sched.)</b>  | 4     | 27        | 53              | 21        | 64              | (11)                |



**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  |            |      |      |
| 5/1                    | Tue | Train 425 with equipment trouble in Harold Interlocking        | 15                    |   |   |         |    |   | 3        |   |    | 18         |      |      |
| 5/4                    | Fri | Train 4202 failed to clear in Hicksville                       | 10                    |   |   |         |    |   | 1        |   |    | 11         |      |      |
| 5/4                    | Fri | Track circuit failures west of Locust Manor                    | 13                    | 1 |   |         |    |   | 3        |   |    | 16         | 1    |      |
| 5/18                   | Fri | Train 404 struck Amtrak employee in Line 3, Penn Station       | 13                    | 1 |   |         |    |   | 11       | 1 | 1  | 24         | 2    | 1    |
| 5/20                   | Sun | Heavy loading system wide                                      |                       |   |   |         |    |   | 10       |   |    | 10         |      |      |
| 5/21                   | Mon | Signal trouble at Hall Interlocking due to heavy rain          |                       |   |   |         |    |   | 25       | 3 |    | 25         | 3    |      |
| 5/25                   | Fri | Debris caused signal overrun alarm in "C" Interlocking         |                       |   |   | 10      | 4  |   | 10       | 1 |    | 20         | 5    |      |
| 5/25                   | Fri | Heavy holiday loading system wide                              |                       |   |   | 2       |    |   | 14       |   |    | 16         |      |      |
| 5/25                   | Fri | Heavy holiday unloading system wide                            |                       |   |   | 9       |    |   | 10       |   |    | 19         |      |      |
| 5/26                   | Sat | Heavy holiday loading system wide                              |                       |   |   |         |    |   | 10       |   |    | 10         |      |      |
| 5/28                   | Mon | Heavy holiday loading system wide                              |                       |   |   |         |    |   | 19       |   |    | 19         |      |      |
| 5/29                   | Tue | Train 2057 with pedestrian strike west of Forest Hills Station |                       |   |   | 74      | 19 |   | 27       | 2 | 15 | 101        | 21   | 15   |
| <b>TOTAL FOR MONTH</b> |     |  | 51                    | 2 | 0 | 95      | 23 | 0 | 143      | 7 | 16 | 289        | 32   | 16   |
|                        |     |  |                       |   |   |         |    |   |          |   |    | <b>337</b> |      |      |



## Long Island Rail Road

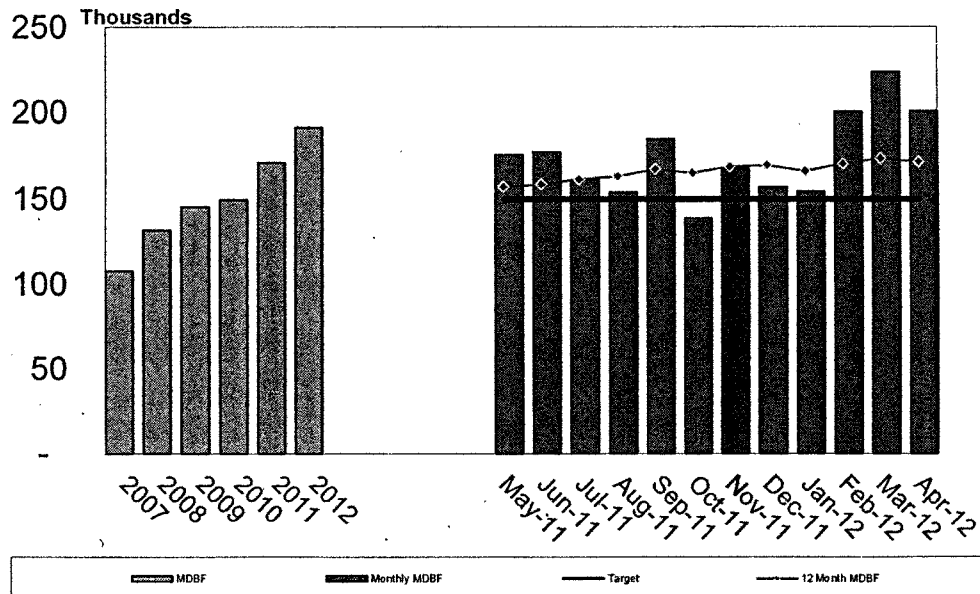
### MEAN DISTANCE BETWEEN FAILURES

|   | 2012 Data              |                        |                         |                          |  |                                      |  | 2011 Data                |  |                                      |
|---|------------------------|------------------------|-------------------------|--------------------------|--|--------------------------------------|--|--------------------------|--|--------------------------------------|
|   | Equip-<br>ment<br>Type | Total<br>Fleet<br>Size | MDBF<br>Goal<br>(miles) | April<br>MDBF<br>(miles) | April<br>No. of<br>Primary<br>Failures | YTD<br>MDBF thru<br>April<br>(miles) | 12 month<br>MDBF<br>Rolling Avg<br>(miles) | April<br>MDBF<br>(miles) | April<br>No. of<br>Primary<br>Failures | YTD<br>MDBF thru<br>April<br>(miles) |
| <b>Mean<br/>Distance<br/>Between<br/>Failures</b> | M-3                    | 150                    | 55,000                  | 54,990                   | 10                                     | 74,964                               | 73,971                                     | 69,490                   | 7                                      | 60,331                               |
|   | M-7                    | 836                    | 350,000                 | 395,225                  | 12                                     | 444,068                              | 428,288                                    | 951,053                  | 5                                      | 453,493                              |
|   | DM                     | 22                     | 18,000                  | 31,599                   | 2                                      | 30,359                               | 19,060                                     | 71,809                   | 1                                      | 27,918                               |
|   | DE                     | 23                     | 18,000                  | 28,327                   | 3                                      | 15,935                               | 19,828                                     | 24,695                   | 3                                      | 22,438                               |
|   | C-3                    | 134                    | 70,000                  | 196,370                  | 3                                      | 97,102                               | 69,208                                     | 66,405                   | 9                                      | 77,090                               |
|   | Diesel                 | 179                    | 44,000                  | 92,161                   | 8                                      | 55,189                               | 46,024                                     | 57,195                   | 13                                     | 54,238                               |
|   | <b>Fleet</b>           | <b>1,165</b>           | <b>150,000</b>          | <b>200,997</b>           | <b>30</b>                              | <b>191,372</b>                       | <b>171,822</b>                             | <b>239,409</b>           | <b>25</b>                              | <b>183,825</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





# Long Island Rail Road

## OPERATING REPORT FOR MONTH OF MAY 2012

### Standee Report

### East Of Jamaica

|                         |                        |                       | 2012 Data  |           |
|-------------------------|------------------------|-----------------------|------------|-----------|
|                         |                        |                       | May        |           |
|                         |                        |                       | AM Peak    | PM Peak   |
| Daily Average           | Babylon Branch         | Program Standees      | 0          | 0         |
|                         |                        | Add'l Standees        | 0          | 6         |
|                         |                        | <b>Total Standees</b> | <b>0</b>   | <b>6</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        | 23         | 4         |
|                         |                        | <b>Total Standees</b> | <b>63</b>  | <b>4</b>  |
|                         | Hempstead Branch       | Program Standees      | 0          | 0         |
|                         |                        | Add'l Standees        | 0          | 2         |
|                         |                        | <b>Total Standees</b> | <b>0</b>   | <b>2</b>  |
|                         | Long Beach Branch      | Program Standees      | 0          | 0         |
|                         |                        | Add'l Standees        | 5          | 0         |
|                         |                        | <b>Total Standees</b> | <b>5</b>   | <b>0</b>  |
|                         | Montauk Branch         | Program Standees      | 0          | 0         |
|                         |                        | Add'l Standees        | 0          | 0         |
|                         |                        | <b>Total Standees</b> | <b>0</b>   | <b>0</b>  |
|                         | Oyster Bay Branch      | Program Standees      | 0          | 0         |
|                         |                        | Add'l Standees        | 18         | 0         |
|                         |                        | <b>Total Standees</b> | <b>18</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        | 29         | 30        |
|                         |                        | <b>Total Standees</b> | <b>29</b>  | <b>30</b> |
|                         | Ronkonkoma Branch      | Program Standees      | 0          | 28        |
|                         |                        | Add'l Standees        | 9          | 12        |
|                         |                        | <b>Total Standees</b> | <b>9</b>   | <b>40</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>124</b> | <b>82</b> |

#### Definitions

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

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

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

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

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



# Long Island Rail Road

## OPERATING REPORT FOR MONTH OF MAY 2012

### Standee Report

#### West Of Jamaica

|                         |                        |                       | 2012 Data  |            |
|-------------------------|------------------------|-----------------------|------------|------------|
|                         |                        |                       | May        |            |
|                         |                        |                       | AM Peak    | PM Peak    |
| Daily Average           | Babylon Branch         | Program Standees      | 0          | 0          |
|                         |                        | Add'l Standees        | 1          | 12         |
|                         |                        | <b>Total Standees</b> | <b>1</b>   | <b>12</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        | 20         | 19         |
|                         |                        | <b>Total Standees</b> | <b>60</b>  | <b>19</b>  |
|                         | Hempstead Branch       | Program Standees      | 0          | 0          |
|                         |                        | Add'l Standees        | 0          | 35         |
|                         |                        | <b>Total Standees</b> | <b>0</b>   | <b>35</b>  |
|                         | Long Beach Branch      | Program Standees      | 78         | 0          |
|                         |                        | Add'l Standees        | 28         | 0          |
|                         |                        | <b>Total Standees</b> | <b>106</b> | <b>0</b>   |
|                         | Montauk Branch         | Program Standees      | 0          | 0          |
|                         |                        | Add'l Standees        | 0          | 0          |
|                         |                        | <b>Total Standees</b> | <b>0</b>   | <b>0</b>   |
|                         | Oyster Bay Branch      | Program Standees      | 0          | 0          |
|                         |                        | Add'l Standees        | 0          | 0          |
|                         |                        | <b>Total Standees</b> | <b>0</b>   | <b>0</b>   |
|                         | Port Jefferson Branch  | Program Standees      | 0          | 0          |
|                         |                        | Add'l Standees        | 0          | 0          |
|                         |                        | <b>Total Standees</b> | <b>0</b>   | <b>0</b>   |
|                         | Port Washington Branch | Program Standees      | 0          | 0          |
|                         |                        | Add'l Standees        | 29         | 30         |
|                         |                        | <b>Total Standees</b> | <b>29</b>  | <b>30</b>  |
|                         | Ronkonkoma Branch      | Program Standees      | 0          | 38         |
|                         |                        | Add'l Standees        | 7          | 12         |
|                         |                        | <b>Total Standees</b> | <b>7</b>   | <b>50</b>  |
|                         | West Hempstead Branch  | Program Standees      | 0          | 0          |
|                         |                        | Add'l Standees        | 9          | 0          |
|                         |                        | <b>Total Standees</b> | <b>9</b>   | <b>0</b>   |
| <b>System Wide PEAK</b> |                        |                       | <b>212</b> | <b>146</b> |

#### Definitions

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

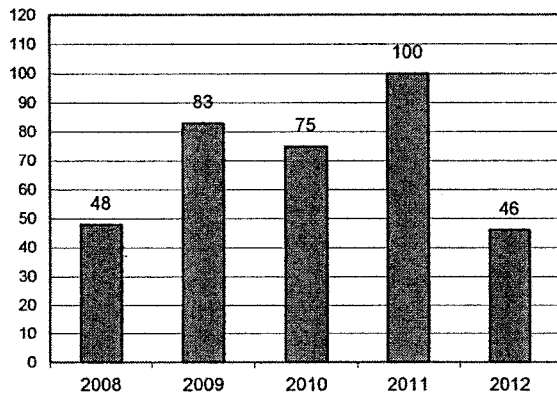
"Program Standees" is the average number of customers in excess of programmed seating capacity.

"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.

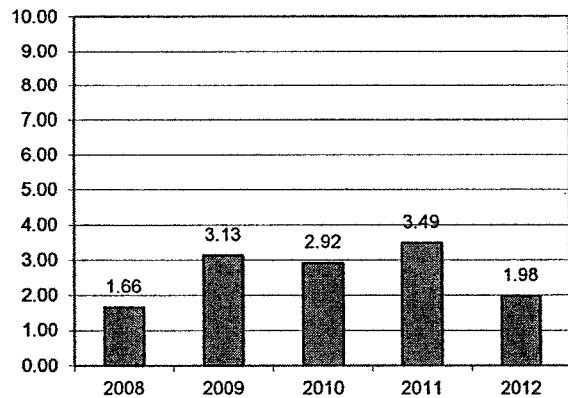
## MTA Long Island Rail Road Summary of Employee Injuries thru April



Total Employee Injuries

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

% change from last year: -54.0%



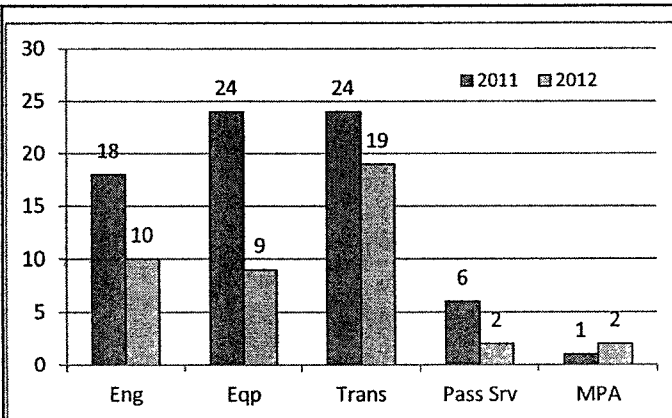
Employee FRA Reportable Injuries

| Year | Total | FRA FI* |
|------|-------|---------|
| 2008 | 38    | 1.66    |
| 2009 | 73    | 3.13    |
| 2010 | 64    | 2.92    |
| 2011 | 73    | 3.49    |
| 2012 | 42    | 1.98    |

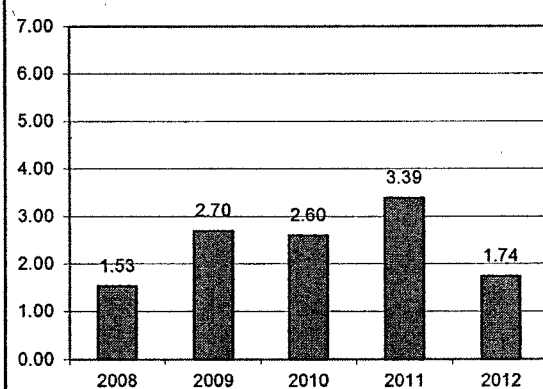
% change from last year: -42.5%

**OPERATING REPORT  
FOR MONTH OF MAY 2012**

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



| Employee Reportable Accidents<br>Comparison by Department |      |      |          |
|---|------|------|----------|
| Department  | 2011 | 2012 | % Change |
| Engineering   | 18   | 10   | -44%     |
| Equipment   | 24   | 9    | -63%     |
| Transportation  | 24   | 19   | -21%     |
| Pass Serv   | 6    | 2    | -67%     |
| MPA   | 1    | 2    | 100%     |



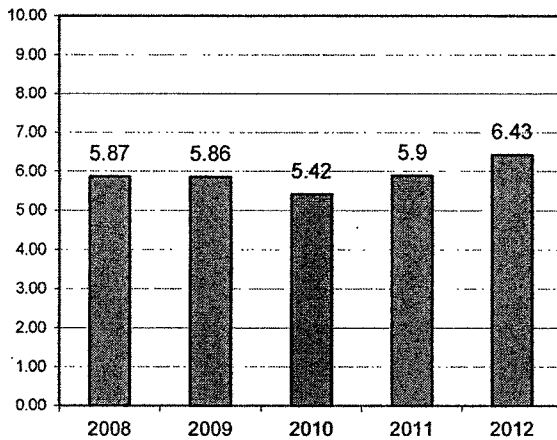
| Employee Lost Time and Restricted Duty Injuries |    |    |        |        |           |
|---|----|----|--------|--------|-----------|
| Year  | LT | RD | LT FI* | RD FI* | LT&RD FI* |
| 2008  | 35 | 0  | 1.53   | 0.00   | 1.53      |
| 2009  | 62 | 1  | 2.66   | 0.04   | 2.70      |
| 2010  | 56 | 1  | 2.55   | 0.05   | 2.60      |
| 2011  | 69 | 2  | 3.30   | 0.09   | 3.39      |
| 2012  | 37 | 0  | 1.74   | 0.00   | 1.74      |

% change from last year:      -48.7%

\* - Injuries per 200,000 hours worked

**OPERATING REPORT  
FOR MONTH OF MAY 2012**

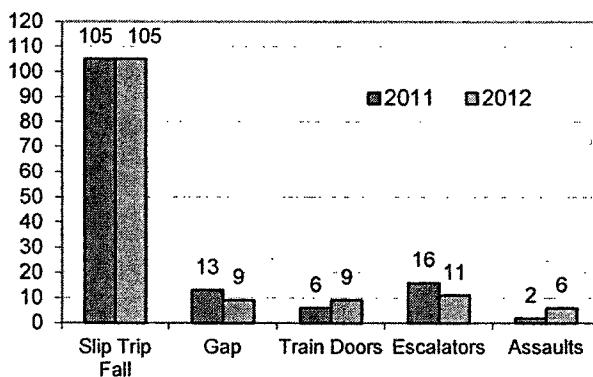
## MTA Long Island Rail Road Summary of Customer Injuries thru April



**Total Customer Injuries**

| Year | Total | FI*  |
|------|-------|------|
| 2008 | 165   | 5.87 |
| 2009 | 157   | 5.86 |
| 2010 | 141   | 5.42 |
| 2011 | 150   | 5.9  |
| 2012 | 172   | 6.43 |

% change from last year: 14.7%



**Top 5 Customer Injuries by Type**

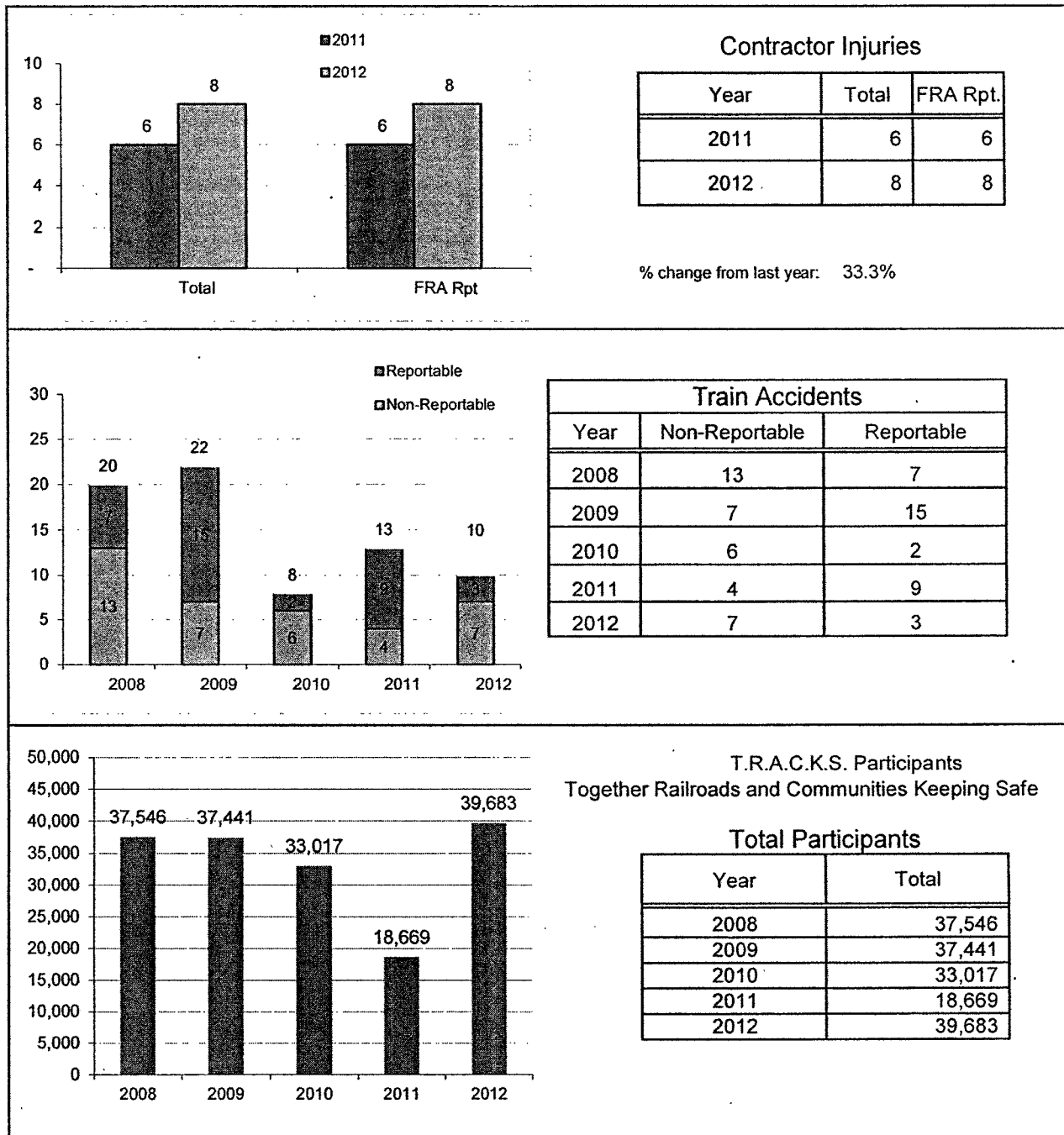
| Year  | Slip Trip Fall | Gap    | Train Doors | Escalators | Assaults |
|-------|----------------|--------|-------------|------------|----------|
| 2011  | 105            | 13     | 6           | 16         | 2        |
| 2012  | 105            | 9      | 9           | 11         | 6        |
| % Chg | 0.0%           | -30.8% | 50.0%       | -31.3%     | 200.0%   |

\*- Injuries per 1,000,000 rides

**OPERATING REPORT  
FOR MONTH OF MAY 2012**

## MTA Long Island Rail Road

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





# **Long Island Rail Road**

## **Monthly Financial Report**

**April 2012**



# **MTA LONG ISLAND RAIL ROAD**

## **April Ridership and Financial Report**

### **Executive Summary**

*June 25, 2012*

#### **Ridership**

- During the month of April, total ridership was 6.9 million, which was 3.1% higher than April 2011 (adjusted for same number of work days) and 3.0% above the adopted budget. This represents the eighth consecutive month of growth and the largest year-to-year growth since 2008.
  - 2012 Total ridership through April was 26.8 million. This was 4.6% higher than 2011 and 4.4% higher than the 2012 budget.
  - Through April 2012, commutation ridership was 2.8% higher than 2011 (work day adjusted) and 2.1% above the 2012 adopted budget, likely reflecting recent employment growth in the professional and financial sectors.
  - Through April 2012, non-commutation ridership was 7.5% higher than 2011 and 7.9% above the adopted budget. Warmer temperatures and the improving economy are the primary drivers.
- 

#### **Revenues**

- Farebox revenue through April totaling \$187.2 million was \$7.8 million above the budget, reflecting continued strong ridership growth.
- Capital & Other Revenue of \$70.9 million was \$(7.3) million less than budget due to timing of project activity.
- In summary, total LIRR revenue of \$258.1 million was \$0.4 million higher than budget.

#### **Expenses**

- Through April 2012, total expenses of \$581.3 million were \$42.8 million less than budget.
- Straight-time payroll spending was \$3.4 million favorable to budget due to vacant positions and timing of retiree sick/vacation payouts, constructive allowance payments and other accruals. 179 of 6,552 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 6.0% in 2012 compared to 2011.
- Overtime hours worked was 3.4% 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: materials not purchased/used \$11.7 million, Electric Power and Fuel \$6.0 million, non-cash items Depreciation and OPEB \$3.0 million, and timing of various other expenses.

#### **Financial Performance Measures**

- Through April, the Adjusted Farebox Operating Ratio was 60.3%, which is favorable to budget due to lower expenses and higher revenue.
- Through April, the Adjusted Cost per Passenger was \$12.37, which is less than expected due to lower expenses and higher ridership.
- Through April, the Revenue per Passenger was \$7.02, slightly unfavorable to budget.

**FINANCIAL REPORT**  
**(\$ In Millions)**  
**For the Month Ending April 30, 2012**

**REVENUE**

Year-to-date April **Total Revenues** (including Capital and Other Reimbursements) of \$258.1 were \$0.4 or 0.2% favorable to the budget. The month of April of \$66.8 was unfavorable to budget by \$(3.1) million or (4.4)%.

- **Y-T-D Farebox Revenues** were \$7.8 favorable to the budget. The month was \$1.2 favorable to budget due to higher ridership, partially offset by lower yield per passenger.
- **Y-T-D Other Operating Revenues** were \$(0.1) unfavorable to budget. The month was \$(0.2) unfavorable due to lower advertising revenue.
- **Y-T-D Capital and Other Reimbursements** were \$(7.2) unfavorable to the budget. The month was \$(4.1) unfavorable due to timing of project activity.

**OPERATING EXPENSES**

Year-to-date April **Total Expenses** (including depreciation and other) of \$581.3 were favorable to the budget by \$42.8 or 6.9%. The total expenses for the month of \$143.7 were favorable to the budget by \$12.3 or 7.9%.

**Labor Expenses**, \$10.6 favorable Y-T-D; \$3.2 favorable for the month.

- **Payroll**, \$3.4 favorable Y-T-D; \$0.8 favorable for the month (primarily vacant positions, constructive allowance payments and timing of retiree sick/vacation payments).
- **Overtime**, \$(1.6) unfavorable Y-T-D; \$(0.1) unfavorable for the month (primarily open jobs in Maintenance of Equipment due to higher than expected attrition in 2011, partially offset by lower project, maintenance and weather-related overtime).
- **Health & Welfare**, \$3.3 favorable Y-T-D; \$0.8 favorable for the month (lower rates and vacant positions).
- **OPEB Current Payment**, \$1.6 favorable Y-T-D; \$0.4 favorable for the month (lower rates and retirees).
- **Pension**, on budget.
- **Other Fringe**, \$3.9 favorable Y-T-D; \$1.2 favorable for the month (primarily lower FELA indemnity payments, Rail Road Retirement taxes and Rail Road Unemployment Insurance).

**Non-Labor Expenses**, \$29.2 favorable Y-T-D; \$13.0 favorable for the month.

- **Electric Power**, \$6.0 favorable Y-T-D; \$2.0 favorable for the month (lower rates and consumption).
- **Fuel**, on budget Y-T-D; \$(0.1) unfavorable for the month (primarily higher rates).
- **Insurance**, \$0.6 favorable Y-T-D; \$0.3 favorable for the month (primarily timing).
- **Claims**, \$0.3 favorable Y-T-D; \$(0.1) unfavorable for the month (primarily timing).
- **Maintenance and Other Operating Contracts**, \$5.7 favorable Y-T-D; \$1.4 favorable for the month (primarily prior period accrual adjustments and timing of IESS and other security related contracts, utilities and joint facilities).
- **Professional Services**, \$4.0 favorable Y-T-D; \$2.0 favorable for the month (primarily prior period accrual adjustments and timing of various IT related expenses).
- **Materials and Supplies**, \$11.7 favorable Y-T-D; \$7.2 favorable for the month (primarily timing of capital activity, pooled material charge-outs, inventory adjustments and Reliability Centered Maintenance initiatives).
- **Other Business Expenses**, \$1.0 favorable Y-T-D; \$0.3 favorable for the month (primarily timing of expenses).

**Depreciation and Other**, \$3.0 favorable Y-T-D; \$(3.8) unfavorable for the month (primarily timing of Depreciation).

**FAREBOX OPERATING RATIO**

The year-to-date Farebox Operating Ratio was 47.7%, 1.5 percentage points higher than March. The Farebox Operating Ratio for the month of April of 52.8% was 7.6 percentage points above the budget resulting from higher revenue and lower expenses. The adjusted year-to-date Farebox Operating Ratio was 60.3%. The adjusted Farebox Operating Ratio reflects the removal of the UAAL associated with the LIRR's closed pension plan and OPEB retiree expenses and the inclusion of Other Operating Revenue to reflect operational actions at the Rail Road.

TABLE 1

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

|  | Nonreimbursable   |                   |                            |             | Reimbursable    |                 |                            |               | Total             |                   |                            |              |
|--|-------------------|-------------------|----------------------------|-------------|-----------------|-----------------|----------------------------|---------------|-------------------|-------------------|----------------------------|--------------|
|  | Budget            | Actual            | Favorable<br>(Unfavorable) |             | Budget          | Actual          | Favorable<br>(Unfavorable) |               | Budget            | Actual            | Favorable<br>(Unfavorable) |              |
|  |                   |                   | Variance                   | Percent     |                 |                 | Variance                   | Percent       |                   |                   | Variance                   | Percent      |
| <b>Revenue</b>   |                   |                   |                            |             |                 |                 |                            |               |                   |                   |                            |              |
| Farebox Revenue  | \$46,434          | \$47,670          | \$1,236                    | 2.7         | \$0,000         | \$0,000         | \$0,000                    | -             | \$46,434          | \$47,670          | \$1,236                    | 2.7          |
| Vehicle Toll Revenue   | 0,000             | 0,000             | 0,000                      | -           | 0,000           | 0,000           | 0,000                      | -             | 0,000             | 0,000             | 0,000                      | -            |
| Other Operating Revenue  | 3,029             | 2,863             | (0,166)                    | (5.5)       | 0,000           | 0,000           | 0,000                      | -             | 3,029             | 2,863             | (0,166)                    | (5.5)        |
| Capital & Other Reimbursements   | 0,000             | 0,000             | 0,000                      | -           | 20,424          | \$16,295        | (4,129)                    | (20.2)        | 20,424            | 16,295            | (4,129)                    | (20.2)       |
| <b>Total Revenue</b>   | <b>\$49,463</b>   | <b>\$50,534</b>   | <b>\$1,071</b>             | <b>2.2</b>  | <b>\$20,424</b> | <b>\$16,295</b> | <b>(\$4,129)</b>           | <b>(20.2)</b> | <b>\$69,887</b>   | <b>\$66,829</b>   | <b>(\$3,058)</b>           | <b>(4.4)</b> |
| <b>Expenses</b>  |                   |                   |                            |             |                 |                 |                            |               |                   |                   |                            |              |
| <b>Labor:</b>  |                   |                   |                            |             |                 |                 |                            |               |                   |                   |                            |              |
| Payroll  | \$33,092          | \$33,455          | (\$0,363)                  | (1.1)       | \$6,438         | \$5,233         | \$1,205                    | 18.7          | \$39,530          | \$38,688          | \$0,842                    | 2.1          |
| Overtime   | 5,611             | 5,997             | (0,386)                    | (6.9)       | 1,560           | 1,226           | 0,334                      | 21.4          | 7,171             | 7,224             | (0,053)                    | (0.7)        |
| Health and Welfare   | 7,637             | 6,972             | 0,665                      | 8.7         | 1,184           | 1,000           | 0,184                      | 15.6          | 8,821             | 7,972             | 0,849                      | 9.6          |
| OPEB Current Payment   | 5,078             | 4,722             | 0,356                      | 7.0         | 0,000           | 0,000           | 0,000                      | -             | 5,078             | 4,722             | 0,356                      | 7.0          |
| Pensions   | 16,212            | 16,101            | 0,111                      | 0.7         | 1,795           | 1,906           | (0,111)                    | (6.2)         | 18,007            | 18,007            | (0,000)                    | (0.0)        |
| Other Fringe Benefits  | 8,842             | 7,916             | 0,926                      | 10.5        | 1,426           | 1,159           | 0,267                      | 18.7          | 10,268            | 9,076             | 1,192                      | 11.6         |
| Reimbursable Overhead  | (2,799)           | (1,958)           | (0,841)                    | (30.0)      | 2,799           | 1,958           | 0,841                      | 30.0          | 0,000             | 0,000             | 0,000                      | -            |
| <b>Total Labor Expenses</b>  | <b>\$73,673</b>   | <b>\$73,206</b>   | <b>\$0,467</b>             | <b>0.6</b>  | <b>\$15,202</b> | <b>\$12,483</b> | <b>\$2,719</b>             | <b>17.9</b>   | <b>\$88,875</b>   | <b>\$85,689</b>   | <b>\$3,186</b>             | <b>3.6</b>   |
| <b>Non-Labor:</b>  |                   |                   |                            |             |                 |                 |                            |               |                   |                   |                            |              |
| Electric Power   | \$7,983           | \$5,886           | \$2,097                    | 26.3        | \$0,000         | \$0,048         | (\$0,048)                  | -             | \$7,983           | \$5,934           | \$2,049                    | 25.7         |
| Fuel   | 2,166             | 2,225             | (0,059)                    | (2.7)       | 0,000           | 0,000           | 0,000                      | -             | 2,166             | 2,225             | (0,059)                    | (2.7)        |
| Insurance  | 1,321             | 1,196             | 0,125                      | 9.4         | 0,543           | 0,322           | 0,221                      | 40.8          | 1,864             | 1,518             | 0,346                      | 18.6         |
| Claims   | 0,283             | 0,420             | (0,137)                    | (48.4)      | 0,000           | 0,000           | 0,000                      | -             | 0,283             | 0,420             | (0,137)                    | (48.4)       |
| 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                                      | 4,794             | 3,264             | 1,530                      | 31.9        | 0,909           | 1,065           | (0,156)                    | (17.1)        | 5,703             | 4,329             | 1,374                      | 24.1         |
| Professional Service Contracts   | 2,786             | 0,846             | 1,940                      | 69.6        | 0,240           | 0,192           | 0,048                      | 20.1          | 3,026             | 1,038             | 1,988                      | 65.7         |
| Materials & Supplies   | 8,411             | 2,616             | 5,795                      | 68.9        | 3,522           | 2,144           | 1,378                      | 39.1          | 11,933            | 4,760             | 7,173                      | 60.1         |
| Other Business Expenses  | 1,191             | 0,894             | 0,297                      | 24.9        | 0,008           | 0,041           | (0,033)                    | *             | 1,199             | 0,935             | 0,264                      | 22.0         |
| <b>Total Non-Labor Expenses</b>  | <b>\$28,936</b>   | <b>\$17,348</b>   | <b>\$11,587</b>            | <b>40.0</b> | <b>\$5,222</b>  | <b>\$3,812</b>  | <b>\$1,410</b>             | <b>27.0</b>   | <b>\$34,157</b>   | <b>\$21,160</b>   | <b>\$12,997</b>            | <b>38.1</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>\$102,608</b>  | <b>\$90,554</b>   | <b>\$12,054</b>            | <b>11.7</b> | <b>\$20,424</b> | <b>\$16,295</b> | <b>\$4,129</b>             | <b>20.2</b>   | <b>\$123,032</b>  | <b>\$106,849</b>  | <b>\$16,183</b>            | <b>13.2</b>  |
| Depreciation   | \$26,422          | \$30,690          | (\$4,268)                  | (16.2)      | \$0,000         | \$0,000         | \$0,000                    | -             | \$26,422          | \$30,690          | (\$4,268)                  | (16.2)       |
| Other Post Employment Benefits   | 6,438             | 6,018             | 0,420                      | 6.5         | 0,000           | 0,000           | 0,000                      | -             | 6,438             | 6,018             | 0,420                      | 6.5          |
| 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>\$135,635</b>  | <b>\$127,428</b>  | <b>\$8,207</b>             | <b>6.1</b>  | <b>\$20,424</b> | <b>\$16,295</b> | <b>\$4,129</b>             | <b>20.2</b>   | <b>\$156,059</b>  | <b>\$143,723</b>  | <b>\$12,336</b>            | <b>7.9</b>   |
| <b>Net Surplus/(Deficit)</b>   | <b>(\$86,172)</b> | <b>(\$76,895)</b> | <b>\$9,277</b>             | <b>10.8</b> | <b>\$0,000</b>  | <b>\$0,000</b>  | <b>\$0,000</b>             | <b>-</b>      | <b>(\$86,172)</b> | <b>(\$76,895)</b> | <b>\$9,277</b>             | <b>10.8</b>  |
| <b>Cash Conversion Adjustments</b>   |                   |                   |                            |             |                 |                 |                            |               |                   |                   |                            |              |
| Depreciation   | 26,422            | 30,690            | 4,268                      | 16.2        | 0,000           | 0,000           | 0,000                      | -             | 26,422            | 30,690            | 4,268                      | 16.2         |
| Operating/Capital  | (0,618)           | (0,064)           | 0,554                      | 89.7        | 0,000           | 0,000           | 0,000                      | -             | (0,618)           | (0,064)           | 0,554                      | 89.7         |
| Other Cash Adjustments   | 2,120             | 5,689             | 3,569                      | *           | 0,000           | 0,000           | 0,000                      | -             | 2,120             | 5,689             | 3,569                      | *            |
| <b>Total Cash Conversion Adjustments</b>                                       | <b>\$27,924</b>   | <b>\$36,315</b>   | <b>\$8,391</b>             | <b>30.1</b> | <b>0,000</b>    | <b>\$0,000</b>  | <b>\$0,000</b>             | <b>-</b>      | <b>\$27,924</b>   | <b>\$36,315</b>   | <b>\$8,391</b>             | <b>30.1</b>  |
| <b>Net Cash Surplus/(Deficit)</b>  | <b>(\$58,248)</b> | <b>(\$40,579)</b> | <b>\$17,669</b>            | <b>30.3</b> | <b>\$0,000</b>  | <b>\$0,000</b>  | <b>\$0,000</b>             | <b>-</b>      | <b>(\$58,248)</b> | <b>(\$40,579)</b> | <b>\$17,669</b>            | <b>30.3</b>  |

TABLE 2

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

|  | Nonreimbursable    |                    |                            |              | Reimbursable    |                 |                            |               | Total              |                    |                            |              |
|--|--------------------|--------------------|----------------------------|--------------|-----------------|-----------------|----------------------------|---------------|--------------------|--------------------|----------------------------|--------------|
|  | Budget             | Actual             | Favorable<br>(Unfavorable) |              | Budget          | Actual          | Favorable<br>(Unfavorable) |               | Budget             | Actual             | Favorable<br>(Unfavorable) |              |
|  |                    |                    | Variance                   | Percent      |                 |                 | Variance                   | Percent       |                    |                    | Variance                   | Percent      |
| <b>Revenue</b>   |                    |                    |                            |              |                 |                 |                            |               |                    |                    |                            |              |
| Farebox Revenue  | \$179,416          | \$187,207          | \$7,791                    | 4.3          | \$0,000         | \$0,000         | \$0,000                    | -             | \$179,416          | \$187,207          | \$7,791                    | 4.3          |
| Vehicle Toll Revenue   | 0,000              | 0,000              | 0,000                      | -            | 0,000           | 0,000           | 0,000                      | -             | 0,000              | 0,000              | 0,000                      | -            |
| Other Operating Revenue  | 12,558             | 12,463             | (0,095)                    | (0.8)        | 0,000           | 0,000           | 0,000                      | -             | 12,558             | 12,463             | (0,095)                    | (0.8)        |
| Capital & Other Reimbursements   | 0,000              | 0,000              | 0,000                      | -            | 65,656          | 58,407          | (7,249)                    | (11.0)        | 65,656             | 58,407             | (7,249)                    | (11.0)       |
| <b>Total Revenue</b>   | <b>\$191,974</b>   | <b>\$199,670</b>   | <b>\$7,696</b>             | <b>4.0</b>   | <b>\$65,656</b> | <b>\$58,407</b> | <b>(\$7,249)</b>           | <b>(11.0)</b> | <b>\$257,630</b>   | <b>\$258,077</b>   | <b>\$0,447</b>             | <b>0.2</b>   |
| <b>Expenses</b>  |                    |                    |                            |              |                 |                 |                            |               |                    |                    |                            |              |
| <b>Labor</b>   |                    |                    |                            |              |                 |                 |                            |               |                    |                    |                            |              |
| Payroll  | \$138,674          | \$137,149          | \$1,525                    | 1.1          | \$21,909        | \$20,063        | \$1,846                    | 8.4           | \$160,583          | \$157,212          | \$3,371                    | 2.1          |
| Overtime   | 23,017             | 24,814             | (1,797)                    | (7.8)        | 3,203           | 2,977           | 0,226                      | 7.1           | 26,220             | 27,790             | (1,570)                    | (6.0)        |
| Health and Welfare   | 31,409             | 28,245             | 3,164                      | 10.1         | 3,791           | 3,682           | 0,109                      | 2.9           | 35,200             | 31,926             | 3,274                      | 9.3          |
| OPEB Current Payment   | 20,312             | 18,687             | 1,625                      | 8.0          | 0,000           | 0,000           | 0,000                      | -             | 20,312             | 18,687             | 1,625                      | 8.0          |
| Pensions   | 66,290             | 65,076             | 1,214                      | 1.8          | 5,739           | 6,953           | (1,214)                    | (21.2)        | 72,029             | 72,029             | (0,000)                    | (0.0)        |
| Other Fringe Benefits  | 36,764             | 33,245             | 3,519                      | 9.6          | 4,564           | 4,225           | 0,339                      | 7.4           | 41,328             | 37,471             | 3,857                      | 9.3          |
| Reimbursable Overhead  | (8,797)            | (7,056)            | (1,741)                    | (19.8)       | 8,797           | 7,056           | 1,741                      | 19.8          | 0,000              | 0,000              | 0,000                      | -            |
| <b>Total Labor Expenses</b>  | <b>\$307,669</b>   | <b>\$300,160</b>   | <b>\$7,509</b>             | <b>2.4</b>   | <b>\$48,003</b> | <b>\$44,956</b> | <b>\$3,047</b>             | <b>6.3</b>    | <b>\$355,672</b>   | <b>\$345,116</b>   | <b>\$10,556</b>            | <b>3.0</b>   |
| <b>Non-Labor</b>   |                    |                    |                            |              |                 |                 |                            |               |                    |                    |                            |              |
| Electric Power   | \$34,433           | \$28,429           | \$6,004                    | 17.4         | \$0,000         | \$0,048         | (\$0,048)                  | -             | \$34,433           | \$28,477           | \$5,956                    | 17.3         |
| Fuel   | 8,526              | 8,500              | 0,026                      | 0.3          | 0,000           | 0,000           | 0,000                      | -             | 8,526              | 8,500              | 0,026                      | 0.3          |
| Insurance  | 5,260              | 4,987              | 0,273                      | 5.2          | 1,507           | 1,155           | 0,352                      | 23.3          | 6,767              | 6,142              | 0,625                      | 9.2          |
| Claims   | 1,132              | 0,863              | 0,269                      | 23.8         | 0,000           | 0,000           | 0,000                      | -             | 1,132              | 0,863              | 0,269                      | 23.8         |
| 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                                      | 20,102             | 13,454             | 6,648                      | 33.1         | 2,786           | 3,750           | (0,964)                    | (34.6)        | 22,888             | 17,204             | 5,684                      | 24.8         |
| Professional Service Contracts   | 10,779             | 7,032              | 3,747                      | 34.8         | 0,900           | 0,669           | 0,231                      | 25.7          | 11,679             | 7,701              | 3,978                      | 34.1         |
| Materials & Supplies   | 33,591             | 26,617             | 6,974                      | 20.8         | 12,435          | 7,685           | 4,750                      | 38.2          | 46,026             | 34,302             | 11,724                     | 25.5         |
| Other Business Expenses  | 4,864              | 3,791              | 1,073                      | 22.1         | 0,025           | 0,144           | (0,119)                    | *             | 4,889              | 3,935              | 0,954                      | 19.5         |
| <b>Total Non-Labor Expenses</b>  | <b>\$118,687</b>   | <b>\$93,672</b>    | <b>\$25,015</b>            | <b>21.1</b>  | <b>\$17,653</b> | <b>\$13,451</b> | <b>\$4,202</b>             | <b>23.8</b>   | <b>\$136,340</b>   | <b>\$107,123</b>   | <b>\$29,217</b>            | <b>21.4</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>\$426,356</b>   | <b>\$393,832</b>   | <b>\$32,524</b>            | <b>7.6</b>   | <b>\$65,656</b> | <b>\$58,407</b> | <b>\$7,249</b>             | <b>11.0</b>   | <b>\$492,012</b>   | <b>\$452,239</b>   | <b>\$39,773</b>            | <b>8.1</b>   |
| <b>Depreciation</b>  | <b>\$105,688</b>   | <b>\$104,139</b>   | <b>\$1,549</b>             | <b>1.5</b>   | <b>\$0,000</b>  | <b>\$0,000</b>  | <b>\$0,000</b>             | <b>-</b>      | <b>\$105,688</b>   | <b>\$104,139</b>   | <b>\$1,549</b>             | <b>1.5</b>   |
| Other Post Employment Benefits   | 25,752             | 24,275             | 1,477                      | 5.7          | 0,000           | 0,000           | 0,000                      | -             | 25,752             | 24,275             | 1,477                      | 5.7          |
| Environmental Remediation  | 0,668              | 0,667              | 0,001                      | 0.2          | 0,000           | 0,000           | 0,000                      | -             | 0,668              | 0,667              | 0,001                      | 0.2          |
| <b>Total Expenses</b>  | <b>\$558,464</b>   | <b>\$522,913</b>   | <b>\$35,551</b>            | <b>6.4</b>   | <b>\$65,656</b> | <b>\$58,407</b> | <b>\$7,249</b>             | <b>11.0</b>   | <b>\$624,120</b>   | <b>\$581,320</b>   | <b>\$42,800</b>            | <b>6.9</b>   |
| <b>Net Surplus/(Deficit)</b>   | <b>(\$366,490)</b> | <b>(\$323,243)</b> | <b>\$43,247</b>            | <b>11.8</b>  | <b>\$0,000</b>  | <b>\$0,000</b>  | <b>\$0,000</b>             | <b>-</b>      | <b>(\$366,490)</b> | <b>(\$323,243)</b> | <b>\$43,247</b>            | <b>11.8</b>  |
| <b>Cash Conversion Adjustments</b>   |                    |                    |                            |              |                 |                 |                            |               |                    |                    |                            |              |
| Depreciation   | 105,688            | 104,139            | (1,549)                    | (1.5)        | 0,000           | 0,000           | 0,000                      | -             | 105,688            | 104,139            | (1,549)                    | (1.5)        |
| Operating/Capital  | (2,520)            | (0,285)            | 2,235                      | 88.7         | 0,000           | 0,000           | 0,000                      | -             | (2,520)            | (0,285)            | 2,235                      | 88.7         |
| Other Cash Adjustments   | 15,477             | 13,406             | (2,071)                    | (13.4)       | 0,000           | 0,000           | 0,000                      | -             | 15,477             | 13,406             | (2,071)                    | (13.4)       |
| <b>Total Cash Conversion Adjustments</b>                                       | <b>\$118,645</b>   | <b>\$117,260</b>   | <b>(\$1,385)</b>           | <b>(1.2)</b> | <b>\$0,000</b>  | <b>\$0,000</b>  | <b>\$0,000</b>             | <b>-</b>      | <b>\$118,645</b>   | <b>\$117,260</b>   | <b>(\$1,385)</b>           | <b>(1.2)</b> |
| <b>Net Cash Surplus/(Deficit)</b>  | <b>(\$247,845)</b> | <b>(\$205,983)</b> | <b>\$41,862</b>            | <b>16.9</b>  | <b>\$0,000</b>  | <b>\$0,000</b>  | <b>\$0,000</b>             | <b>-</b>      | <b>(\$247,845)</b> | <b>(\$205,983)</b> | <b>\$41,862</b>            | <b>16.9</b>  |

TABLE 3

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

| APRIL 2012                                |                         |   |        |   | Year-to-Date APRIL 2012                 |        |  |
|---|-------------------------|---|--------|---|---|--------|--|
| Generic Revenue<br>or Expense<br>Category | Non Reimb.<br>Or Reimb. | Favorable/<br>(Unfavorable)<br>Variance |        | Reason<br>for Variance  | Favorable/<br>(Unfavorable)<br>Variance |        | Reason<br>for Variance   |
|   |                         | \$                                      | %      |   | \$                                      | %      |  |
| Revenue                                   |                         |   |        |   |   |        |  |
| Farebox Revenue                           | Non Reimb.              | 1.236                                   | 2.7    | Higher ridership \$1.399, partially offset by lower yield \$(0.163).  | 7.791                                   | 4.3    | Higher ridership \$7.866, partially offset by lower yield \$(0.075).   |
| Other Operating Revenue                   | Non Reimb.              | (0.166)                                 | (5.5)  | Primarily due to lower advertising revenue and timing of freight, partially offset by miscellaneous revenue.  | (0.095)                                 | (0.8)  | Primarily due to lower advertising revenue and timing of freight and miscellaneous revenue, partially offset by rental revenue.      |
| Capital & Other Reimbursements            | Reimb.                  | (4.129)                                 | (20.2) | Primarily due to the timing of project activity and other reimbursements.   | (7.249)                                 | (11.0) | Primarily due to the timing of project activity and other reimbursements.  |
|   |                         |   |        |   |   |        |  |
| Expenses                                  |                         |   |        |   |   |        |  |
| Payroll                                   | Non Reimb.              | (0.363)                                 | (1.1)  | Engineering workforce performing maintenance activity instead of project activity, partially offset by vacant positions and lower work rule payments. | 1.525                                   | 1.1    | Vacant positions, lower constructive allowances, sick/vacation retiree payments and lower vacation pay accruals.                     |
|   | Reimb.                  | 1.205                                   | 18.7   | Primarily due to the timing of project activity and other reimbursements.   | 1.846                                   | 8.4    | Primarily due to the timing of project activity and other reimbursements.  |
| Overtime                                  | Non Reimb.              | (0.386)                                 | (6.9)  | Higher vacancy/absentee coverage, partially offset by lower maintenance overtime.   | (1.797)                                 | (7.8)  | Higher vacancy/absentee coverage and rates, partially offset by lower weather-related, maintenance and unscheduled service overtime. |
|   | Reimb.                  | 0.334                                   | 21.4   | Primarily due to timing of project activity.  | 0.226                                   | 7.1    | Primarily due to timing of project activity.   |
| Health and Welfare                        | Non Reimb.              | 0.665                                   | 8.7    | Primarily lower rates and vacant positions  | 3.164                                   | 10.1   | Primarily lower rates and vacant positions   |
|   | Reimb.                  | 0.184                                   | 15.6   | Primarily due to timing of project activity.  | 0.109                                   | 2.9    | Primarily due to timing of project activity.   |
| OPEB Current Payment                      | Non Reimb.              | 0.356                                   | 7.0    | Lower rates and fewer retirees/beneficiaries.   | 1.625                                   | 8.0    | 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**

| APRIL 2012                                |                         |   |        | Year-to-Date APRIL 2012  |   |        |  |
|---|-------------------------|---|--------|--|---|--------|--|
| Generic Revenue<br>or Expense<br>Category | Non Reimb.<br>Or Reimb. | Favorable/<br>(Unfavorable)<br>Variance |        | Reason<br>for Variance   | Favorable/<br>(Unfavorable)<br>Variance |        | Reason<br>for Variance   |
|   |                         | \$                                      | %      |  | \$                                      | %      |  |
| Pensions                                  | Non Reimb.              | 0.111                                   | 0.7    | Total pension actual to forecast variance is on plan, however the estimated percentage of pension allocated to reimbursable was under-estimated. | 1.214                                   | 1.8    | Total pension actual to forecast variance is on plan, however the estimated percentage of pension allocated to reimbursable was under-estimated.   |
|   | Reimb.                  | (0.111)                                 | (6.2)  | Total pension actual to forecast variance is on plan, however the estimated percentage of pension allocated to reimbursable was under-estimated. | (1.214)                                 | (21.2) | 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                                   | 10.5   | Lower Railroad Retirement taxes and FELA indemnity payments.   | 3.519                                   | 9.6    | Lower FELA indemnity payments, Railroad Retirement taxes and Unemployment Insurance.   |
|   | Reimb.                  | 0.267                                   | 18.7   | Primarily due to timing of project activity.   | 0.339                                   | 7.4    | Primarily due to timing of project activity.   |
| Electric Power                            | Non Reimb.              | 2.097                                   | 26.3   | Lower rates and consumption.   | 6.004                                   | 17.4   | Primarily due to lower rates, consumption and timing of accrual adjustments.   |
|   | Reimb.                  | (0.048)                                 | -      | VD Yard  | (0.048)                                 | -      | VD Yard  |
| Fuel                                      | Non Reimb.              | (0.059)                                 | (2.7)  | Primarily higher rates.  | 0.026                                   | 0.3    | Primarily due to lower diesel fuel usage, partially offset by higher gasoline expenses.  |
| Insurance                                 | Non Reimb.              | 0.125                                   | 9.4    | Lower premium for station liability.   | 0.273                                   | 5.2    | Lower premium for station liability.   |
|   | Reimb.                  | 0.221                                   | 40.8   | Force Account Insurance associated with project activity.  | 0.352                                   | 23.3   | Force Account Insurance associated with project activity.  |
| Claims                                    | Non Reimb.              | (0.137)                                 | (48.4) | Primarily timing of payments.  | 0.269                                   | 23.8   | Primarily timing of payments.  |
| Maintenance & Other Operating Contracts   | Non Reimb.              | 1.530                                   | 31.9   | Primarily prior period accrual adjustments and timing of IESS and other security related contracts, utilities and joint facilities.              | 6.648                                   | 33.1   | Timing of activities and payments for vegetation management, joint facilities, security initiatives (IESS), toilet servicing, telephone/data services, utilities and rubbish removal services. |
|   | Reimb.                  | (0.156)                                 | (17.1) | Primarily due to timing of project activity.   | (0.964)                                 | (34.6) | 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**

| APRIL 2012                                |                         |   |        | Year-to-Date APRIL 2012   |   |      |  |
|---|-------------------------|---|--------|---|---|------|--|
| Generic Revenue<br>or Expense<br>Category | Non Reimb.<br>Or Reimb. | Favorable/<br>(Unfavorable)<br>Variance |        | Reason<br>for Variance  | Favorable/<br>(Unfavorable)<br>Variance |      | Reason<br>for Variance   |
|   |                         | \$                                      | %      |   | \$                                      | %    |  |
| Professional Service<br>Contracts         | Non Reimb.              | 1.940                                   | 69.6   | Primarily due to prior period adjustments and timing of payments for IT software and hardware.  | 3.747                                   | 34.8 | Timing of activities and payments for IT hardware and software, legal fees, and various consulting contracts.  |
|   | Reimb.                  | 0.048                                   | 20.1   | Primarily due to timing of project activity.  | 0.231                                   | 25.7 | Primarily due to timing of project activity.   |
| Materials & Supplies                      | Non Reimb.              | 5.795                                   | 68.9   | Reclaims greater than charge-outs of pool material in the Equipment department, lower usage of Support Shop running repair material, lower unit costs for Diesel RCM initiatives and timing of corporate inventory adjustments. | 6.974                                   | 20.8 | Primarily due to lower usage of running repair material in the Support and Car Shops, delayed fleet modification initiatives, timing of charge outs for pool material in the Equipment Department and timing of corporate inventory adjustments. |
|   | Reimb.                  | 1.378                                   | 39.1   | Primarily due to timing of project activity and timing of payments for project material.  | 4.750                                   | 38.2 | Primarily due to timing of project activity and timing of payments for project material.   |
| Other Business<br>Expenses                | Non Reimb.              | 0.297                                   | 24.9   | Primarily timing of employee and other miscellaneous expenses.  | 1.073                                   | 22.1 | Primarily due to timing of expenses, bad debt and debit/credit card fees.  |
|   | Reimb.                  | (0.033)                                 | *      | Primarily due to timing of project activity.  | (0.119)                                 | *    | Primarily due to timing of project activity.   |
| Depreciation                              | Non Reimb.              | (4.268)                                 | (16.2) | Primarily timing.   | 1.549                                   | 1.5  | Primarily timing.  |
| Other Post<br>Employment Benefits         | Non Reimb.              | 0.420                                   | 6.5    | Lower GASB adjustment to reflect the value associated with unfunded accrued liability for post employment benefits.   | 1.477                                   | 5.7  | 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                         |                   |                   |                            |              |                    |                    |                            |              |
| April 2012   |                   |                   |                            |              |                    |                    |                            |              |
| (\$ in millions)                                       |                   |                   |                            |              |                    |                    |                            |              |
|  | Month             |                   |                            |              | Year-to-Date       |                    |                            |              |
|  |                   |                   | Favorable<br>(Unfavorable) |              |                    |                    | Favorable<br>(Unfavorable) |              |
|  | Budget            | Actual            | Variance                   | Percent      | Budget             | Actual             | Variance                   | Percent      |
| <b>Receipts</b>  |                   |                   |                            |              |                    |                    |                            |              |
| Farebox Revenue  | \$48.851          | \$49.818          | \$0.967                    | 2.0          | \$189.083          | \$196.482          | \$7.399                    | 3.9          |
| Vehicle Toll Revenue                                   | 0.000             | 0.000             | 0.000                      | -            | 0.000              | 0.000              | 0.000                      | -            |
| Other Operating Revenue                                | 3.951             | 3.977             | 0.026                      | 0.7          | 16.276             | 13.701             | (2.575)                    | (15.8)       |
| Capital & Other Reimbursements                         | 17.491            | 14.006            | (3.485)                    | (19.9)       | 68.053             | 53.289             | (14.764)                   | (21.7)       |
| <b>Total Receipts</b>                                  | <b>\$70.293</b>   | <b>\$67.801</b>   | <b>(\$2.492)</b>           | <b>(3.5)</b> | <b>\$273.412</b>   | <b>\$263.473</b>   | <b>(\$9.939)</b>           | <b>(3.6)</b> |
| <b>Expenditures</b>                                    |                   |                   |                            |              |                    |                    |                            |              |
| <b>Labor:</b>  |                   |                   |                            |              |                    |                    |                            |              |
| Payroll  | \$36.966          | \$36.899          | \$0.067                    | 0.2          | \$156.740          | \$155.261          | \$1.479                    | 0.9          |
| Overtime   | 6.671             | 7.337             | (0.666)                    | (10.0)       | 26.518             | 28.781             | (2.263)                    | (8.5)        |
| Health and Welfare                                     | 8.820             | 7.975             | 0.845                      | 9.6          | 35.196             | 32.521             | 2.675                      | 7.6          |
| OPEB Current Payment                                   | 5.078             | 4.718             | 0.360                      | 7.1          | 20.312             | 18.662             | 1.650                      | 8.1          |
| Pensions   | 18.007            | 17.974            | 0.033                      | 0.2          | 72.028             | 71.985             | 0.043                      | 0.1          |
| Other Fringe Benefits                                  | 11.096            | 8.715             | 2.381                      | 21.5         | 44.286             | 36.349             | 7.937                      | 17.9         |
| 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>\$86.838</b>   | <b>\$83.619</b>   | <b>\$3.019</b>             | <b>3.5</b>   | <b>\$385.080</b>   | <b>\$343.559</b>   | <b>\$11.521</b>            | <b>3.2</b>   |
| <b>Non-Labor:</b>                                      |                   |                   |                            |              |                    |                    |                            |              |
| Electric Power   | \$9.732           | \$3.071           | \$6.661                    | 68.4         | \$40.180           | \$23.181           | \$16.999                   | 42.3         |
| Fuel   | 2.547             | 2.646             | (0.099)                    | (3.9)        | 10.051             | 8.674              | 1.377                      | 13.7         |
| Insurance  | 1.570             | 0.673             | 0.897                      | 57.1         | 8.678              | 5.732              | 2.946                      | 33.9         |
| Claims   | 0.344             | 0.462             | (0.118)                    | (34.4)       | 1.376              | 2.435              | (1.059)                    | (77.0)       |
| Paratransit Service Contracts                          | 0.000             | 0.000             | 0.000                      | -            | 0.000              | 0.000              | 0.000                      | -            |
| Maintenance and Other Operating Contracts              | 7.228             | 3.540             | 3.688                      | 51.0         | 28.487             | 18.948             | 9.539                      | 33.5         |
| Professional Service Contracts                         | 3.543             | 1.689             | 1.854                      | 52.3         | 11.746             | 5.690              | 6.056                      | 51.6         |
| Materials & Supplies                                   | 13.366            | 9.611             | 3.755                      | 28.1         | 51.269             | 48.316             | 2.953                      | 5.8          |
| Other Business Expenses                                | 1.156             | 0.775             | 0.381                      | 33.0         | 4.722              | 3.388              | 1.334                      | 28.3         |
| <b>Total Non-Labor Expenditures</b>                    | <b>\$39.486</b>   | <b>\$22.468</b>   | <b>\$17.018</b>            | <b>43.1</b>  | <b>\$156.509</b>   | <b>\$116.363</b>   | <b>\$40.146</b>            | <b>25.7</b>  |
| <b>Other Expenditure Adjustments:</b>                  |                   |                   |                            |              |                    |                    |                            |              |
| Other  | 2.417             | 2.273             | 0.144                      | 6.0          | 9.668              | 8.866              | 0.802                      | 8.3          |
| <b>Total Other Expenditure Adjustments</b>             | <b>\$2.417</b>    | <b>\$2.273</b>    | <b>\$0.144</b>             | <b>6.0</b>   | <b>\$9.668</b>     | <b>\$8.866</b>     | <b>\$0.802</b>             | <b>8.3</b>   |
| <b>Total Expenditures</b>                              | <b>\$128.541</b>  | <b>\$108.359</b>  | <b>\$20.182</b>            | <b>15.7</b>  | <b>\$521.257</b>   | <b>\$468.788</b>   | <b>\$52.469</b>            | <b>10.1</b>  |
| Cash Timing and Availability Adjustment                | 0.000             | (0.021)           | (0.021)                    | -            | 0.000              | (0.668)            | (0.668)                    | -            |
| <b>Net Cash Deficit<br/>(excludes opening balance)</b> | <b>(\$58.248)</b> | <b>(\$40.579)</b> | <b>\$17.669</b>            | <b>30.3</b>  | <b>(\$247.845)</b> | <b>(\$205.983)</b> | <b>\$41.862</b>            | <b>16.9</b>  |
| <b>Subsidies</b>                                       |                   |                   |                            |              |                    |                    |                            |              |
| MTA  | 58.248            | 40.585            | (17.663)                   | (30.3)       | 247.845            | 202.735            | (45.110)                   | (18.2)       |



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<br>or Expense Category | April 2012                              |        |   | Year-to-Date as of April 30, 2012       |        |   |
|--|---|--------|---|---|--------|---|
|  | Favorable/<br>(Unfavorable)<br>Variance |        | Reason<br>for Variance  | Favorable/<br>(Unfavorable)<br>Variance |        | Reason<br>for Variance  |
|  | \$                                      | %      |   | \$                                      | %      |   |
| <b>Receipts</b>                        |   |        |   |   |        |   |
| Farebox Revenue                        | \$0.967                                 | 2.0    | Higher ridership \$1.399, partially offset by lower Metrocard/AirTrain sales \$(0.230), lower yields \$(0.163), and lower advance sales impact \$(0.039). | \$7.399                                 | 3.9%   | Higher ridership \$7.866, and higher advance sales impact \$0.669, partially offset by lower Metrocard/AirTrain sales \$(1.061) and lower yields \$(0.075). |
| Other Operating Revenue                | \$0.026                                 | 0.7    | Primarily due to the timing of intercompany receipts and rental revenue.  | (\$2.575)                               | -15.8% | Primarily due to the timing of rental receipts.   |
| Capital and Other Reimbursements       | (\$3.485)                               | (19.9) | Timing of activity and reimbursement for capital and other reimbursements.  | (\$14.764)                              | -21.7% | Timing of activity and reimbursement for capital and other reimbursements.  |
| <b>Expenditures</b>                    |   |        |   |   |        |   |
| Labor:                                 |   |        |   |   |        |   |
| Payroll                                | \$0.067                                 | 0.2    | Primarily due to vacant positions.  | \$1.479                                 | 0.9%   | Primarily due to vacant positions and lower constructive allowance and retiree payments.  |
| Overtime                               | (\$0.666)                               | (10.0) | Primarily higher vacancy/absentee coverage, partially offset by lower maintenance overtime.   | (\$2.263)                               | -8.5%  | Primarily higher vacancy/absentee coverage, partially offset by lower weather-related, unscheduled service and maintenance overtime.                        |
| Health and Welfare                     | \$0.845                                 | 9.6    | Primarily due to lower rates and vacant positions.  | \$2.675                                 | 7.6%   | Primarily due to lower rates, vacant positions and the timing of payments.  |
| OPEB Current Payment                   | \$0.360                                 | 7.1    | Primarily due to lower rates and fewer retirees.  | \$1.650                                 | 8.1%   | Primarily due to lower rates and fewer retirees.  |
| Other Fringe Benefits                  | \$2.381                                 | 21.5   | Primarily the timing of the quarterly Railroad Unemployment Insurance payment and lower FELA indemnity payments.  | \$7.937                                 | 17.9%  | Primarily lower FELA indemnity and Railroad Retirement payments, and the timing of Railroad Unemployment insurance 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<br>or Expense Category    | April 2012                              |        |   | Year-to-Date as of April 30, 2012       |        |   |
|---|---|--------|---|---|--------|---|
|   | Favorable/<br>(Unfavorable)<br>Variance |        | Reason<br>for Variance  | Favorable/<br>(Unfavorable)<br>Variance |        | Reason<br>for Variance  |
|   | \$                                      | %      |   | \$                                      | %      |   |
| Non-Labor:                                |   |        |   |   |        |   |
| Electric Power                            | \$6.661                                 | 68.4   | Primarily due to the timing of payments, lower rates and lower consumption.                           | \$16.999                                | 42.3%  | Primarily due to the timing of payments, lower rates and lower consumption.                           |
| Fuel                                      | (\$0.099)                               | -3.9%  | Primarily higher rates.   | \$1.377                                 | 13.7%  | Timing of payments and lower consumption, partially offset by higher rates.                           |
| Insurance                                 | \$0.897                                 | 57.1   | Timing of payments.   | \$2.946                                 | 33.9%  | Timing of payments.   |
| Claims                                    | (\$0.118)                               | (34.4) | Timing of payment for claims.   | (\$1.059)                               | -77.0% | Timing of payment for claims.   |
| Maintenance and Other Operating Contracts | \$3.688                                 | 51.0   | Timing of payments.   | \$9.539                                 | 33.5%  | Timing of payments.   |
| Professional Service Contracts            | \$1.854                                 | 52.3   | Timing of MTA chargeback payments and the timing of and payment for consulting services.              | \$6.056                                 | 51.6%  | Timing of MTA chargeback payments and the timing of and payment for consulting services.              |
| Materials and Supplies                    | \$3.755                                 | 28.1   | Primarily the timing of program, production plan, and operating funded capital material and supplies. | \$2.953                                 | 5.8%   | Primarily the timing of program, production plan, and operating funded capital material and supplies. |
| Other Business Expenses                   | \$0.381                                 | 33.0%  | Primarily due to the timing of payments.  | \$1.334                                 | 28.3%  | Primarily due to the timing of payments.  |

Table 6

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

April 2012

(\$ in millions)

|   | Month            |                  |                            |              | Year-to-Date      |                   |                            |               |
|---|------------------|------------------|----------------------------|--------------|-------------------|-------------------|----------------------------|---------------|
|   | Budget           | Actual           | Favorable<br>(Unfavorable) |              | Budget            | Actual            | Favorable<br>(Unfavorable) |               |
|   |                  |                  | Variance                   | Percent      |                   |                   | Variance                   | Percent       |
| <b>Receipts</b>                               |                  |                  |                            |              |                   |                   |                            |               |
| Farebox Revenue                               | \$2.417          | \$2.148          | (\$0.269)                  | (11.1)       | \$9.667           | \$9.276           | (\$0.391)                  | (4.0)         |
| Vehicle Toll Revenue                          | 0.000            | 0.000            | 0.000                      | -            | 0.000             | 0.000             | 0.000                      | -             |
| Other Operating Revenue                       | 0.922            | 1.114            | 0.192                      | 20.8         | 3.718             | 1.238             | (2.480)                    | (66.7)        |
| Capital & Other Reimbursements                | (2.933)          | (2.288)          | 0.645                      | 22.0         | 2.397             | (5.118)           | (7.515)                    | *             |
| <b>Total Receipts</b>                         | <b>\$0.406</b>   | <b>\$0.973</b>   | <b>\$0.567</b>             | <b>*</b>     | <b>\$15.782</b>   | <b>\$5.396</b>    | <b>(\$10.386)</b>          | <b>(65.8)</b> |
| <b>Expenditures</b>                           |                  |                  |                            |              |                   |                   |                            |               |
| <b>Labor:</b>                                 |                  |                  |                            |              |                   |                   |                            |               |
| Payroll                                       | \$2.564          | \$1.789          | (\$0.775)                  | (30.2)       | \$3.843           | \$1.951           | (\$1.892)                  | (49.2)        |
| Overtime                                      | 0.500            | (0.113)          | (0.613)                    | *            | (0.298)           | (0.991)           | (0.693)                    | *             |
| Health and Welfare                            | 0.001            | (0.003)          | (0.004)                    | *            | 0.004             | (0.595)           | (0.599)                    | *             |
| OPEB Current Payment                          | 0.000            | 0.005            | 0.005                      | -            | 0.000             | 0.025             | 0.025                      | -             |
| Pensions                                      | 0.000            | 0.033            | 0.033                      | -            | 0.001             | 0.045             | 0.044                      | *             |
| Other Fringe Benefits                         | (0.828)          | 0.361            | 1.189                      | *            | (2.958)           | 1.122             | 4.080                      | *             |
| 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>\$2.237</b>   | <b>\$2.070</b>   | <b>(\$0.167)</b>           | <b>(7.5)</b> | <b>\$0.592</b>    | <b>\$1.557</b>    | <b>\$0.965</b>             | <b>*</b>      |
| <b>Non-Labor:</b>                             |                  |                  |                            |              |                   |                   |                            |               |
| Electric Power                                | (\$1.749)        | \$2.864          | \$4.613                    | *            | (\$5.747)         | \$5.296           | \$11.043                   | *             |
| Fuel  | (0.381)          | (0.421)          | (0.040)                    | (10.6)       | (1.525)           | (0.174)           | 1.351                      | 88.6          |
| Insurance                                     | 0.294            | 0.845            | 0.551                      | *            | (1.911)           | 0.409             | 2.320                      | *             |
| Claims  | (0.061)          | (0.042)          | 0.019                      | 30.7         | (0.244)           | (1.572)           | (1.328)                    | *             |
| Paratransit Service Contracts                 | 0.000            | 0.000            | 0.000                      | -            | 0.000             | 0.000             | 0.000                      | -             |
| Maintenance and Other Operating Contracts     | (1.525)          | 0.789            | 2.314                      | *            | (5.599)           | (1.744)           | 3.855                      | 68.8          |
| Professional Service Contracts                | (0.517)          | (0.651)          | (0.134)                    | (25.9)       | (0.067)           | 2.011             | 2.078                      | *             |
| Materials & Supplies                          | (1.433)          | (4.851)          | (3.418)                    | *            | (5.243)           | (14.014)          | (8.771)                    | *             |
| Other Business Expenses                       | 0.043            | 0.161            | 0.118                      | *            | 0.167             | 0.547             | 0.380                      | *             |
| <b>Total Non-Labor Expenditures</b>           | <b>(\$5.329)</b> | <b>(\$1.308)</b> | <b>\$4.021</b>             | <b>75.5</b>  | <b>(\$20.169)</b> | <b>(\$9.240)</b>  | <b>\$10.929</b>            | <b>54.2</b>   |
| <b>Other Expenditure Adjustments:</b>         |                  |                  |                            |              |                   |                   |                            |               |
| Other   | (2.417)          | (2.273)          | 0.144                      | 6.0          | (9.668)           | (8.866)           | 0.802                      | 8.3           |
| <b>Total Other Expenditure Adjustments</b>    | <b>(2.417)</b>   | <b>(2.273)</b>   | <b>\$0.144</b>             | <b>6.0</b>   | <b>(\$9.668)</b>  | <b>(\$8.866)</b>  | <b>\$0.802</b>             | <b>8.3</b>    |
| <b>Total Expenditures before Depreciation</b> | <b>(\$5.509)</b> | <b>(\$1.511)</b> | <b>\$3.998</b>             | <b>72.6</b>  | <b>(\$29.245)</b> | <b>(\$16.549)</b> | <b>\$12.696</b>            | <b>43.4</b>   |
| Depreciation Adjustment                       | 26.422           | 30.690           | 4.268                      | 16.2         | 105.688           | 104.139           | (1.549)                    | (1.5)         |
| Other Post Employment Benefits                | 6.438            | 6.018            | (0.420)                    | (6.5)        | 25.752            | 24.275            | (1.477)                    | (5.7)         |
| Environmental Remediation                     | 0.167            | 0.167            | (0.000)                    | (0.2)        | 0.668             | 0.667             | (0.001)                    | (0.2)         |
| <b>Total Expenditures</b>                     | <b>\$27.518</b>  | <b>\$35.364</b>  | <b>\$7.846</b>             | <b>28.5</b>  | <b>\$102.863</b>  | <b>\$112.532</b>  | <b>\$9.669</b>             | <b>9.4</b>    |
| Cash Timing and Availability Adjustment       | 0.000            | (0.021)          | (0.021)                    | -            | 0.000             | (0.668)           | (0.668)                    | -             |
| <b>Total Cash Conversion Adjustments</b>      | <b>\$27.924</b>  | <b>\$36.315</b>  | <b>\$8.391</b>             | <b>30.1</b>  | <b>\$118.645</b>  | <b>\$117.260</b>  | <b>(\$1.385)</b>           | <b>(1.2)</b>  |

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

|   | April 2012     |       |         |       |                    |         | April 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>               | 31,420         | \$1.6 | 31,781  | \$1.6 | (361)              | (\$0.0) | 130,857            | \$6.6  | 132,345 | \$6.6  | (1,489)            | (\$0.0) |
|   |                |       |         |       | -1.1%              | -1.1%   |                    |        |         |        | -1.1%              | -0.6%   |
| <u>Unscheduled Service</u>                          | 9,331          | \$0.5 | 8,516   | \$0.4 | 814                | \$0.0   | 38,462             | \$2.0  | 29,089  | \$1.5  | 9,373              | \$0.5   |
|   |                |       |         |       | 8.7%               | 9.4%    |                    |        |         |        | 24.4%              | 24.0%   |
| <u>Programmatic/Routine Maintenance</u>             | 38,465         | \$1.8 | 32,777  | \$1.5 | 5,688              | \$0.2   | 151,157            | \$7.0  | 143,886 | \$6.7  | 7,271              | \$0.2   |
|   |                |       |         |       | 14.8%              | 13.3%   |                    |        |         |        | 4.8%               | 3.6%    |
| <u>Unscheduled Maintenance</u>                      | 500            | \$0.0 | 247     | \$0.0 | 253                | \$0.0   | 2,125              | \$0.1  | 1,731   | \$0.1  | 394                | \$0.0   |
|   |                |       |         |       | 50.6%              | 50.6%   |                    |        |         |        | 18.5%              | 18.6%   |
| <u>Vacancy/Absentee Coverage</u>                    | 33,489         | \$1.6 | 47,197  | \$2.2 | (13,707)           | (\$0.6) | 114,352            | \$5.5  | 170,143 | \$8.2  | (55,791)           | (\$2.6) |
|   |                |       |         |       | -40.9%             | -39.2%  |                    |        |         |        | -48.8%             | -47.7%  |
| <u>Weather Emergencies</u>                          | 1,550          | \$0.1 | 375     | \$0.0 | 1,175              | \$0.1   | 34,197             | \$1.6  | 19,921  | \$0.9  | 14,277             | \$0.7   |
|   |                |       |         |       | 75.8%              | 78.4%   |                    |        |         |        | 41.7%              | 43.3%   |
| <u>Safety/Security/Law Enforcement</u> <sup>2</sup> |                |       |         |       |                    |         |                    |        | -       | -      |                    |         |
| <u>Other</u> <sup>3</sup>                           | 1,483          | \$0.1 | 1,018   | \$0.2 | 465                | (\$0.1) | 5,924              | \$0.3  | 5,118   | \$0.8  | 805                | (\$0.6) |
|   |                |       |         |       | 31.3%              | *       |                    |        |         |        | 13.6%              | *       |
| Subtotal  | 116,238        | \$5.6 | 121,911 | \$6.0 | (5,673)            | (\$0.4) | 477,074            | \$23.0 | 502,233 | \$24.8 | (25,160)           | (\$1.8) |
|   |                |       |         |       | -4.9%              | -6.9%   |                    |        |         |        | -5.3%              | -7.8%   |
| <b>REIMBURSABLE OVERTIME</b>                        | 31,519         | \$1.6 | 23,549  | \$1.2 | 7,969              | 0.3     | 63,819             | \$3.2  | 57,071  | \$3.0  | 6,749              | \$0.2   |
|   |                |       |         |       | 25.3%              | 21.4%   |                    |        |         |        | 10.6%              | 7.0%    |
| <b>TOTAL OVERTIME</b>                               | 147,757        | \$7.2 | 145,460 | \$7.2 | 2,297              | (\$0.1) | 540,893            | \$26.2 | 559,304 | \$27.8 | (18,411)           | (\$1.6) |
|   |                |       |         |       | 1.6%               | -0.7%   |                    |        |         |        | -3.4%              | -6.0%   |

<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                | (361)              | (0.0)          |  | (1,489)            | (0.0)          |   |
|                                  | -1.1%              | -1.1%          |  | -1.1%              | -0.6%          |   |
| Unscheduled Service              | 814                | 0.0            |  | 9,373              | 0.5            | Favorable On-Time Performance resulted in lower unscheduled service overtime.   |
|                                  | 8.7%               | 9.4%           |  | 24.4%              | 24.0%          |   |
| Programmatic/Routine Maintenance | 5,688              | 0.2            | Primarily due to Maintenance of Equipment aggressive management oversight.   | 7,271              | 0.2            | Primarily due to Maintenance of Equipment aggressive management oversight.  |
|                                  | 14.8%              | 13.3%          |  | 4.8%               | 3.6%           |   |
| Unscheduled Maintenance          | 253                | 0.0            |  | 394                | 0.0            |   |
|                                  | 50.6%              | 50.6%          |  | 18.5%              | 18.6%          |   |
| Vacancy/Absentee Coverage        | (13,707)           | (0.6)          | Primarily 90 craft & foreman positions vacant in Maintenance of Equipment Department and lower availability for Ticket Clerks. | (55,791)           | (2.6)          | Primarily 86 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). |
|                                  | -40.9%             | -39.2%         |  | -48.8%             | -47.7%         |   |
| Weather Emergencies              | 1,175              | 0.1            |  | 14,277             | 0.7            | Mild winter resulted in lower overtime.   |
|                                  | 75.8%              | 78.4%          |  | 41.7%              | 43.3%          |   |
| Safety/Security/Law Enforcement  |                    |                |  |                    |                |   |
| Other                            | 465                | (0.1)          |  | 805                | (0.6)          |   |
|                                  | 31.3%              | *              |  | 13.6%              | *              |   |
| <b>Subtotal</b>                  | <b>(5,673)</b>     | <b>(\$0.4)</b> |  | <b>(25,160)</b>    | <b>(\$1.8)</b> |   |
|                                  | -4.9%              | -6.9%          |  | -5.3%              | -7.8%          |   |
| <b>REIMBURSABLE OVERTIME</b>     | 7,969              | 0.3            | Timing of Annual Track Program resulting from latest project schedule requirements.  | 6,749              | 0.2            | Timing of Annual Track Program resulting from latest project schedule requirements.   |
|                                  | 25.3%              | 21.4%          |  | 10.6%              | 7.0%           |   |
| <b>TOTAL OVERTIME</b>            | <b>2,297</b>       | <b>(\$0.1)</b> |  | <b>(18,411)</b>    | <b>(\$1.6)</b> |   |
|                                  | 1.6%               | -0.7%          |  | -3.4%              | -6.0%          |   |
| * Exceeds 100%                   |                    |                |  |                    |                |   |

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  
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 APRIL 2012

|  | Budget       | Actual       | Favorable/<br>(Unfavorable)<br>Variance |
|--|--------------|--------------|---|
| <b>Administration</b>                      |              |              |   |
| Executive VP                               | 2            | 3            | (1)                                     |
| Labor Relations                            | 10           | 10           | 0                                       |
| Procurement & Logistics (excl. Stores)     | 82           | 85           | (3)                                     |
| Human Resources                            | 33           | 29           | 4                                       |
| Sr VP Administration                       | 2            | 2            | 0                                       |
| Strategic Investments                      | 39           | 21           | 18                                      |
| President                                  | 4            | 4            | 0                                       |
| VP & CFO/Pension                           | 9            | 9            | 0                                       |
| Information Technology                     | 160          | 156          | 4                                       |
| 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           | 71           | (7)                                     |
| Security                                   | 5            | 7            | (2)                                     |
| Sr VP Operations/Oper. S/A & Serv Planning | 39           | 38           | 1                                       |
| <b>Total Administration</b>                | <b>633</b>   | <b>607</b>   | <b>26</b>                               |
| <b>Operations</b>                          |              |              |   |
| Train Operations                           | 1,832        | 1,822        | 10                                      |
| Customer Services                          | 285          | 283          | 2                                       |
| <b>Total Operations</b>                    | <b>2,117</b> | <b>2,105</b> | <b>12</b>                               |
| <b>Maintenance</b>                         |              |              |   |
| Engineering                                | 1,567        | 1,522        | 45                                      |
| Equipment                                  | 2,029        | 1,932        | 97                                      |
| Procurement (Stores)                       | 94           | 94           | -                                       |
| <b>Total Maintenance</b>                   | <b>3,690</b> | <b>3,548</b> | <b>142</b>                              |
| <b>Engineering/Capital</b>                 |              |              |   |
| Department of Project Management           | 112          | 113          | (1)                                     |
| <b>Total Engineering/Capital</b>           | <b>112</b>   | <b>113</b>   | <b>(1)</b>                              |
| <b>Baseline Total Positions</b>            | <b>6,552</b> | <b>6,373</b> | <b>179</b>                              |
| <b>Non-Reimbursable</b>                    | <b>5,662</b> | <b>5,681</b> | <b>(19)</b>                             |
| <b>Reimbursable</b>                        | <b>890</b>   | <b>692</b>   | <b>198</b>                              |
| <b>Total Full-Time</b>                     | <b>6,552</b> | <b>6,373</b> | <b>179</b>                              |
| <b>Total Full-Time-Equivalents</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 APRIL 2012**

| Explanation of Variances  |
|---|
|   |
| <b>NON-REIMBURSABLE POSITIONS</b> - Unfavorable (19) 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 198 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 APRIL 2012

|                                   | Budget       | Actual       | Favorable/<br>(Unfavorable)<br>Variance |
|-----------------------------------|--------------|--------------|---|
| <b>Administration</b>             |              |              |   |
| Managers/Supervisors              | 328          | 287          | 41                                      |
| Professional, Technical, Clerical | 305          | 320          | (15)                                    |
| Operational Hourlies              | -            | -            | -                                       |
| <b>Total Administration</b>       | <b>633</b>   | <b>607</b>   | <b>26</b>                               |
| <b>Operations</b>                 |              |              |   |
| Managers/Supervisors              | 304          | 290          | 14                                      |
| Professional, Technical, Clerical | 153          | 159          | (6)                                     |
| Operational Hourlies              | 1,660        | 1,656        | 4                                       |
| <b>Total Operations</b>           | <b>2,117</b> | <b>2,105</b> | <b>12</b>                               |
| <b>Maintenance</b>                |              |              |   |
| Managers/Supervisors              | 700          | 640          | 60                                      |
| Professional, Technical, Clerical | 261          | 236          | 25                                      |
| Operational Hourlies              | 2,729        | 2,672        | 57                                      |
| <b>Total Maintenance</b>          | <b>3,690</b> | <b>3,548</b> | <b>142</b>                              |
| <b>Engineering/Capital</b>        |              |              |   |
| Managers/Supervisors              | 94           | 98           | (4)                                     |
| Professional, Technical, Clerical | 18           | 15           | 3                                       |
| Operational Hourlies              | -            | -            | -                                       |
| <b>Total Engineering/Capital</b>  | <b>112</b>   | <b>113</b>   | <b>(1)</b>                              |
| <b>Total Positions</b>            |              |              |   |
| Managers/Supervisors              | 1,426        | 1,315        | 111                                     |
| Professional, Technical, Clerical | 737          | 730          | 7                                       |
| Operational Hourlies              | 4,389        | 4,328        | 61                                      |
| <b>Total Positions</b>            | <b>6,552</b> | <b>6,373</b> | <b>179</b>                              |

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

| RIDERSHIP             | April 2012 |        |   |       | Year-to-date April 2012 |        |   |      |
|-----------------------|------------|--------|---|-------|-------------------------|--------|---|------|
|                       | Budget     | Actual | Favorable/<br>(Unfavorable)<br>Variance | %     | Budget                  | Actual | Favorable/<br>(Unfavorable)<br>Variance | %    |
| Monthly               | 3.824      | 3.880  | 0.056                                   | 1.5%  | 15.136                  | 15.448 | 0.312                                   | 2.1% |
| Weekly                | 0.130      | 0.145  | 0.015                                   | 11.3% | 0.494                   | 0.513  | 0.019                                   | 3.9% |
| Total Commutation     | 3.955      | 4.025  | 0.070                                   | 1.8%  | 15.630                  | 15.960 | 0.331                                   | 2.1% |
| One-Way Full Fare     | 0.607      | 0.623  | 0.015                                   | 2.6%  | 2.271                   | 2.475  | 0.204                                   | 9.0% |
| One-Way Off-Peak      | 1.350      | 1.412  | 0.062                                   | 4.6%  | 5.031                   | 5.357  | 0.327                                   | 6.5% |
| All Other             | 0.745      | 0.798  | 0.053                                   | 7.1%  | 2.710                   | 2.973  | 0.263                                   | 9.7% |
| Total Non-Commutation | 2.703      | 2.833  | 0.130                                   | 4.8%  | 10.012                  | 10.805 | 0.793                                   | 7.9% |
| Total                 | 6.657      | 6.858  | 0.201                                   | 3.0%  | 25.641                  | 26.765 | 1.124                                   | 4.4% |

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

|  |                         | <u>MONTH</u>        |                           |             | <u>VARIANCE</u>       |                     |
|--|-------------------------|---------------------|---------------------------|-------------|-----------------------|---------------------|
|  |                         | <u>2012</u>         | <u>Adopted<br/>Budget</u> | <u>2011</u> | <u>vs.<br/>Budget</u> | <u>vs.<br/>2011</u> |
| Farebox Operating Ratio                    |                         |                     |                           |             |                       |                     |
|  | Standard <sup>(1)</sup> | 52.8%               | 45.2%                     | 51.5%       | 7.6%                  | 1.3%                |
|  | Adjusted <sup>(2)</sup> | 67.4%               | 56.8%                     | 60.7%       | 10.6%                 | 6.7%                |
| Cost Per Passenger                         |                         |                     |                           |             |                       |                     |
|  | Standard <sup>(1)</sup> | \$13.21             | \$15.51                   | \$13.59     | \$2.30                | \$0.38              |
|  | Adjusted <sup>(2)</sup> | \$10.93             | \$13.08                   | \$12.17     | \$2.15                | \$1.24              |
| Passenger Revenue/Passenger <sup>(3)</sup> |                         | \$6.98              | \$7.00                    | \$7.00      | (\$0.02)              | (\$0.02)            |
|  |                         | <u>YEAR-TO-DATE</u> |                           |             | <u>VARIANCE</u>       |                     |
|  |                         | <u>2012</u>         | <u>Adopted<br/>Budget</u> | <u>2011</u> | <u>vs.<br/>Budget</u> | <u>vs.<br/>2011</u> |
| Farebox Operating Ratio                    |                         |                     |                           |             |                       |                     |
|  | Standard <sup>(1)</sup> | 47.7%               | 42.0%                     | 45.5%       | 5.7%                  | 2.2%                |
|  | Adjusted <sup>(2)</sup> | 60.3%               | 52.8%                     | 55.4%       | 7.5%                  | 4.9%                |
| Cost Per Passenger                         |                         |                     |                           |             |                       |                     |
|  | Standard <sup>(1)</sup> | \$14.73             | \$16.73                   | \$15.51     | \$2.00                | (\$0.78)            |
|  | Adjusted <sup>(2)</sup> | \$12.37             | \$14.17                   | \$13.41     | \$1.80                | (\$1.04)            |
| Passenger Revenue/Passenger <sup>(3)</sup> |                         | \$7.02              | \$7.03                    | \$7.06      | (\$0.01)              | (\$0.04)            |

(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**

**APRIL 2012**

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

### **April**

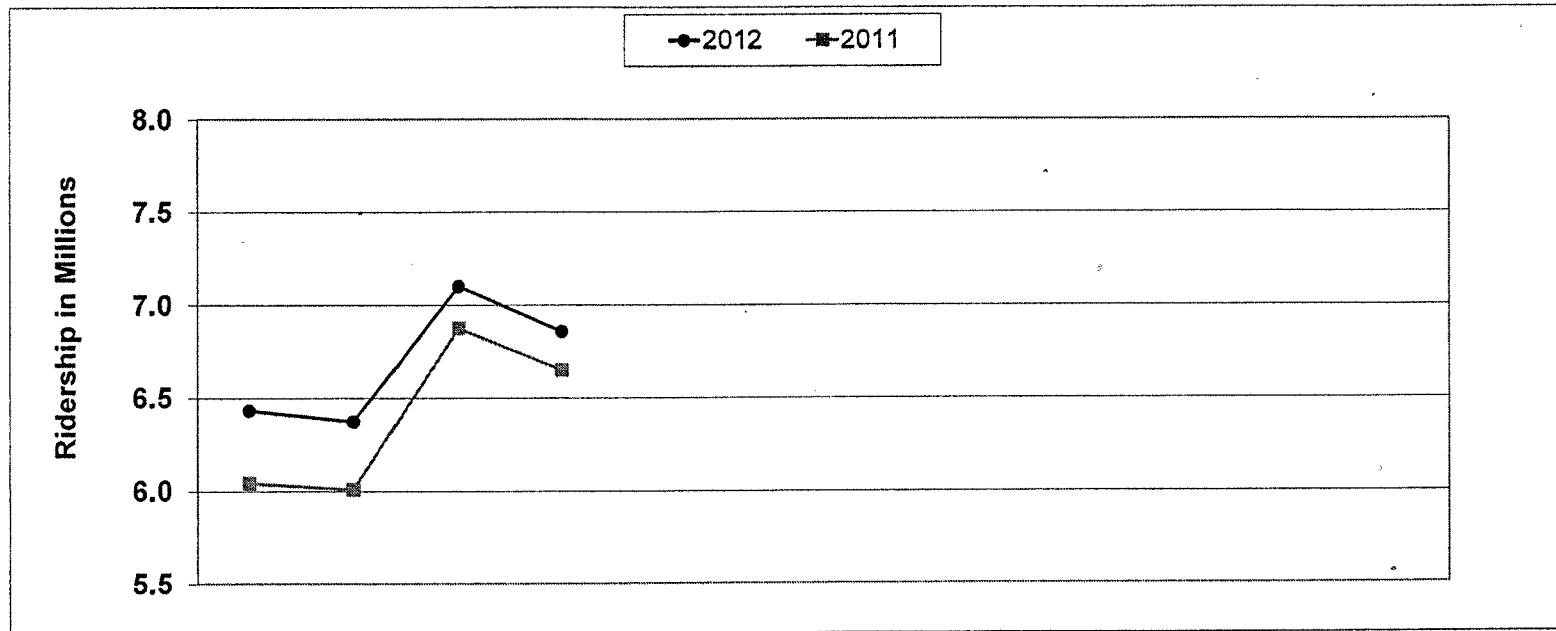
- April 2012 total ridership was 6.9million vs. 6.7 million in April 2011, an increase of 206,170 passengers, or a 3.1% increase compared to April 2011.
- April 2012 commutation ridership was 4.0 million vs. 3.9 million in April 2011, an increase of 97,200 passengers, or an increase of 2.5%.
- April 2012 non-commutation ridership was 2.8 million vs. 2.7 million in April 2011, an increase of 108,970 passengers, or an increase of 4.0%.
- April 2012 revenue was \$47.7 million vs. \$46.4 million, an increase of \$1,290,332 or an increase of 2.8% compared to April 2011.

### **Year-To-Date**

- 2012 YTD total ridership was 26.8 million vs. 25.6 million in 2011, an increase of 1,187,563 or a 4.6% increase compared to 2011, and 4.4% above budget.
- 2012 YTD commutation ridership was 16.0 million vs. 15.5 million in 2011, an increase of 433,100 or a 2.8% increase compared to 2011, and 2.1% above budget.
- 2012 YTD non-commutation ridership was 10.8 million vs. 10.1 million in 2011, an increase of 754,463 or an increase of 7.5% compared to 2011, and 7.9% above budget.
- 2012 YTD revenue was \$187.2 million vs. \$178.8 million in 2011, an increase of \$8,396,834 or an increase of 4.7% compared to 2011 and 4.3% above budget.

## APRIL RIDERSHIP

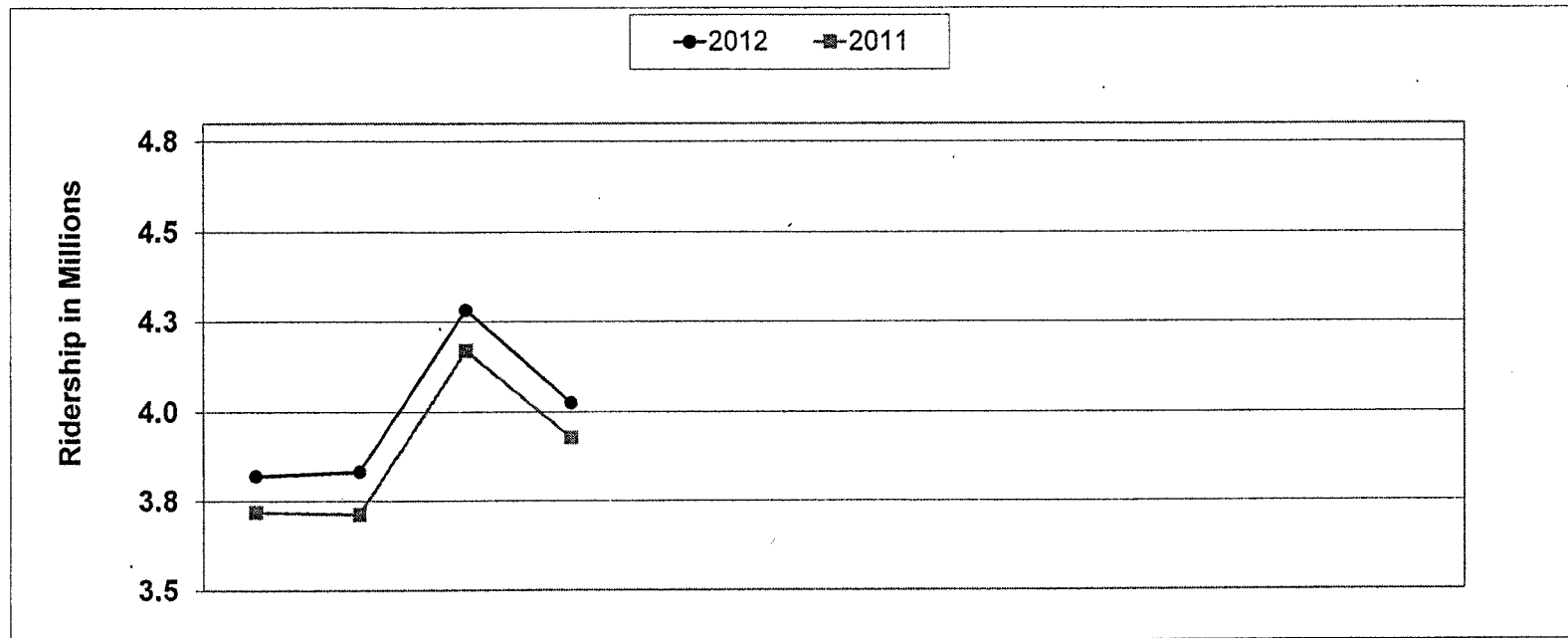
- April's Total Ridership was 3.1% above '11 and 3.0% above budget.



|          | Jan  | Feb  | Mar  | Apr  | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Y-T-D Total |
|----------|------|------|------|------|-----|-----|-----|-----|-----|-----|-----|-----|-------------|
| 2012     | 6.4  | 6.4  | 7.1  | 6.9  |     |     |     |     |     |     |     |     | 26.8        |
| 2011     | 6.0  | 6.0  | 6.9  | 6.7  |     |     |     |     |     |     |     |     | 25.6        |
| PCT CHG. | 6.4% | 6.1% | 3.3% | 3.1% |     |     |     |     |     |     |     |     | 4.6%        |

## APRIL COMMUTATION RIDERSHIP

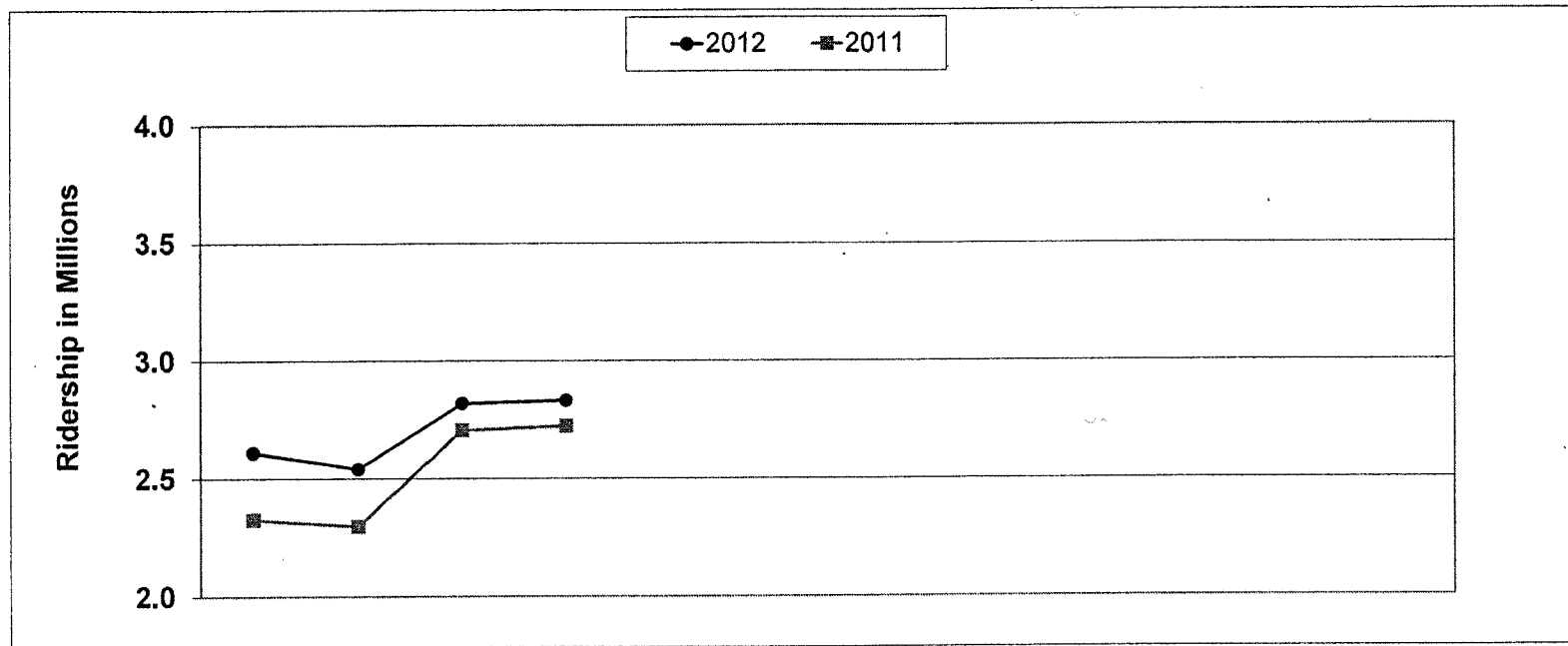
- April's Commutation Ridership was 2.5% above '11 and 1.8% above budget.



|          | Jan  | Feb  | Mar  | Apr  | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Y-T-D Total |
|----------|------|------|------|------|-----|-----|-----|-----|-----|-----|-----|-----|-------------|
| 2012     | 3.8  | 3.8  | 4.3  | 4.0  |     |     |     |     |     |     |     |     | 16.0        |
| 2011     | 3.7  | 3.7  | 4.2  | 3.9  |     |     |     |     |     |     |     |     | 15.5        |
| PCT CHG. | 2.8% | 3.2% | 2.7% | 2.5% |     |     |     |     |     |     |     |     | 2.8%        |

## APRIL NON-COMMUTATION RIDERSHIP

- April's Non-Commutation Ridership was 4.0% above '11 and 4.8% above budget.

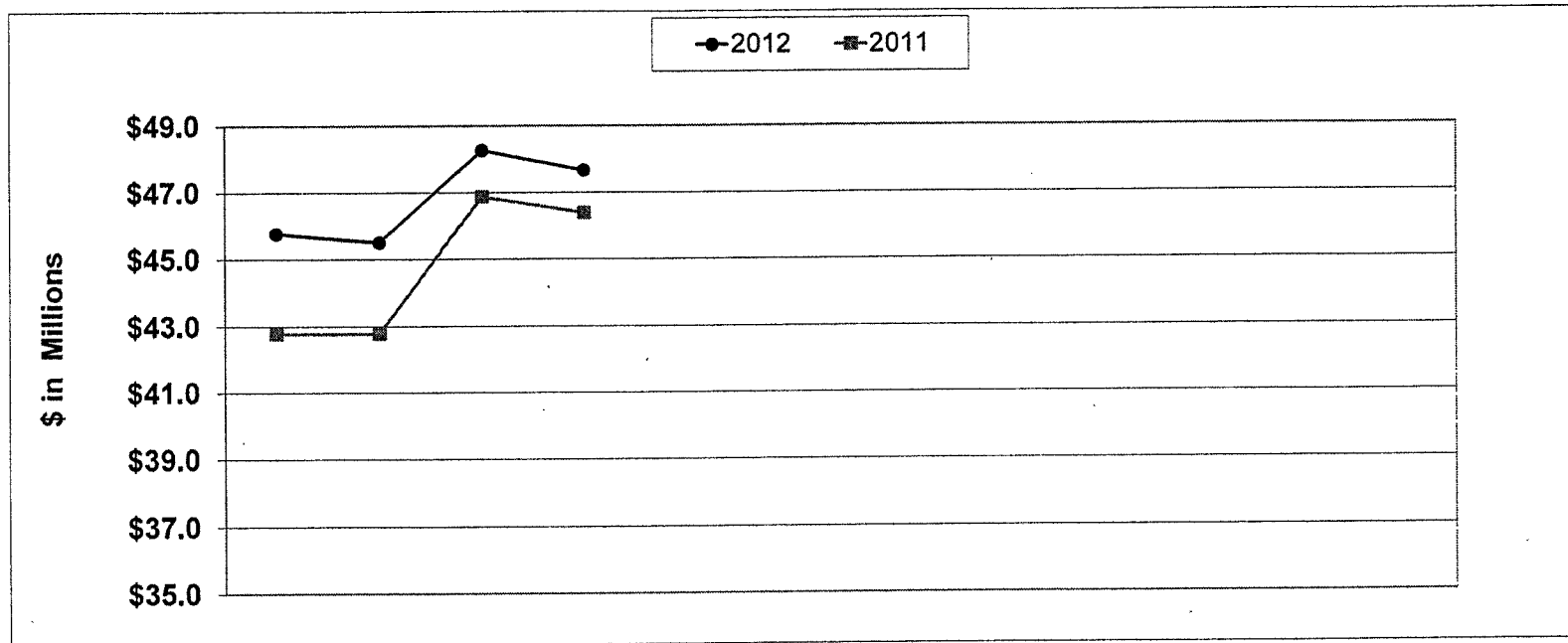


|          | Jan   | Feb   | Mar  | Apr  | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Y-T-D Total |
|----------|-------|-------|------|------|-----|-----|-----|-----|-----|-----|-----|-----|-------------|
| 2012     | 2.6   | 2.5   | 2.8  | 2.8  |     |     |     |     |     |     |     |     | 10.8        |
| 2011     | 2.3   | 2.3   | 2.7  | 2.7  |     |     |     |     |     |     |     |     | 10.1        |
| PCT CHG. | 12.3% | 10.6% | 4.2% | 4.0% |     |     |     |     |     |     |     |     | 7.5%        |



## APRIL REVENUE

- April's Total Revenue was 2.8% above '11 and 2.7% above budget.



|          | Jan    | Feb    | Mar    | Apr    | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Y-T-D Total |
|----------|--------|--------|--------|--------|-----|-----|-----|-----|-----|-----|-----|-----|-------------|
| 2012     | \$45.8 | \$45.5 | \$48.3 | \$47.7 |     |     |     |     |     |     |     |     | \$187.2     |
| 2011     | \$42.8 | \$42.8 | \$46.9 | \$46.4 |     |     |     |     |     |     |     |     | \$178.8     |
| PCT CHG. | 7.0%   | 6.4%   | 3.0%   | 2.8%   |     |     |     |     |     |     |     |     | 4.7%        |

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

| TICKET TYPE/SERVICE       | APRIL<br>2012 | APRIL<br>2011 | CHANGE VS. 2011 |         |
|---------------------------|---------------|---------------|-----------------|---------|
|                           |               |               | NUMBER          | PERCENT |
| COMMUTATION RIDERSHIP     | 4,025,028     | 3,927,828     | 97,200          | 2.5%    |
| NON-COMMUTATION RIDERSHIP | 2,833,102     | 2,724,132     | 108,970         | 4.0%    |
| TOTAL RIDERSHIP           | 6,858,130     | 6,651,960     | 206,170         | 3.1%    |

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

| TICKET TYPE/SERVICE       | APRIL<br>2012 | APRIL<br>2011 | CHANGE VS. 2011 |         |
|---------------------------|---------------|---------------|-----------------|---------|
|                           |               |               | NUMBER          | PERCENT |
| COMMUTATION RIDERSHIP     | 15,960,468    | 15,527,368    | 433,100         | 2.8%    |
| NON-COMMUTATION RIDERSHIP | 10,804,726    | 10,050,263    | 754,463         | 7.5%    |
| TOTAL RIDERSHIP           | 26,765,194    | 25,577,631    | 1,187,563       | 4.6%    |

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

| REVENUE                 | APRIL<br>2012 | APRIL<br>2011 | CHANGE VS. 2011 |         |
|-------------------------|---------------|---------------|-----------------|---------|
|                         |               |               | AMOUNT          | PERCENT |
| COMMUTATION REVENUE     | \$25,513,149  | \$24,944,979  | \$568,170       | 2.3%    |
| NON-COMMUTATION REVENUE | \$22,157,233  | \$21,435,070  | \$722,163       | 3.4%    |
| TOTAL REVENUE           | \$47,670,382  | \$46,380,049  | \$1,290,333     | 2.8%    |

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

| REVENUE                 | APRIL<br>2012 | APRIL<br>2011 | CHANGE VS. 2011 |         |
|-------------------------|---------------|---------------|-----------------|---------|
|                         |               |               | AMOUNT          | PERCENT |
| COMMUTATION REVENUE     | \$101,957,199 | \$99,291,086  | \$2,666,113     | 2.7%    |
| NON-COMMUTATION REVENUE | \$85,249,616  | \$79,518,895  | \$5,730,721     | 7.2%    |
| TOTAL REVENUE           | \$187,206,815 | \$178,809,981 | \$8,396,834     | 4.7%    |



**Long Island Rail Road**

## **CAPITAL PROGRAM**

### **HIGHLIGHTS**

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

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**HIGHLIGHTS**

**PN-YY**

**BABYLON TRAIN WASH**

**Project Budget:** \$25.50M

**Milestone:** Beneficial Use

Construction of a new state-of-the-art Train Wash Facility in Babylon Yard to clean the LIRR's electric fleet is now complete. The Train Wash includes an automated controls system and is environmentally friendly with over 70% of the wash water recycled. This new Facility will keep the electric fleet clean and help prevent corrosion, thus providing an aesthetic benefit to our customers.

**PN-Y3: JAMAICA STATION BUILDING REHABILITATION**

**Project Budget:** \$8.50M

**Milestone:** Construction Start

A Construction Contract for the Rehabilitation and Lighting of the Jamaica Station Building Exterior was awarded to Alps Mechanical Inc for \$3,795,000 on May 14. The work includes concrete and granite repairs, waterproofing, painting, as well as the replacement and / or repairs to the canopy roof, terra cotta units, windows, exterior doors, and exterior lights. Beneficial Use is anticipated to occur as early as the 2nd quarter of 2013.

**PROJECT UPDATES**

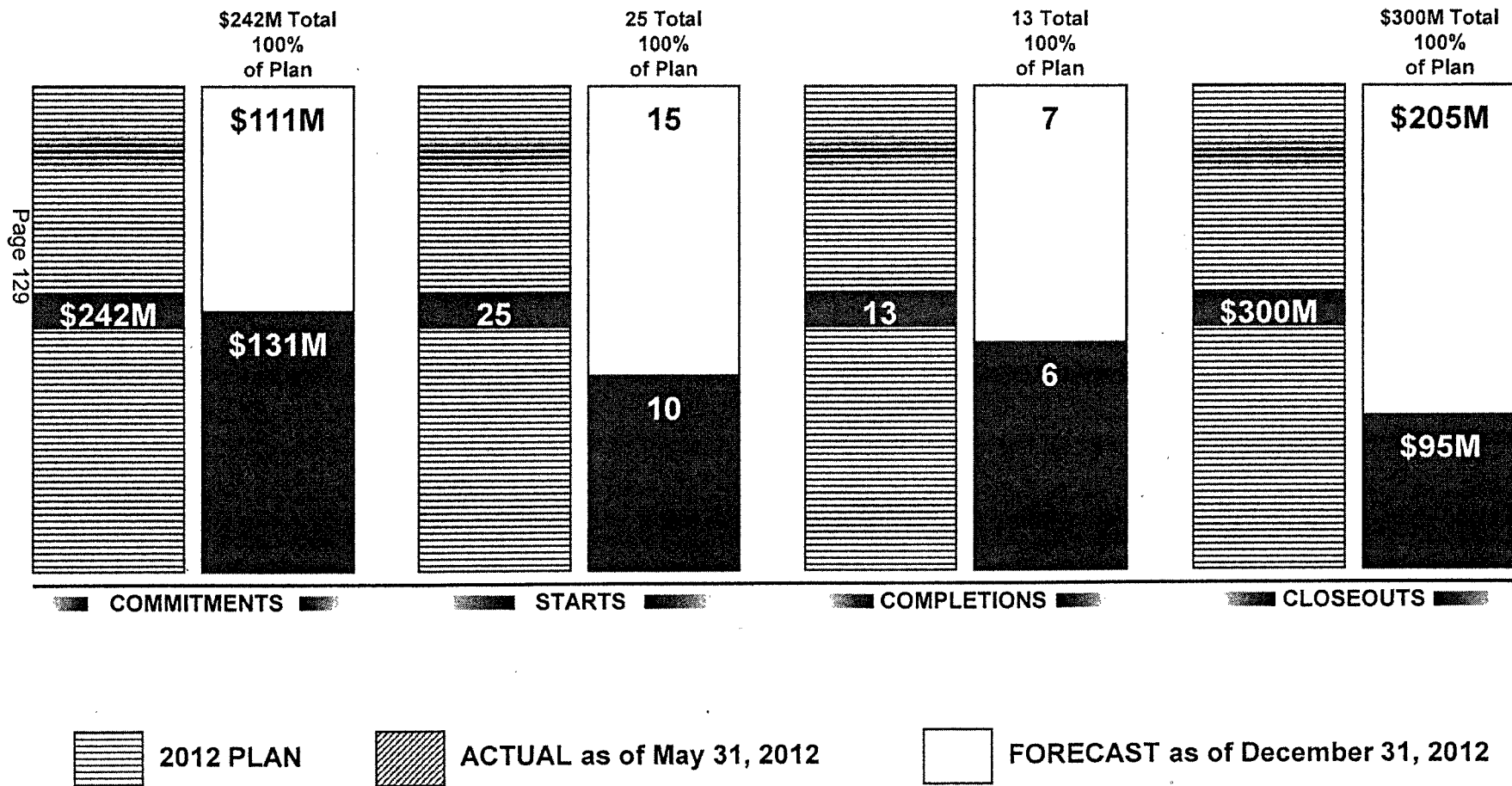
**EAST SIDE ACCESS - LIRR ACTIVITIES**

- The Harold Interlocking Central Instrument Locations (CIL) and Harold Tower Supervisory Control Systems (HTSCS) development continues with an updated delivery and cutover schedule to be an integral part of the new rebaselined ESA Integrated Project Schedule (IPS) due for approval in June. Equipment delivery for F Interlocking Harold Interlocking Alternate Control Room (FHACS) is complete and installation underway. Testing and cutover planned for July 2012. Cutover of HTSC planned for August 2012. FHACS and HTSCS will be pretested and cut over prior to cutover of Amtrak's F1 and F2 CIL and LIRR Point CIL.
- LIRR F/A continued work at Harold. Signal performed cable pulls and terminations at Point CIL and installed trough and pull box along PW 1 track and conduits crossing under PW 1, ML3, and ML1 to track circuits east of 39<sup>th</sup> Street. Signal performed various work activities in support of H1, H3, and H4 CIL locations. LIRR F/A provided support, including work plan coordination and review, to MTACC Third Party and Amtrak installations. Track Department continued IJ work at Harold. LIRR HT commenced temporary 60Hz power supply to F2 CIH and F2E [brackets, poles, and cables]. Communications installed temporary communication cables from Q Tower to Harold Communication Hut.

**MENTORING ACTIVITIES**

- West Side Yard Reconfiguration: All work substantially complete.
- Hillside Support Facility Platform Elevator Replacements: Installation of north elevator in progress.
- Richmond Hill Storage Facility Fitout: Mechanical ductwork completed and electrical work 80% complete.
- Jamaica Main Office Building Roof and Communication Building Roof replacement: Construction continued.

# 2012 LIRR Capital Program Goals





**Metro-North Railroad**

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



# **MONTHLY OPERATING REPORT**

June 2012

| Performance Summary   |  |                   | 2012 Data    |               |               | 2011 Data     |               |
|---|--|-------------------|--------------|---------------|---------------|---------------|---------------|
|   |  |                   | Annual Goal  | May           | YTD thru May  | May           | YTD thru May  |
| <b>On Time Performance</b><br>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)                                 | <b>System</b>  | <b>Overall</b>    | <b>97.8%</b> | <b>97.0%</b>  | <b>98.4%</b>  | <b>98.1%</b>  | <b>96.5%</b>  |
|   |  | AM Peak           | 97.0%        | 97.3%         | 98.3%         | 98.8%         | 94.6%         |
|   |  | AM Reverse Peak   | 97.6%        | 98.9%         | 98.4%         | 96.9%         | 95.3%         |
|   |  | PM Peak           | 98.0%        | 96.4%         | 98.5%         | 98.8%         | 96.5%         |
|   |  | <b>Total Peak</b> |              | <b>97.2%</b>  | <b>98.4%</b>  | <b>98.5%</b>  | <b>95.5%</b>  |
|   |  | Off Peak Weekday  | 97.9%        | 97.1%         | 98.3%         | 97.7%         | 97.2%         |
|   |  | Weekend           | 97.9%        | 96.4%         | 98.5%         | 97.8%         | 97.2%         |
|   | <b>Hudson Line</b>   | <b>Overall</b>    | <b>98.2%</b> | <b>97.7%</b>  | <b>98.7%</b>  | <b>98.6%</b>  | <b>98.2%</b>  |
|   |  | AM Peak           | 98.0%        | 99.5%         | 99.2%         | 99.2%         | 97.2%         |
|   |  | AM Reverse Peak   | 98.5%        | 100.0%        | 99.0%         | 99.5%         | 97.7%         |
|   |  | PM Peak           | 98.4%        | 97.3%         | 98.8%         | 99.6%         | 99.0%         |
|   |  | <b>Total Peak</b> |              | <b>98.6%</b>  | <b>99.0%</b>  | <b>99.4%</b>  | <b>98.0%</b>  |
|   |  | Off Peak Weekday  | 98.1%        | 98.0%         | 98.6%         | 98.5%         | 98.5%         |
|   |  | Weekend           | 98.2%        | 95.5%         | 98.1%         | 97.5%         | 98.2%         |
|   | <b>Harlem Line</b>   | <b>Overall</b>    | <b>98.3%</b> | <b>97.7%</b>  | <b>98.6%</b>  | <b>98.8%</b>  | <b>97.9%</b>  |
|   |  | AM Peak           | 98.0%        | 98.6%         | 98.3%         | 99.3%         | 97.3%         |
|   |  | AM Reverse Peak   | 98.0%        | 99.7%         | 98.2%         | 97.6%         | 97.2%         |
|   |  | PM Peak           | 98.5%        | 98.1%         | 99.3%         | 99.4%         | 97.4%         |
|   |  | <b>Total Peak</b> |              | <b>98.6%</b>  | <b>98.7%</b>  | <b>99.1%</b>  | <b>97.3%</b>  |
|   |  | Off Peak Weekday  | 98.4%        | 97.2%         | 98.5%         | 98.6%         | 98.3%         |
|   |  | Weekend           | 98.5%        | 96.8%         | 98.6%         | 98.4%         | 98.4%         |
|   | <b>New Haven Line</b>  | <b>Overall</b>    | <b>97.2%</b> | <b>96.1%</b>  | <b>98.0%</b>  | <b>97.2%</b>  | <b>94.5%</b>  |
|   |  | AM Peak           | 95.7%        | 94.9%         | 97.7%         | 98.2%         | 90.6%         |
|   |  | AM Reverse Peak   | 96.8%        | 97.5%         | 98.3%         | 94.7%         | 92.1%         |
|   |  | PM Peak           | 97.5%        | 94.6%         | 97.8%         | 97.8%         | 94.2%         |
|   |  | <b>Total Peak</b> |              | <b>95.1%</b>  | <b>97.8%</b>  | <b>97.6%</b>  | <b>92.3%</b>  |
|   |  | Off Peak Weekday  | 97.5%        | 96.6%         | 97.9%         | 96.7%         | 95.8%         |
|   |  | Weekend           | 97.4%        | 96.7%         | 98.6%         | 97.5%         | 95.8%         |
| <b>Operating Statistics</b>   |  |                   |              |               |               |               |               |
|   | <b>Trains Scheduled</b>  |                   |              | <b>18,301</b> | <b>88,659</b> | <b>17,805</b> | <b>85,928</b> |
|   | <b>Avg. Delay per Late Train (min)</b><br><small>excluding trains canceled or terminated</small> |                   |              | 15.4          | 14.6          | 13.9          | 15.0          |
|   | <b>Trains Over 15 min. Late</b><br><small>excluding trains canceled or terminated</small>        |                   | 1,000        | 135           | 345           | 87            | 800           |
|   | <b>Trains Canceled</b>   |                   | 160          | 40            | 76            | 5             | 172           |
|   | <b>Trains Terminated</b>   |                   | 160          | 36            | 84            | 10            | 144           |
|   | <b>Percent of Scheduled Trips Completed</b>  |                   | 99.8%        | 99.6%         | 99.8%         | 99.9%         | 99.6%         |
| <b>Consist Compliance</b><br>(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards) | <b>System</b>  | <b>Overall</b>    | <b>98.6%</b> | <b>99.9%</b>  | <b>99.8%</b>  | <b>99.5%</b>  | <b>98.3%</b>  |
|   |  | AM Peak           | 97.7%        | 99.8%         | 99.6%         | 99.4%         | 96.8%         |
|   |  | AM Reverse Peak   | 97.7%        | 99.9%         | 99.9%         | 99.8%         | 98.5%         |
|   |  | PM Peak           | 97.3%        | 99.9%         | 99.9%         | 99.1%         | 96.7%         |
|   |  | <b>Total Peak</b> |              | <b>99.8%</b>  | <b>99.8%</b>  | <b>99.3%</b>  | <b>97.0%</b>  |
|   |  | Off Peak Weekday  | 99.3%        | 99.9%         | 99.9%         | 99.7%         | 99.1%         |
|   |  | Weekend           | 99.3%        | 99.8%         | 99.8%         | 99.4%         | 99.3%         |
|   | <b>Hudson Line</b>   | AM Peak           | 99.0%        | 99.9%         | 99.9%         | 99.9%         | 99.7%         |
|   |  | PM Peak           | 99.0%        | 100.0%        | 99.9%         | 99.9%         | 99.7%         |
|   | <b>Harlem Line</b>   | AM Peak           | 99.0%        | 99.8%         | 99.9%         | 99.9%         | 99.5%         |
|   |  | PM Peak           | 99.0%        | 99.9%         | 99.9%         | 99.7%         | 98.9%         |
|   | <b>New Haven Line</b>  | AM Peak           | 96.0%        | 99.7%         | 99.1%         | 98.6%         | 92.3%         |
|   |  | PM Peak           | 95.0%        | 99.8%         | 99.8%         | 98.1%         | 92.9%         |





| Categories of Delay  |   | 2012 Data |     |              | 2011 Data |              |
|--|---|-----------|-----|--------------|-----------|--------------|
|  |   | April     | May | YTD thru May | May       | YTD thru May |
| <b>Train Delay Incidents Resulting in Late Trains.</b><br><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>   | 103       | 341 | 688          | 168       | 725          |
|  | <b>Capital Projects</b>   | 19        | 10  | 36           | 12        | 48           |
|  | <b>Maintenance of Equipment</b>   | 79        | 152 | 495          | 111       | 1111         |
|  | <b>Operations Services</b>  | 14        | 24  | 54           | 10        | 83           |
|  | <b>Police Incidents</b>   | 22        | 32  | 134          | 61        | 196          |
|  | <b>Other</b>  | 19        | 10  | 36           | 11        | 229          |
|  | <b>Customers</b>  | 24        | 33  | 125          | 37        | 141          |
|  | <b>3rd Party Operations</b><br><i>(Other railroads, marine traffic, etc.)</i> | 4         | 6   | 15           | 19        | 144          |
|  | <b>Weather and Environmental</b>  | 40        | 31  | 93           | 25        | 772          |
|  |   |           |     |              |           |              |



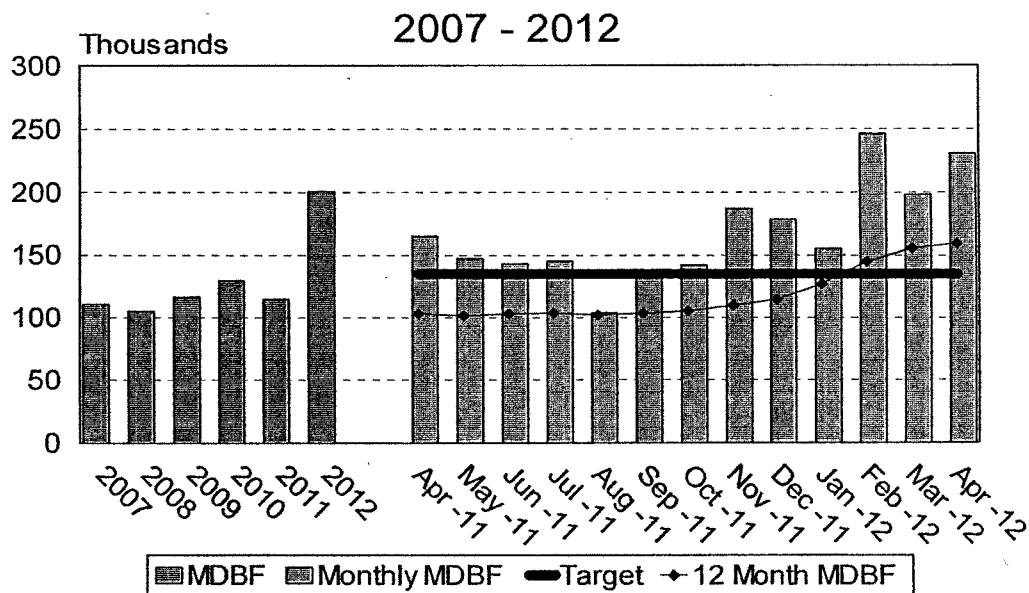
EVENTS RESULTING IN 10 or MORE LATE (L), CANCELED (C) OR TERMINATED (T) TRAINS

| 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  |       |       |      |
| 05/06           | Sun | Districts L, U, M and P lost computer controls and were unable to route trains from GCT to CP 106 from 7:30am to 11:45am, causing delays, cancelled and terminated trains on all 3 lines. | 0                     | 0 | 0 | 0          | 0 | 0 | 0       | 0 | 0 | 0        | 0 | 0 | 15      | 31 | 17 | 15    | 31    | 17   |
| 05/08           | Tue | Congestion due to Con Ed Feeder Fire in Tunnel.   | 0                     | 0 | 0 | 0          | 0 | 0 | 19      | 0 | 0 | 20       | 0 | 0 | 0       | 0  | 0  | 39    | 0     | 0    |
| 05/09           | Wed | Train 1375 was stopped on track 3 at the 3W signal at CP 217, causing track 3 to be Out of Service from CP 217 to CP 223.   | 44                    | 2 | 0 | 7          | 0 | 2 | 0       | 0 | 0 | 2        | 0 | 0 | 0       | 0  | 0  | 53    | 2     | 2    |
| 05/09           | Wed | A dead ground on the overhead power on all four tracks between Harrison and CP 230.   | 0                     | 0 | 0 | 0          | 0 | 0 | 12      | 0 | 0 | 6        | 0 | 1 | 0       | 0  | 0  | 18    | 0     | 1    |
| 05/11           | Fri | Train 847 was disabled on track 1 at CP 1 due to a blower fault in Engine 224, was towed back to GCT for new equipment.   | 0                     | 0 | 0 | 0          | 0 | 0 | 10      | 0 | 0 | 18       | 0 | 0 | 0       | 0  | 0  | 28    | 0     | 0    |
| 05/15           | Tue | Congestion due to wire damage on track 4 from CAT 193 to CAT 310.   | 0                     | 0 | 0 | 0          | 0 | 0 | 24      | 0 | 0 | 18       | 1 | 0 | 0       | 0  | 0  | 42    | 1     | 0    |
| TOTAL FOR MONTH |     |   | 44                    | 2 | 0 | 7          | 0 | 2 | 65      | 0 | 0 | 64       | 1 | 1 | 15      | 31 | 17 | 195   | 34    | 20   |
|                 |     |   |                       |   |   |            |   |   |         |   |   |          |   |   |         |    |    | 249   |       |      |

|                                       | Equipment Type | Total Fleet Size | 2012 Data         |                  |                      |                             |                           |                                   | 2011 Data        |                             |                           |
|---------------------------------------|----------------|------------------|-------------------|------------------|----------------------|-----------------------------|---------------------------|-----------------------------------|------------------|-----------------------------|---------------------------|
|                                       |                |                  | MDBF Goal (miles) | Apr MDBF (miles) | Primary Failure Goal | Apr No. of Primary Failures | YTD MDBF thru Apr (miles) | 12 month MDBF Rolling Avg (miles) | Apr MDBF (miles) | Apr No. of Primary Failures | YTD MDBF thru Apr (miles) |
| <b>Mean Distance Between Failures</b> | M2             | 228              | 80,000            | 130,466          | 11                   | 9                           | 135,422                   | 102,499                           | 85,885           | 17                          | 41,944                    |
|                                       | M4/M6          | 102              | 60,000            | 163,943          | 9                    | 3                           | 102,531                   | 70,280                            | 80,564           | 7                           | 27,527                    |
|                                       | M8             | 96               | 200,000           | 163,515          | 2                    | 4                           | 212,251                   | 163,130                           | 122,351          | 0                           | 199,357                   |
|                                       | M3             | 140              | 120,000           | 259,523          | 3                    | 0                           | 1,124,951                 | 374,218                           | 284,228          | 0                           | 186,785                   |
|                                       | M7             | 336              | 440,000           | 612,544          | 4                    | 3                           | 602,076                   | 674,116                           | 884,774          | 2                           | 584,579                   |
|                                       | Coach          | 213              | 290,000           | 1,355,359        | 5                    | 1                           | 415,709                   | 408,962                           | 343,237          | 4                           | 294,133                   |
|                                       | P-32           | 31               | 35,000            | 96,034           | 5                    | 2                           | 61,146                    | 39,192                            | 62,206           | 3                           | 39,262                    |
|                                       | BL-20          | 12               | 12,000            | 5,898            | 3                    | 4                           | 11,099                    | 12,128                            | 13,347           | 2                           | 7,367                     |
|                                       | <b>Fleet</b>   | <b>1158</b>      | <b>135,000</b>    | <b>230,317</b>   | <b>42</b>            | <b>26</b>                   | <b>200,776</b>            | <b>159,435</b>                    | <b>165,331</b>   | <b>35</b>                   | <b>79,346</b>             |
|                                       | M2/4/6/8       |                  | 100,000           | 145,005          | 22                   | 16                          | 137,096                   | 96,888                            | 89,439           | 24                          | 37,813                    |
|                                       | M3/7           |                  | 300,000           | 699,052          | 7                    | 3                           | 642,297                   | 608,284                           | 1,026,888        | 2                           | 383,019                   |
|                                       | Diesel/Coach   |                  | 120,000           | 224,431          | 13                   | 7                           | 161,368                   | 149,475                           | 176,252          | 9                           | 117,387                   |

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



| <b>West of Hudson<br/>Performance Summary</b>  |  |                   | <b>2012 Data</b>       |              |                         | <b>2011 Data</b> |                         |
|--|--|-------------------|------------------------|--------------|-------------------------|------------------|-------------------------|
|  |  |                   | <b>Annual<br/>Goal</b> | <b>May</b>   | <b>YTD thru<br/>May</b> | <b>May</b>       | <b>YTD thru<br/>May</b> |
| <b>On Time Performance</b><br><i>(Trains that arrive at<br/>their final destination<br/>within 5 minutes 59 seconds<br/>of scheduled arrival time)</i> | <b>West of<br/>Hudson Total</b>  | <b>Overall</b>    | <b>96.4%</b>           | <b>97.4%</b> | <b>97.4%</b>            | <b>97.7%</b>     | <b>95.7%</b>            |
|  |  | AM Peak           | 97.3%                  | 98.7%        | 97.8%                   | 99.0%            | 94.1%                   |
|  |  | PM Peak           | 96.8%                  | 99.3%        | 98.9%                   | 98.7%            | 95.6%                   |
|  |  | <b>Total Peak</b> |                        | <b>99.0%</b> | <b>98.3%</b>            | <b>98.9%</b>     | <b>94.8%</b>            |
|  |  | Off Peak Weekday  | 95.9%                  | 96.3%        | 97.2%                   | 96.9%            | 96.2%                   |
|  |  | Weekend           | 95.9%                  | 97.4%        | 96.3%                   | 96.9%            | 96.3%                   |
|  | <b>Pascack Line</b>  | <b>Overall</b>    | <b>97.0%</b>           | <b>98.4%</b> | <b>98.3%</b>            | <b>98.5%</b>     | <b>97.5%</b>            |
|  | <b>Valley Line</b>   | AM Peak           | 98.0%                  | 98.9%        | 98.7%                   | 99.5%            | 97.5%                   |
|  |  | PM Peak           | 97.5%                  | 98.7%        | 98.9%                   | 98.0%            | 97.8%                   |
|  |  | <b>Total Peak</b> |                        | <b>98.8%</b> | <b>98.8%</b>            | <b>98.8%</b>     | <b>97.7%</b>            |
|  |  | Off Peak Weekday  | 96.5%                  | 97.7%        | 98.3%                   | 97.7%            | 97.7%                   |
|  |  | Weekend           | 96.5%                  | 99.1%        | 97.3%                   | 99.2%            | 97.0%                   |
|  | <b>Port Jervis<br/>Line</b>  | <b>Overall</b>    | <b>95.5%</b>           | <b>96.1%</b> | <b>96.2%</b>            | <b>96.5%</b>     | <b>93.1%</b>            |
|  |  | AM Peak           | 96.0%                  | 98.5%        | 96.7%                   | 98.4%            | 88.9%                   |
|  |  | PM Peak           | 96.0%                  | 100.0%       | 98.9%                   | 99.4%            | 93.6%                   |
|  |  | <b>Total Peak</b> |                        | <b>99.2%</b> | <b>97.8%</b>            | <b>99.0%</b>     | <b>91.6%</b>            |
|  |  | Off Peak Weekday  | 95.0%                  | 94.2%        | 95.6%                   | 95.7%            | 93.8%                   |
|  |  | Weekend           | 95.0%                  | 94.5%        | 94.5%                   | 92.9%            | 95.0%                   |
| <b>Operating Statistics</b>  |  |                   |                        | <b>1,686</b> | <b>8,206</b>            | <b>1,663</b>     | <b>8,138</b>            |
|  | <b>Trains Scheduled</b>  |                   |                        |              |                         |                  |                         |
|  | <b>Avg. Delay per Late Train (min)</b><br><small>excluding trains canceled or terminated</small> |                   |                        | 19.4         | 20.5                    | 22.5             | 18.6                    |
|  | <b>Trains Over 15 min. Late</b><br><small>excluding trains canceled or terminated</small>        |                   | 80                     | 17           | 81                      | 15               | 141                     |
|  | <b>Trains Canceled</b>   |                   |                        | 3            | 8                       | 3                | 13                      |
|  | <b>Trains Terminated</b>   |                   |                        | 3            | 15                      | 6                | 30                      |
|  | <b>Percent of Scheduled Trips Completed</b>  |                   | 99.8%                  | 99.6%        | 99.7%                   | 99.5%            | 99.5%                   |

## MAY 2012 STANDEE REPORT

### East of Hudson

|                          |                                       |                       | MAY*<br>2011 | YTD<br>2011 | MAY<br>2012 | YTD<br>2012 |
|--------------------------|---------------------------------------|-----------------------|--------------|-------------|-------------|-------------|
| Daily Average<br>AM Peak | Hudson Line                           | Program Standees      | 0            | 0           | 0           | 0           |
|                          |                                       | Add'l Standees        | 0            | 4           | 0           | 0           |
|                          |                                       | <b>Total Standees</b> | <b>0</b>     | <b>4</b>    | <b>0</b>    | <b>0</b>    |
|                          | Harlem Line                           | Program Standees      | 0            | 0           | 0           | 0           |
|                          |                                       | Add'l Standees        | 0            | 12          | 12          | 3           |
|                          |                                       | <b>Total Standees</b> | <b>0</b>     | <b>12</b>   | <b>12</b>   | <b>3</b>    |
|                          | New Haven<br>Line                     | Program Standees      | 0            | 130         | 0           | 0           |
|                          |                                       | Add'l Standees        | 17           | 207         | 4           | 16          |
|                          |                                       | <b>Total Standees</b> | <b>17</b>    | <b>337</b>  | <b>4</b>    | <b>16</b>   |
|                          | <b>EAST OF HUDSON TOTAL - AM PEAK</b> |                       | <b>17</b>    | <b>353</b>  | <b>16</b>   | <b>19</b>   |
| Daily Average<br>PM Peak | Hudson Line                           | Program Standees      | 0            | 0           | 0           | 0           |
|                          |                                       | Add'l Standees        | 0            | 2           | 0           | 0           |
|                          |                                       | <b>Total Standees</b> | <b>0</b>     | <b>2</b>    | <b>0</b>    | <b>0</b>    |
|                          | Harlem Line                           | Program Standees      | 0            | 0           | 0           | 0           |
|                          |                                       | Add'l Standees        | 0            | 14          | 3           | 1           |
|                          |                                       | <b>Total Standees</b> | <b>0</b>     | <b>14</b>   | <b>3</b>    | <b>1</b>    |
|                          | New Haven<br>Line                     | Program Standees      | 0            | 145         | 0           | 0           |
|                          |                                       | Add'l Standees        | 39           | 164         | 60          | 15          |
|                          |                                       | <b>Total Standees</b> | <b>39</b>    | <b>309</b>  | <b>60</b>   | <b>15</b>   |
|                          | <b>EAST OF HUDSON TOTAL - PM PEAK</b> |                       | <b>39</b>    | <b>325</b>  | <b>63</b>   | <b>16</b>   |

### West of Hudson

| West of Hudson           |                                |                  | MAY<br>2011 | YTD<br>2011 | MAY<br>2012 | YTD<br>2012 |
|--------------------------|--------------------------------|------------------|-------------|-------------|-------------|-------------|
| Daily Average<br>AM Peak | Port Jervis<br>Line            | Program Standees | 0           | 0           | 0           | 0           |
|                          |                                | Add'l Standees   | 0           | 0           | 0           | 1           |
|                          |                                | Total Standees   | 0           | 0           | 0           | 1           |
|                          | Pascack<br>Valley Line         | Program Standees | 0           | 0           | 0           | 0           |
|                          |                                | Add'l Standees   | 0           | 0           | 0           | 0           |
|                          |                                | Total Standees   | 0           | 0           | 0           | 0           |
|                          | WEST OF HUDSON TOTAL - AM PEAK |                  | 0           | 0           | 0           | 1           |
| Daily Average<br>PM Peak | Port Jervis<br>Line            | Program Standees | 0           | 0           | 0           | 0           |
|                          |                                | Add'l Standees   | 0           | 0           | 0           | 0           |
|                          |                                | Total Standees   | 0           | 0           | 0           | 0           |
|                          | Pascack<br>Valley Line         | Program Standees | 0           | 0           | 0           | 0           |
|                          |                                | Add'l Standees   | 0           | 0           | 0           | 0           |
|                          |                                | Total Standees   | 0           | 0           | 0           | 0           |
|                          | WEST OF HUDSON TOTAL - PM PEAK |                  | 0           | 0           | 0           | 0           |

### Definitions

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

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

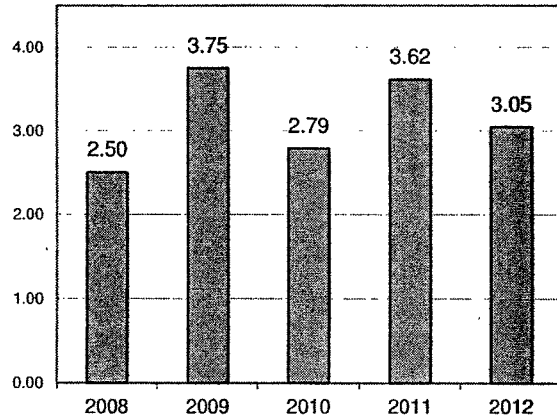
"Additional Standees" reflect the impact of reduced train car consists (as reported in the weekday equipment reports).

**Note:** These statistics do not include the effects of daily ridership variation or uneven distribution of customers within trains. Holidays and Special Events for which there are special equipment programs are not included.

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

## MTA Metro-North Railroad

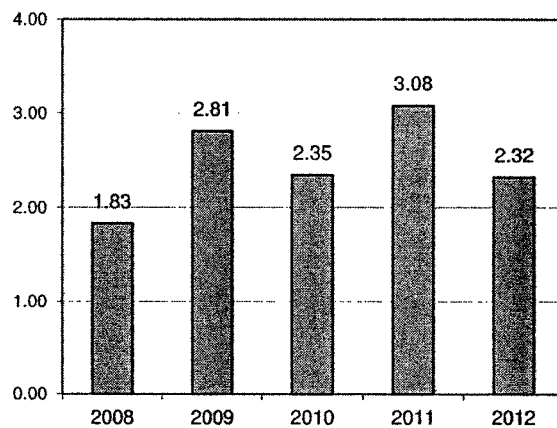
### Summary of Employee Injuries thru April



Total Employee Injuries

| Year | Total | Total FI* |
|------|-------|-----------|
| 2008 | 52    | 2.50      |
| 2009 | 80    | 3.75      |
| 2010 | 57    | 2.79      |
| 2011 | 74    | 3.62      |
| 2012 | 63    | 3.05      |

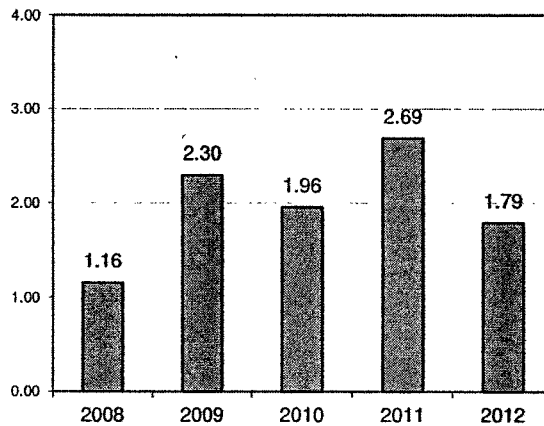
% change from last year: -15.7%  
2012 Total FI Goal 2.90



Employee FRA Reportable Injuries

| Year | Total | FRA FI* |
|------|-------|---------|
| 2008 | 38    | 1.83    |
| 2009 | 60    | 2.81    |
| 2010 | 48    | 2.35    |
| 2011 | 63    | 3.08    |
| 2012 | 48    | 2.32    |

% change from last year: -24.6%  
2012 FRA FI Goal 2.50



Employee Lost Time and Restricted Duty Injuries

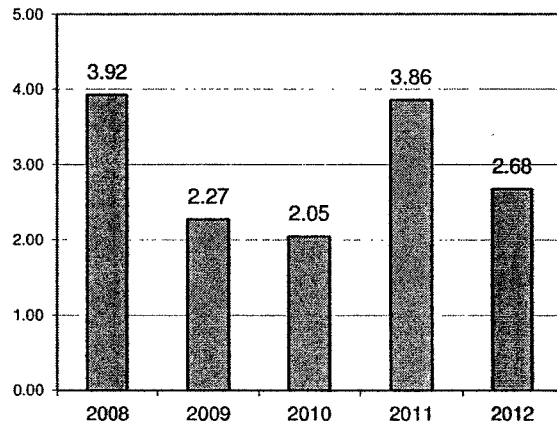
| Year | LT | RD | LT FI* | RD FI* | LT&RD FI* |
|------|----|----|--------|--------|-----------|
| 2008 | 16 | 8  | 0.77   | 0.39   | 1.16      |
| 2009 | 44 | 5  | 2.06   | 0.23   | 2.30      |
| 2010 | 34 | 6  | 1.66   | 0.29   | 1.96      |
| 2011 | 45 | 10 | 2.20   | 0.49   | 2.69      |
| 2012 | 35 | 2  | 1.69   | 0.10   | 1.79      |

% change from last year: -33.4%  
2012 LT&RD FI Goal 2.00

\* - Injuries per 200,000 hours worked

## MTA Metro-North Railroad

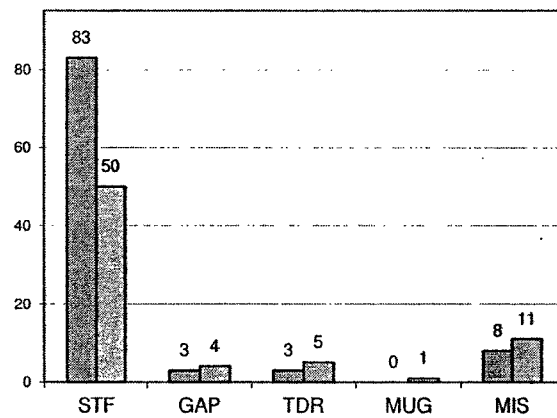
### Summary of Customer/Contractor Injuries thru April



Total Customer Injuries

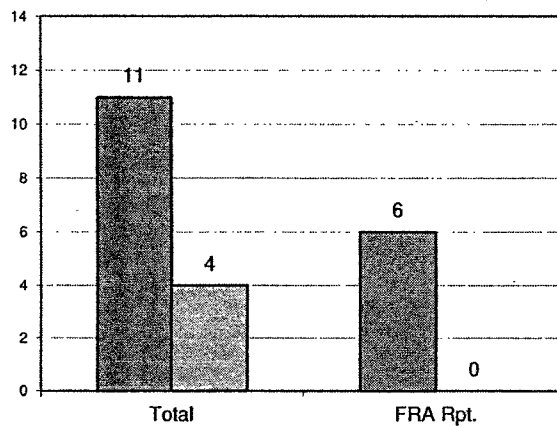
| Year | Total | Total FI* |
|------|-------|-----------|
| 2008 | 102   | 3.92      |
| 2009 | 57    | 2.27      |
| 2010 | 51    | 2.05      |
| 2011 | 97    | 3.86      |
| 2012 | 71    | 2.68      |

% change from last year: -30.5%  
2012 Total FI Goal 2.70



Top 5 Customer Injuries by Type

| Year  | Slip/Trip/Fall | Gap   | Train Doors | Mugging | Misc. |
|-------|----------------|-------|-------------|---------|-------|
| 2011  | 83             | 3     | 3           | 0       | 8     |
| 2012  | 50             | 4     | 5           | 1       | 11    |
| % Chg | -39.8%         | 33.3% | 66.7%       | 100.0%  | 37.5% |



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  
June 2012**



**MTA METRO-NORTH RAILROAD**

**FINANCIAL STATEMENTS**

**MONTH ENDED: APRIL 30, 2012**

**OFFICE OF VICE PRESIDENT OF FINANCE & INFORMATION SYSTEMS**

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

Overall April year-to-date financial results were favorable vs. the Adopted Budget. Total operating revenue was 3.9% higher due to continued improvement in ridership and higher GCT retail and commissary revenues. Operating expenses were 7.4% lower than budget primarily due to timing in non-payroll service expenditures, vacancies, and lower overtime and material usage requirements due to mild winter weather and on-going efforts to control these costs. Capital program expenditures (and reimbursements) were \$20.5 million lower than Budget also due to timing differences and the rescheduling of project activity. These favorable results, as well as catch-up payments for prior period capital project billings, significantly reduced Metro-North subsidy requirements from the MTA and CDOT.

**Ridership**

Total ridership was 7.0 million for April and 27.1 million year-to-date which was a 4.1% increase over 2011. This was a reflection of the 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 April ridership of 6.8 million was 1.9% higher than budget and 3.0% higher than 2011.
- April year-to-date ridership was 26.5 million, or 3.2% higher than Budget and 4.4% above last year.
- Commutation ridership was 0.9% higher than budget for the month, and 1.8% better year-to-date. Compared to 2011, year-to-date commutation ridership was 2.6% higher.
- Non-commutation ridership for April was 3.4% higher than budget and 5.0% over last year; year-to-date was 5.4% above budget and 7.2% higher than 2011.

**West of Hudson**

- April year-to-date ridership was 3.7% 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 \$256.7 million through April was \$12.7 million, or 4.7% lower than Budget.
- Fare Box Revenue of \$188.7 million was \$4.9 million higher than Budget due to increased ridership.
- Other Operating Revenue of \$16.7 million was \$2.9 million above budget due to higher GCT retail and event income, and a delay in the start of several GCT revenue-funded renovation projects.
- Capital and Other Reimbursements of \$51.3 million was \$20.5 million lower than budget due to timing differences in project scheduling (Port Jervis Line Reconstruction, East Side Access (FA Design Support), New Haven Component Change-out Shop, and Danbury Branch Signal System).

**Expenses**

- Total Non reimbursable and reimbursable expenses of \$463.4 million through April were \$53.3 million lower than Budget. Most of this was due to timing differences in Non-Payroll expenditures (\$32.7 million) for material usage and contract service costs, as well as lower electric power costs due to lower prices and consumption.
- Total Labor costs (operating and capital) were \$17.0 million (6.2%) below budget primarily due to vacancies, lower overtime requirements (due to mild winter weather and control efforts to reduce right-of-way and rolling stock maintenance), favorable healthcare premiums and lower employee claim payments associated with on-going efforts to reduce injuries and promote a safe work environment.

**Financial Performance Measures**

- Adjusted Farebox Operating Ratio of 68.1% for April year-to-date was 8 percentage points better than budget due to the combined impact of the lower expenses and higher farebox revenues.
- Adjusted Cost per Passenger of \$11.61 for the period was \$1.50 lower 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  
APRIL 2012 FINANCIAL REPORT  
YEAR-TO-DATE ACTUAL VERSUS ADOPTED BUDGET**

**REVENUE**

**Revenue and Capital Funding** – \$12.7 million (4.7%) lower than the Budget through April.

- **Fare Box Revenue** – \$4.9 million (2.7%) higher than the Budget through April due to higher commutation and non-commutation ridership. This was largely a function of mild winter weather as well as continued positive growth trends across all three East of Hudson commuter lines. For the month, fare box revenue was \$0.5 million (1.0%) higher than budget.
- **Other Operating Revenue** – \$2.9 million higher year-to-date and \$1.0 million higher for the month versus budget. This is due to higher GCT retail and event income, combined with timing differences in the start of several GCT revenue-funded renovation projects (GCT Trainshed, entrance canopies and doors).
- **Capital and Other Reimbursements** – \$20.5 million lower year-to-date and \$6.5 million lower for the month due primarily to timing differences and scheduling changes of capital projects (Port Jervis Line Reconstruction, East Side Access (FA Design Support), NH Component Change-out Shop, Danbury Branch Signal System, and cyclical track programs).

**EXPENSES**

**Total Expenses** – Year-to-date non-reimbursable and reimbursable expense was \$53.3 million lower than budget due primarily to vacancies, timing differences in non-payroll expenses for material usage, contract service costs and lower electric power costs. For the month, expenses were \$14.9 million or 11.6% lower than budget.

- **Labor expense** (including fringe and overhead recoveries) was \$17.0 million (6.2%) lower than YTD Budget and \$4.9 million lower for the month primarily due to vacancies, lower overtime costs, favorable healthcare premiums, and fewer employee claim payments.

- **Non-Labor Expenses**

Total non-labor expenses were \$32.7 million lower than budget year-to-date, and \$7.7 million lower than budget for the month.

- **Electric Power** – \$4.6 million lower year-to-date and \$0.9 million lower than budget for the month due to lower traction power prices and consumption levels.
- **Fuel** – \$0.2 million lower YTD due to lower diesel fuel consumption for the revenue vehicle fleet.
- **Maintenance & Other Operating Contracts** – year-to-date expenses were \$10.5 million lower than budget primarily due to timing differences in payments for reimbursable projects (Port Jervis Line Reconstruction, West Haven Station, ferry services), Genesis locomotive overhaul costs, as well as lower repair costs for the Harlem River lift bridge.
- **Professional Services** – \$0.4 million lower year-to-date and \$1.0 million for the month vs. budget mainly due to timing of engineering services and legal fees.
- **Materials & Supplies** – year-to-date expenses were \$16.0 million below budget due to timing differences in reimbursable capital project activity (\$10.7 million for Danbury Branch signal system project material paid in late 2011), lower use of rolling stock parts & supplies due to the mild winter, adjustments to maintenance cycles for the older NHL car fleet, strategic procurement initiatives that reduce costs and result in favorable inventory valuation adjustments.
- **Other Business Expenses** – \$0.4 million lower than budget due to higher Amtrak recoveries and the reclassification of employee benefit allowances (for tools, meals, and uniforms) to the Other Fringe category.
- **Depreciation and Other Non Cash Liability Adjustments** – \$3.6 million below the Budget year-to-date and \$2.3 million lower for the month due to timing of completion of capital projects (depreciation) and fewer projects requiring environmental remediation (GASB-49).

**CASH DEFICIT**

Cash Deficit through April was \$78.4 million below budget primarily due to lower reimbursable/non-reimbursable expenditures noted above and higher reimbursements for capital projects due to catch-up payments from MTA and CDOT.

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

|   | Nonreimbursable   |                   |                            |             | Reimbursable      |                  |                            |               | Total             |                   |                            |              |
|---|-------------------|-------------------|----------------------------|-------------|-------------------|------------------|----------------------------|---------------|-------------------|-------------------|----------------------------|--------------|
|   | Adopted<br>Budget | Actual            | Favorable<br>(Unfavorable) |             | Adopted<br>Budget | Actual           | Favorable<br>(Unfavorable) |               | Adopted<br>Budget | Actual            | Favorable<br>(Unfavorable) |              |
|   |                   |                   | Variance                   | Percent     |                   |                  | Variance                   | Percent       |                   |                   | Variance                   | Percent      |
| <b>Revenue</b>  |                   |                   |                            |             |                   |                  |                            |               |                   |                   |                            |              |
| Farebox Revenue                                       | \$48.042          | \$48.530          | \$0.487                    | 1.0         | \$0.000           | \$0.000          | \$0.000                    | -             | \$48.042          | \$48.530          | \$0.487                    | 1.0          |
| Vehicle Toll Revenue                                  | 0.000             | 0.000             | 0.000                      | -           | 0.000             | 0.000            | 0.000                      | -             | 0.000             | 0.000             | 0.000                      | -            |
| Other Operating Revenue                               | 3.408             | 4.358             | 0.950                      | 27.9        | 0.000             | 0.000            | 0.000                      | -             | 3.408             | 4.358             | 0.950                      | 27.9         |
| <b>Capital &amp; Other Reimbursements:</b>            |                   |                   |                            |             |                   |                  |                            |               |                   |                   |                            |              |
| MTA   | 0.000             | 0.000             | 0.000                      | -           | 11.074            | 8.528            | (2.546)                    | (23.0)        | 11.074            | 8.528             | (2.546)                    | (23.0)       |
| CDOT  | 0.000             | 0.000             | 0.000                      | -           | 8.397             | 4.663            | (3.734)                    | (44.5)        | 8.397             | 4.663             | (3.734)                    | (44.5)       |
| Other   | 0.000             | 0.000             | 0.000                      | -           | 1.023             | 0.758            | (0.265)                    | (25.9)        | 1.023             | 0.758             | (0.265)                    | (25.9)       |
| Total Capital and Other Reimbursements                | 0.000             | 0.000             | 0.000                      | -           | 20.494            | 13.948           | (6.545)                    | (31.9)        | 20.494            | 13.948            | (6.545)                    | (31.9)       |
| <b>Total Revenue/Receipts</b>                         | <b>\$51.450</b>   | <b>\$52.888</b>   | <b>\$1.438</b>             | <b>2.8</b>  | <b>\$20.494</b>   | <b>\$13.948</b>  | <b>(\$6.545)</b>           | <b>(31.9)</b> | <b>\$71.944</b>   | <b>\$66.836</b>   | <b>(\$5.108)</b>           | <b>(7.1)</b> |
| <b>Expenses</b>                                       |                   |                   |                            |             |                   |                  |                            |               |                   |                   |                            |              |
| <b>Labor:</b>   |                   |                   |                            |             |                   |                  |                            |               |                   |                   |                            |              |
| Payroll   | \$32.312          | \$31.447          | \$0.866                    | 2.7         | \$4.273           | \$3.289          | \$0.984                    | 23.0          | \$36.585          | \$34.735          | \$1.850                    | 5.1          |
| Overtime  | 4.308             | 3.752             | 0.556                      | 12.9        | 1.739             | 1.626            | 0.113                      | 6.5           | 6.047             | 5.378             | 0.670                      | 11.1         |
| Health and Welfare                                    | 7.220             | 6.129             | 1.091                      | 15.1        | 1.299             | 1.055            | 0.245                      | 18.8          | 8.519             | 7.183             | 1.336                      | 15.7         |
| OPEB Current Payment                                  | 1.333             | 1.541             | (0.207)                    | (15.6)      | -                 | 0.000            | 0.000                      | -             | 1.333             | 1.541             | (0.207)                    | (15.6)       |
| Pensions  | 5.284             | 5.204             | 0.079                      | 1.5         | 0.848             | 0.608            | 0.240                      | 28.3          | 6.131             | 5.812             | 0.319                      | 5.2          |
| Other Fringe Benefits                                 | 7.588             | 6.817             | 0.772                      | 10.2        | 1.012             | 0.977            | 0.034                      | 3.4           | 8.600             | 7.794             | 0.806                      | 9.4          |
| Reimbursable Overhead                                 | (3.949)           | (2.949)           | (0.999)                    | (25.3)      | 3.987             | 2.907            | 1.080                      | 27.1          | 0.039             | (0.042)           | 0.080                      | *            |
| <b>Total Labor</b>                                    | <b>\$54.087</b>   | <b>\$51.840</b>   | <b>\$2.158</b>             | <b>4.0</b>  | <b>\$13.157</b>   | <b>\$10.461</b>  | <b>\$2.697</b>             | <b>20.5</b>   | <b>\$67.255</b>   | <b>\$62.401</b>   | <b>\$4.854</b>             | <b>7.2</b>   |
| <b>Non-Labor:</b>                                     |                   |                   |                            |             |                   |                  |                            |               |                   |                   |                            |              |
| Electric Power  | \$6.676           | \$5.738           | \$0.938                    | 14.0        | \$0.000           | \$0.004          | (\$0.004)                  | -             | \$6.676           | \$5.742           | \$0.934                    | 14.0         |
| Fuel  | \$2.178           | \$2.693           | (\$0.515)                  | (23.6)      | \$0.000           | \$0.000          | \$0.000                    | -             | \$2.178           | \$2.693           | (\$0.515)                  | (23.6)       |
| Insurance   | 0.889             | 0.783             | 0.106                      | 11.9        | 0.552             | 0.374            | 0.178                      | 32.3          | 1.441             | 1.157             | 0.284                      | 19.7         |
| Claims  | 0.049             | (0.013)           | 0.063                      | *           | 0.000             | 0.000            | 0.000                      | -             | 0.049             | (0.013)           | 0.063                      | *            |
| 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             | 9.130             | 7.542             | 1.587                      | 17.4        | 3.453             | 1.727            | 1.726                      | 50.0          | 12.583            | 9.270             | 3.313                      | 26.3         |
| Professional Service Contracts                        | 2.243             | 1.395             | 0.848                      | 37.8        | 0.502             | 0.368            | 0.134                      | 26.7          | 2.745             | 1.762             | 0.982                      | 35.8         |
| Materials & Supplies                                  | 6.094             | 5.381             | 0.713                      | 11.7        | 2.683             | 0.825            | 1.858                      | 69.2          | 8.777             | 6.206             | 2.571                      | 29.3         |
| Other Business Expenses                               | 1.816             | 1.671             | 0.146                      | 8.0         | 0.146             | 0.189            | (0.043)                    | (29.9)        | 1.962             | 1.860             | 0.102                      | 5.2          |
| <b>Total Non-Labor</b>                                | <b>\$29.075</b>   | <b>\$25.190</b>   | <b>\$3.885</b>             | <b>13.4</b> | <b>\$7.336</b>    | <b>\$3.487</b>   | <b>\$3.849</b>             | <b>52.5</b>   | <b>\$36.411</b>   | <b>\$28.677</b>   | <b>\$7.734</b>             | <b>21.2</b>  |
| <b>Other Adjustments:</b>                             |                   |                   |                            |             |                   |                  |                            |               |                   |                   |                            |              |
| 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>\$83.173</b>   | <b>\$77.130</b>   | <b>\$6.043</b>             | <b>7.3</b>  | <b>\$20.494</b>   | <b>\$13.948</b>  | <b>\$6.545</b>             | <b>31.9</b>   | <b>\$103.666</b>  | <b>\$91.078</b>   | <b>\$12.588</b>            | <b>12.1</b>  |
| Depreciation  | 19.007            | 16.729            | 2.278                      | 12.0        | 0.000             | 0.000            | 0.000                      | -             | 19.007            | 16.729            | 2.278                      | 12.0         |
| OPEB Obligation                                       | 5.000             | 5.000             | 0.000                      | 0.0         | 0.000             | 0.000            | 0.000                      | -             | 5.000             | 5.000             | 0.000                      | 0.0          |
| Environmental Remediation                             | 0.000             | 0.000             | 0.000                      | -           | 0.000             | 0.000            | 0.000                      | -             | 0.000             | 0.000             | 0.000                      | -            |
| <b>Total Expenses</b>                                 | <b>\$107.179</b>  | <b>\$98.858</b>   | <b>\$8.321</b>             | <b>7.8</b>  | <b>\$20.494</b>   | <b>\$13.948</b>  | <b>\$6.545</b>             | <b>31.9</b>   | <b>\$127.673</b>  | <b>\$112.806</b>  | <b>\$14.867</b>            | <b>11.6</b>  |
| <b>Net Surplus/(Deficit)</b>                          | <b>(\$55.729)</b> | <b>(\$45.970)</b> | <b>\$9.759</b>             | <b>17.5</b> | <b>\$0.000</b>    | <b>(\$0.000)</b> | <b>(\$0.000)</b>           | <b>-</b>      | <b>(\$55.729)</b> | <b>(\$45.970)</b> | <b>\$9.759</b>             | <b>17.5</b>  |
| <b>Cash Conversion Adjustments:</b>                   |                   |                   |                            |             |                   |                  |                            |               |                   |                   |                            |              |
| Depreciation  | 19.007            | 16.729            | (2.278)                    | (12.0)      | 0.000             | 0.000            | 0.000                      | -             | 19.007            | 16.729            | (2.278)                    | (12.0)       |
| Operating/Capital                                     | (1.357)           | (0.594)           | 0.763                      | 56.2        | 0.000             | 0.000            | 0.000                      | -             | (1.357)           | (0.594)           | 0.763                      | 56.2         |
| Other Cash Adjustments                                | 5.189             | 9.156             | 3.966                      | 76.4        | 0.000             | 0.000            | 0.000                      | -             | 5.189             | 9.156             | 3.966                      | 76.4         |
| <b>Total Cash Conversion Adjustments</b>              | <b>\$22.839</b>   | <b>\$25.290</b>   | <b>\$2.451</b>             | <b>10.7</b> | <b>\$0.000</b>    | <b>\$0.000</b>   | <b>\$0.000</b>             | <b>-</b>      | <b>\$22.839</b>   | <b>\$25.290</b>   | <b>\$2.451</b>             | <b>10.7</b>  |
| <b>Net Cash Surplus/(Deficit)</b>                     | <b>(\$32.890)</b> | <b>(\$20.680)</b> | <b>\$12.210</b>            | <b>37.1</b> | <b>\$0.000</b>    | <b>(\$0.000)</b> | <b>(\$0.000)</b>           | <b>-</b>      | <b>(\$32.890)</b> | <b>(\$20.680)</b> | <b>\$12.210</b>            | <b>37.1</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**  
**April Year-To-Date**  
(\$ in millions)

|   | Nonreimbursable    |                    |                         |             | Reimbursable    |                  |                         |               | Total              |                    |                         |              |
|---|--------------------|--------------------|-------------------------|-------------|-----------------|------------------|-------------------------|---------------|--------------------|--------------------|-------------------------|--------------|
|   | Adopted Budget     | Actual             | Favorable (Unfavorable) |             | Adopted Budget  | Actual           | Favorable (Unfavorable) |               | Adopted Budget     | Actual             | Favorable (Unfavorable) |              |
|   |                    |                    | Variance                | Percent     |                 |                  | Variance                | Percent       |                    |                    | Variance                | Percent      |
| <b>Revenue</b>  |                    |                    |                         |             |                 |                  |                         |               |                    |                    |                         |              |
| Farebox Revenue                                       | \$183.801          | \$188.682          | \$4.882                 | 2.7         | \$0.000         | \$0.000          | \$0.000                 | -             | \$183.801          | \$188.682          | \$4.882                 | 2.7          |
| Vehicle Toll Revenue                                  | 0.000              | 0.000              | 0.000                   | -           | 0.000           | 0.000            | 0.000                   | -             | 0.000              | 0.000              | 0.000                   | -            |
| Other Operating Revenue                               | 13.782             | 16.679             | 2.896                   | 21.0        | 0.000           | 0.000            | 0.000                   | -             | 13.782             | 16.679             | 2.896                   | 21.0         |
| <i>Capital &amp; Other Reimbursements:</i>            |                    |                    |                         |             |                 |                  |                         |               |                    |                    |                         |              |
| MTA   | 0.000              | 0.000              | 0.000                   | -           | 39.807          | 26.192           | (13.615)                | (34.2)        | 39.807             | 26.192             | (13.615)                | (34.2)       |
| CDOT  | 0.000              | 0.000              | 0.000                   | -           | 28.054          | 21.186           | (6.868)                 | (24.5)        | 28.054             | 21.186             | (6.868)                 | (24.5)       |
| Other   | 0.000              | 0.000              | 0.000                   | -           | 3.979           | 3.966            | (0.012)                 | (0.3)         | 3.979              | 3.966              | (0.012)                 | (0.3)        |
| Total Capital and Other Reimbursements                | 0.000              | 0.000              | 0.000                   | -           | 71.840          | 51.344           | (20.495)                | (28.5)        | 71.840             | 51.344             | (20.495)                | (28.5)       |
| <b>Total Revenue/Receipts</b>                         | <b>\$197.583</b>   | <b>\$205.361</b>   | <b>\$7.778</b>          | <b>3.9</b>  | <b>\$71.840</b> | <b>\$51.344</b>  | <b>(\$20.495)</b>       | <b>(28.5)</b> | <b>\$269.422</b>   | <b>\$256.705</b>   | <b>(\$12.717)</b>       | <b>(4.7)</b> |
| <b>Expenses</b>                                       |                    |                    |                         |             |                 |                  |                         |               |                    |                    |                         |              |
| <i>Labor:</i>   |                    |                    |                         |             |                 |                  |                         |               |                    |                    |                         |              |
| Payroll   | \$134.171          | \$130.014          | \$4.157                 | 3.1         | \$14.962        | \$12.952         | \$2.010                 | 13.4          | \$149.133          | \$142.966          | \$6.167                 | 4.1          |
| Overtime  | 18.129             | 15.986             | 2.143                   | 11.8        | 5.283           | 5.478            | (0.195)                 | (3.7)         | 23.412             | 21.464             | 1.948                   | 8.3          |
| Health and Welfare                                    | 30.358             | 25.705             | 4.653                   | 15.3        | 4.275           | 3.795            | 0.479                   | 11.2          | 34.632             | 29.501             | 5.132                   | 14.8         |
| OPEB Current Payment                                  | 5.333              | 6.090              | (0.757)                 | (14.2)      | 0.000           | 0.000            | 0.000                   | -             | 5.333              | 6.090              | (0.757)                 | (14.2)       |
| Pensions  | 21.937             | 21.469             | 0.468                   | 2.1         | 2.951           | 2.166            | 0.785                   | 26.6          | 24.888             | 23.635             | 1.253                   | 5.0          |
| Other Fringe Benefits                                 | 31.499             | 28.126             | 3.372                   | 10.7        | 3.402           | 3.591            | (0.188)                 | (5.5)         | 34.901             | 31.717             | 3.184                   | 9.1          |
| Reimbursable Overhead                                 | (12.367)           | (10.760)           | (1.607)                 | (13.0)      | 12.417          | 10.779           | 1.638                   | 13.2          | 0.050              | 0.019              | 0.031                   | 61.6         |
| <b>Total Labor</b>                                    | <b>\$229.059</b>   | <b>\$216.631</b>   | <b>\$12.429</b>         | <b>5.4</b>  | <b>\$43.290</b> | <b>\$38.761</b>  | <b>\$4.529</b>          | <b>10.5</b>   | <b>\$272.350</b>   | <b>\$255.392</b>   | <b>\$16.958</b>         | <b>6.2</b>   |
| <i>Non-Labor:</i>                                     |                    |                    |                         |             |                 |                  |                         |               |                    |                    |                         |              |
| Electric Power  | \$29.166           | \$24.511           | \$4.655                 | 16.0        | \$0.000         | \$0.095          | (\$0.095)               | -             | \$29.166           | \$24.606           | \$4.560                 | 15.6         |
| Fuel  | \$10.251           | \$10.044           | \$0.208                 | 2.0         | \$0.000         | \$0.000          | \$0.000                 | -             | \$10.251           | \$10.044           | \$0.208                 | 2.0          |
| Insurance   | 3.519              | 3.426              | 0.093                   | 2.6         | 1.663           | 1.352            | 0.311                   | 18.7          | 5.182              | 4.778              | 0.404                   | 7.8          |
| Claims  | 0.210              | (0.076)            | 0.286                   | *           | 0.000           | 0.000            | 0.000                   | -             | 0.210              | (0.076)            | 0.286                   | *            |
| 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             | 33.747             | 29.063             | 4.683                   | 13.9        | 10.158          | 4.359            | 5.799                   | 57.1          | 43.905             | 33.423             | 10.482                  | 23.9         |
| Professional Service Contracts                        | 8.132              | 7.120              | 1.012                   | 12.4        | 2.024           | 2.666            | (0.642)                 | (31.7)        | 10.156             | 9.786              | 0.370                   | 3.6          |
| Materials & Supplies                                  | 25.479             | 20.146             | 5.332                   | 20.9        | 14.347          | 3.664            | 10.683                  | 74.5          | 39.826             | 23.811             | 16.015                  | 40.2         |
| Other Business Expenses                               | 8.324              | 7.847              | 0.477                   | 5.7         | 0.357           | 0.446            | (0.089)                 | (24.9)        | 8.681              | 8.293              | 0.388                   | 4.5          |
| <b>Total Non-Labor</b>                                | <b>\$118.828</b>   | <b>\$102.082</b>   | <b>\$16.746</b>         | <b>14.1</b> | <b>\$28.550</b> | <b>\$12.583</b>  | <b>\$15.967</b>         | <b>55.9</b>   | <b>\$147.377</b>   | <b>\$114.665</b>   | <b>\$32.713</b>         | <b>22.2</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>\$347.887</b>   | <b>\$318.712</b>   | <b>\$29.175</b>         | <b>8.4</b>  | <b>\$71.840</b> | <b>\$51.344</b>  | <b>\$20.495</b>         | <b>28.5</b>   | <b>\$419.727</b>   | <b>\$370.057</b>   | <b>\$49.670</b>         | <b>11.8</b>  |
| Depreciation  | 75.296             | 73.018             | 2.278                   | 3.0         | 0.000           | 0.000            | 0.000                   | -             | 75.296             | 73.018             | 2.278                   | 3.0          |
| OPEB Obligation                                       | 19.999             | 19.999             | 0.000                   | 0.0         | 0.000           | 0.000            | 0.000                   | -             | 19.999             | 19.999             | 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>\$444.863</b>   | <b>\$412.044</b>   | <b>\$32.820</b>         | <b>7.4</b>  | <b>\$71.840</b> | <b>\$51.344</b>  | <b>\$20.495</b>         | <b>28.5</b>   | <b>\$516.703</b>   | <b>\$463.388</b>   | <b>\$53.315</b>         | <b>10.3</b>  |
| <b>Net Surplus/(Deficit)</b>                          | <b>(\$247.281)</b> | <b>(\$206.683)</b> | <b>\$40.598</b>         | <b>16.4</b> | <b>\$0.000</b>  | <b>(\$0.000)</b> | <b>(\$0.000)</b>        | <b>-</b>      | <b>(\$247.281)</b> | <b>(\$206.683)</b> | <b>\$40.598</b>         | <b>16.4</b>  |
| <i>Cash Conversion Adjustments:</i>                   |                    |                    |                         |             |                 |                  |                         |               |                    |                    |                         |              |
| Depreciation  | 75.296             | 73.018             | (2.278)                 | (3.0)       | 0.000           | 0.000            | 0.000                   | -             | 75.296             | 73.018             | (2.278)                 | (3.0)        |
| Operating/Capital                                     | (2.812)            | (2.833)            | (0.021)                 | (0.7)       | 0.000           | 0.000            | 0.000                   | -             | (2.812)            | (2.833)            | (0.021)                 | (0.7)        |
| Other Cash Adjustments                                | 50.642             | 90.710             | 40.068                  | 79.1        | 0.000           | 0.000            | 0.000                   | -             | 50.642             | 90.710             | 40.068                  | 79.1         |
| <b>Total Cash Conversion Adjustments</b>              | <b>\$123.126</b>   | <b>\$160.895</b>   | <b>\$37.769</b>         | <b>30.7</b> | <b>\$0.000</b>  | <b>\$0.000</b>   | <b>\$0.000</b>          | <b>-</b>      | <b>\$123.126</b>   | <b>\$160.895</b>   | <b>\$37.769</b>         | <b>30.7</b>  |
| <b>Net Cash Surplus/(Deficit)</b>                     | <b>(\$124.155)</b> | <b>(\$45.788)</b>  | <b>\$78.367</b>         | <b>63.1</b> | <b>\$0.000</b>  | <b>(\$0.000)</b> | <b>(\$0.000)</b>        | <b>-</b>      | <b>(\$124.155)</b> | <b>(\$45.788)</b>  | <b>\$78.367</b>         | <b>63.1</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  
 APRIL, 2012  
 (\$ in millions)

| Generic Revenue<br>or Expense Category | Non Reimb.<br>or Reimb. | Current Month vs. Budget |         |   | Year to Date vs. Budget |         |   |
|--|-------------------------|--------------------------|---------|---|-------------------------|---------|---|
|  |                         | Variance<br>Fav (Unfav)  |         | Reason for Variance   | Variance<br>Fav (Unfav) |         | Reason for Variance   |
|  |                         | \$                       | %       |   | \$                      | %       |   |
| OTHER OPERATING REVENUE                | Non-Reimb               | \$0.950                  | 27.9%   | Reflects higher GCT net retail, advertising and station rents & concessions revenue.  | \$2.896                 | 21.0%   | Reflects higher GCT net retail revenue, timing differences in the start of the GCT Trainshed project (funded by GCT revenues) and higher commissary, station rents & concessions and advertising revenue.   |
| CAPITAL AND OTHER REIMBURSEMENTS       | Reimb                   | (\$6.545)                | (31.9%) | Lower reimbursements reflect scheduling changes in capital project expenditures.  | (\$20.495)              | (28.5%) | Reflects timing differences and scheduling changes on the following capital projects: Port Jervis Line Reconstruction, East Side Access (FA Design Support), NH Component Change-out Shop, Danbury Branch Signal System, and cyclical track programs. |
| PAYROLL                                | Non-Reimb               |                          |         |   | \$4.157                 | 3.1%    | Primarily due to vacancies, timing differences in the start of T&E training classes, and timing differences in hiring staff required for new M8 cars, operations management and training.   |
|  | Reimb                   | \$0.984                  | 23.0%   | Reflects lower than projected activity on Track projects, Port Jervis Reconstruction Phase II, and GCT Fire Life Safety project.  | \$2.010                 | 13.4%   | Reflects lower than projected activity on the following projects: Port Jervis Reconstruction Phase II, GCT Fire Life Safety, C-29 Track Program, M-8 Car Purchase, and Capital Administration.  |
| OVERTIME                               | Non-Reimb               | \$0.556                  | 12.9%   | 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). | \$2.143                 | 11.8%   | Lower overtime requirements, primarily due to favorable winter 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                   | \$0.113                  | 6.5%    | Reflects lower than projected activity on the Mainline Turnouts.  | (\$0.195)               | (3.7%)  | Reflects higher than projected activity on the Replace/Repair Undergrade Bridge Program due to track availability constraints..   |
| HEALTH AND WELFARE                     | Non-Reimb               | \$1.091                  | 15.1%   | Primarily lower than projected labor and favorable healthcare premiums.   | \$4.653                 | 15.3%   | Primarily lower than projected labor and favorable healthcare premiums.   |
|  | Reimb                   | \$0.245                  | 18.8%   | Reflects lower project activity and rates   | \$0.479                 | 11.2%   | Reflects lower project activity and rates   |
| OPEB CURRENT PAYMENT                   | Non-Reimb               | (\$0.207)                | (15.6%) | Reflects additional retirees.   | (\$0.757)               | (14.2%) | Reflects additional retirees.   |
| PENSIONS                               | Reimb                   | \$0.240                  | 28.3%   | Reflects lower project activity.  | \$0.785                 | 26.6%   | Reflects lower project activity.  |
| OTHER FRINGE BENEFITS                  | Non-Reimb               | \$0.772                  | 10.2%   | Reflects lower employee claims payments (\$0.6 mil) and lower labor costs.  | \$3.372                 | 10.7%   | Reflects lower employee claims payments (\$3.2 mil) and lower labor costs, partially offset by actuals for Shoe & Tool Reimbursement, Meal Allowance and Uniforms being charged to Other Fringe (budgeted under Other Business Expense) (-\$0.9 mil). |
|  | Reimb                   |                          |         |   | (\$0.188)               | (5.5%)  | Reflects rate differentials and project adjustments.  |

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

| Generic Revenue<br>or Expense Category       | Non Reimb.<br>or Reimb. | Current Month vs. Budget |         |   | Year to Date vs. Budget |         |   |
|--|-------------------------|--------------------------|---------|---|-------------------------|---------|---|
|  |                         | Variance<br>Fav (Unfav)  |         | Reason for Variance   | Variance<br>Fav (Unfav) |         | Reason for Variance   |
|  |                         | \$                       | %       |   | \$                      | %       |   |
| REIMBURSABLE OVERHEAD                        | Non-Reimb               | (\$0.999)                | 25.3%   | Reflects lower capital project activity for EIS & Engineering (FA Design Support) and CDOT C-29 Track Program.  | (\$1.607)               | 13.0%   | Reflects lower capital project activity for EIS & Engineering (FA Design Support), 2012 Cyclical Track Program and Miscellaneous I&C H&H.   |
|  | Reimb                   | \$1.080                  | 27.1%   | Reflects lower project activity   | \$1.638                 | 13.2%   | Reflects lower project activity   |
| ELECTRIC POWER                               | Non-Reimb               | \$0.938                  | 14.0%   | Lower than budgeted traction power usage on all lines and prices on the H&H lines, partially offset by higher prices on the NH line and higher non-traction electric charges.   | \$4.655                 | 16.0%   | Lower than budgeted traction power usage and prices on all lines, partially offset by higher non-traction power electric charges.   |
| FUEL   | Non-Reimb               | (\$0.515)                | (23.6%) | Unfavorable variance primarily due to higher than anticipated gasoline and revenue fuel prices on all lines also WofH fueling charges (Irene related), partially offset by lower revenue vehicle fuel usage on all lines. |                         |         |   |
| INSURANCE                                    | Non-Reimb               | \$0.106                  | 11.9%   | Lower liability insurance expense for the month.  |                         |         |   |
|  | Reimb                   | \$0.178                  | 32.3%   | Reflects lower project activity.  | \$0.311                 | 18.7%   | Reflects lower project activity.  |
| CLAIMS                                       | Non-Reimb               | \$0.063                  | (*)     | Primarily due to lower net claims payments.   | \$0.286                 | (*)     | Primarily due to lower net claims payments.   |
| MAINTENANCE AND OTHER<br>OPERATING CONTRACTS | Non-Reimb               | \$1.587                  | 17.4%   | Reflects lower expenditures for track, building and equipment maintenance services, building utilities, Harlem River Bridge repairs, and MTA Police Services.   | \$4.683                 | 13.9%   | Lower than projected expenditures reflect timing differences for Genesis Locomotive Overhaul, lower cost for Harlem River Bridge repairs, building utilities, snow removal equipment transferred to Operating Capital, and environmental/hazardous waste removal services. These decreases were partially offset by higher MTA Police Services, ferry service expense, safety equipment and supplies purchase and environmental remediation services. |
|  | Reimb                   | \$1.726                  | 50.0%   | Reflects lower activity on the West Haven Station and the Pt Jervis Reconstruction Phase 2 projects.  | \$5.799                 | 57.1%   | Reflects lower activity on the Pt Jervis Reconstruction project, timing differences on the West Haven Station project and billing delays for ferry service projects.  |
| PROFESSIONAL SERVICE<br>CONTRACTS            | Non-Reimb               | \$0.848                  | 37.8%   | Favorable variance reflects lower IT hardware/software/mtce/consulting services, legal expenses, outside training, financial services/bank fees and data center charges.  | \$1.012                 | 12.4%   | Favorable variance reflects lower legal expenses, bridge inspection services, data center charges, outside training and financial services/bank fees and IT hardware/software/mtce/consulting services. Partially offsetting are lower outside audit services and misc. professional service contracts.   |
|  | Reimb                   | \$0.134                  | 26.7%   | Reflects lower activity on the MainLine Turnouts partially offset by the GCT Leaks Remediation and the Design of Guard Booths at Stamford & East Bridgeport..   | (\$0.642)               | (31.7%) | Reflects higher activity on the West Haven Station project (timing).  |

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

| Generic Revenue<br>or Expense Category | Non Reimb.<br>or Reimb. | Current Month vs. Budget |         |  | Year to Date vs. Budget |         |   |
|--|-------------------------|--------------------------|---------|--|-------------------------|---------|---|
|  |                         | Variance<br>Fav (Unfav)  |         | Reason for Variance  | Variance<br>Fav (Unfav) |         | Reason for Variance   |
|  |                         | \$                       | %       |  | \$                      | %       |   |
| MATERIAL AND SUPPLIES                  | Non-Reimb               | \$0.713                  | 11.7%   | Primarily reflects lower rolling stock parts & supplies usage.   | \$5.332                 | 20.9%   | Lower costs primarily reflect mild winter weather and revised maintenance cycles on older NHL car fleet that reduced the usage and purchase of rolling stock material, and strategic procurement initiatives which lower purchase prices and create favorable inventory valuation adjustments. Partially offsetting are higher payments for switch and signal equipment and other material. |
|  | Reimb                   | \$1.858                  | 69.2%   | Reflects timing differences in payments and scheduling changes on Track Programs, Replacement of 3rd Rail Brackets, and Replace Fiber/C&S Cables.  | \$10.683                | 74.5%   | Reflects timing difference in the purchase of materials for the Danbury Branch Signal System and the C-28 track program (\$6.9m paid in 2011), and scheduling changes in the following projects: NH Rail Yard - Component Change Out Shop, Repl. 3rd Rail Sec. Switches, Replace Fiber / C&S Cables, GCT Switch & Track Renewal and the GCT Fire Life Safety program.                       |
| OTHER BUSINESS EXPENSES                | Non-Reimb               | \$0.146                  | 8.0%    | Favorable variance reflects higher Amtrak and other railroad cost recoveries, reclassification of employee allowances (for safety shoes, tools, meals & uniforms) to the Other Fringe category and lower expenditures for print & stationary supplies, travel, and metro mobility tax. Partially offsetting are higher NJT Subsidy Payments. | \$0.477                 | 5.7%    | Favorable variance reflects higher Amtrak and other railroad recoveries, reclassification of employee allowances (for safety shoes, tools, meals & uniforms) to the Other Fringe category, lower credit card fees, print & stationary supplies, travel, metro mobility tax and bad debts. Partially offsetting are higher NJT Subsidy Payments and other misc. expenses.                    |
|  | Reimb                   | (\$0.043)                | (29.9%) | Reflects higher activity on the Replace Fiber/C&S Cables project and the PT. Jervis Reconst. Phase II.   | (\$0.089)               | (24.9%) | Reflects higher activity on the Replace Fiber/C&S Cables.   |
| DEPRECIATION                           | Non-Reimb               | \$2.278                  | 12.0%   | Timing in completion of capital projects.  | \$2.278                 | 3.0%    | Timing in completion of capital projects.   |
| 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.  |
| OPERATING CAPITAL                      | Non-Reimb               | \$0.763                  | 56.2%   | Reflects timing differences on the Harmon Material Distribution Center Roof Replacement, Hudson Rail Link Bus Replacement, and GCT - Small Danka Lift projects, partially offset by higher than projected activity on the Purchase of a Junior Tamper, and Positive Train Control Test Equipment projects.                                   |                         |         |   |

\* Variance exceeds 100%.



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

|  | April 2012        |                   |                                  |                | Year-to-Date       |                   |                                  |               |
|--|-------------------|-------------------|----------------------------------|----------------|--------------------|-------------------|----------------------------------|---------------|
|  | Adopted Budget    | Actual            | Favorable (Unfavorable) Variance | Percent        | Adopted Budget     | Actual            | Favorable (Unfavorable) Variance | Percent       |
| <b>Receipts</b>  |                   |                   |                                  |                |                    |                   |                                  |               |
| Farebox Receipts   | \$48.667          | \$48.308          | (\$0.359)                        | (0.7)          | \$186.262          | \$190.536         | \$4.274                          | 2.3           |
| Toll Receipts  | 0.000             | 0.000             | 0.000                            | -              | 0.000              | 0.000             | 0.000                            | -             |
| Other Operating Receipts                                 | 6.240             | 10.613            | 4.373                            | 70.1           | 22.872             | 29.922            | 7.050                            | 30.8          |
| <b>Capital &amp; Other Reimbursements:</b>               |                   |                   |                                  |                |                    |                   |                                  |               |
| MTA  | 9.212             | 17.012            | 7.800                            | 84.7           | 56.595             | 62.301            | 5.706                            | 10.1          |
| CDOT   | 8.278             | 0.163             | (8.115)                          | (98.0)         | 27.932             | 36.332            | 8.400                            | 30.1          |
| Other  | 1.093             | 1.299             | 0.206                            | 18.8           | 3.501              | 6.093             | 2.592                            | 74.0          |
| Total Capital and Other Reimbursements                   | 18.583            | 18.474            | (0.109)                          | (0.6)          | 88.028             | 104.726           | 16.698                           | 19.0          |
| <b>Total Receipts</b>                                    | <b>\$73.490</b>   | <b>\$77.395</b>   | <b>\$3.905</b>                   | <b>5.3</b>     | <b>\$297.162</b>   | <b>\$325.184</b>  | <b>\$28.022</b>                  | <b>9.4</b>    |
| <b>Expenditures</b>                                      |                   |                   |                                  |                |                    |                   |                                  |               |
| <b>Labor:</b>  |                   |                   |                                  |                |                    |                   |                                  |               |
| Payroll  | \$34.925          | \$32.670          | \$2.255                          | 6.5            | \$149.916          | \$141.459         | \$8.457                          | 5.6           |
| Overtime   | 5.743             | 5.204             | 0.539                            | 9.4            | 24.198             | 21.846            | 2.352                            | 9.7           |
| Health and Welfare                                       | 9.002             | 13.741            | (4.739)                          | (52.6)         | 36.132             | 37.807            | (1.675)                          | (4.6)         |
| OPEB Current Payment                                     | 1.333             | 1.541             | (0.208)                          | (15.6)         | 5.333              | 6.090             | (0.757)                          | (14.2)        |
| Pensions   | 6.299             | 5.805             | 0.494                            | 7.8            | 6.299              | 8.286             | (1.987)                          | (31.5)        |
| Other Fringe Benefits                                    | 9.434             | 8.250             | 1.184                            | 12.6           | 38.534             | 33.844            | 4.690                            | 12.2          |
| GASB Account   | 0.729             | 0.729             | 0.000                            | 0.0            | 2.916              | 2.916             | 0.000                            | 0.0           |
| Reimbursable Overhead                                    | 0.000             | 0.000             | 0.000                            | -              | 0.000              | 0.000             | 0.000                            | -             |
| <b>Total Labor</b>                                       | <b>\$67.465</b>   | <b>\$67.940</b>   | <b>(\$0.475)</b>                 | <b>(0.7)</b>   | <b>\$263.328</b>   | <b>\$252.248</b>  | <b>\$11.080</b>                  | <b>4.2</b>    |
| <b>Non-Labor:</b>  |                   |                   |                                  |                |                    |                   |                                  |               |
| Electric Power   | \$6.813           | \$4.982           | \$1.831                          | 26.9           | \$29.764           | \$20.951          | \$8.813                          | 29.6          |
| Fuel   | \$2.178           | \$2.190           | (\$0.012)                        | (0.6)          | \$10.251           | \$7.190           | \$3.061                          | 29.9          |
| Insurance  | 0.000             | 0.746             | (0.746)                          | -              | 3.508              | 4.952             | (1.444)                          | (41.2)        |
| Claims   | 0.050             | 0.054             | (0.004)                          | (8.0)          | 0.210              | 0.214             | (0.004)                          | (1.9)         |
| Paratransit Service Contracts                            | 0.000             | 0.000             | 0.000                            | -              | 0.000              | 0.000             | 0.000                            | -             |
| Maintenance and Other Operating Contracts                | 13.739            | 8.678             | 5.061                            | 36.8           | 45.510             | 35.906            | 9.604                            | 21.1          |
| Professional Service Contracts                           | 2.505             | 1.904             | 0.601                            | 24.0           | 10.067             | 8.976             | 1.091                            | 10.8          |
| Materials & Supplies                                     | 9.381             | 7.420             | 1.961                            | 20.9           | 42.282             | 26.861            | 15.421                           | 36.5          |
| Other Business Expenditures                              | 4.249             | 4.161             | 0.088                            | 2.1            | 16.397             | 13.674            | 2.723                            | 16.6          |
| <b>Total Non-Labor</b>                                   | <b>\$38.915</b>   | <b>\$30.135</b>   | <b>\$8.780</b>                   | <b>22.6</b>    | <b>\$157.969</b>   | <b>\$118.724</b>  | <b>\$39.265</b>                  | <b>24.9</b>   |
| <b>Other Adjustments:</b>                                |                   |                   |                                  |                |                    |                   |                                  |               |
| 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>\$106.380</b>  | <b>\$98.075</b>   | <b>\$8.305</b>                   | <b>7.8</b>     | <b>\$421.317</b>   | <b>\$370.972</b>  | <b>\$50.345</b>                  | <b>11.9</b>   |
| <b>Net Cash Deficit ( excludes Opening Cash Balance)</b> | <b>(\$32.890)</b> | <b>(\$20.680)</b> | <b>\$12.210</b>                  | <b>37.1</b>    | <b>(\$124.155)</b> | <b>(\$45.788)</b> | <b>\$78.367</b>                  | <b>63.1</b>   |
| <b>Subsidies</b>   |                   |                   |                                  |                |                    |                   |                                  |               |
| MTA  | 25.508            | 0.000             | (25.508)                         | (100.0)        | 86.310             | 34.860            | (51.450)                         | (59.6)        |
| CDOT   | 7.382             | 0.000             | (7.382)                          | (100.0)        | 37.845             | 30.603            | (7.242)                          | (19.1)        |
| <b>Total Subsidies</b>                                   | <b>\$32.890</b>   | <b>\$0.000</b>    | <b>(\$32.890)</b>                | <b>(100.0)</b> | <b>\$124.155</b>   | <b>\$65.463</b>   | <b>(\$58.692)</b>                | <b>(47.3)</b> |
| <b>Cash Timing and Availability Adjustment</b>           | <b>\$0.000</b>    | <b>\$12.149</b>   | <b>\$12.149</b>                  | <b>-</b>       | <b>\$0.000</b>     | <b>6.364</b>      | <b>\$6.364</b>                   | <b>-</b>      |

-- Results are preliminary and subject to audit review.

-- April year-to-date actual figures include reclassifications of \$680 from Other Business Expenses to Fare Revenue, and \$847 from CDOT Subsidy to CDOT Force Account.

-- Differences are due to rounding.

\* Variance exceeds 100%.

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

| Generic Receipt or Expense Category | April, 2012             |         |  | Year-To-Date as of April 30, 2012 |         |  |
|-------------------------------------|-------------------------|---------|--|-----------------------------------|---------|--|
|                                     | Variance<br>Fav (Unfav) |         | Reason for Variance  | Variance<br>Fav (Unfav)           |         | Reason for Variance  |
|                                     | \$                      | %       |  | \$                                | %       |  |
| OTHER REVENUE                       | 4.373                   | 70.1%   | Higher Amtrak reimbursements (partially due to timing as well as higher reimbursements), higher net GCT revenues due to payment timing of retail operation expenses, reimbursements for claims processing fees, and higher advertising revenues for the month. | 7.050                             | 30.8%   | Higher net GCT revenues due to payment timing of GCT retail operations expenses, higher Amtrak reimbursements, reimbursements for claims processing fees, and other revenues.              |
| CAPITAL AND OTHER REIMBURSEMENTS:   |                         |         |  |                                   |         |  |
| MTA                                 | 7.800                   | 84.7%   | Receipt timing differences for prior period project billings, partially offset by lower project activity.  | 5.706                             | 10.1%   | Receipt timing differences for prior period project billings, partially offset by lower project activity.  |
| CDOT                                | (8.115)                 | (98.0%) | Receipt timing differences as well as lower project activity.  | 8.400                             | 30.1%   | Receipt timing differences for prior period project billings, partially offset by lower project activity.  |
| OTHER                               | 0.206                   | 18.8%   | Receipt timing difference.   | 2.592                             | 74.0%   | Primarily higher project activity.   |
| PAYROLL                             | 2.255                   | 6.5%    | Higher vacancies than assumed in the budget, as well as lower capital project activity.  | 8.457                             | 5.6%    | Higher vacancies than assumed in the budget, as well as lower capital project activity.  |
| OVERTIME                            | 0.539                   | 9.4%    | Lower overtime requirements for right-of-way and unscheduled car fleet maintenance on the older New Haven Line car fleet, as well as lower capital project activity...   | 2.352                             | 9.7%    | 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. |
| HEALTH & WELFARE                    | (4.739)                 | (52.6%) | Payment timing differences for NYSHIP/Empire Plan and MetLife dental/vision.   |                                   |         |  |
| OPEB CURRENT PAYMENT                | (0.208)                 | (15.6%) | Higher payments for retiree health benefits.   | (0.757)                           | (14.2%) | Timing for payment of retiree health benefits as well as an increase in the number of retirees.  |
| PENSIONS                            | 0.494                   | 7.8%    | Lower payments to the Defined Benefit Pension Plan.  | (1.987)                           | (31.5%) | Timing of payment to the Defined Benefit Pension Plan.   |
| OTHER FRINGE BENEFITS               | 1.184                   | 12.6%   | Lower railroad retirement tax payments as a result of lower payroll costs and employee claim payments.   | 4.690                             | 12.2%   | Lower railroad retirement tax payments as a result of lower payroll costs and lower employee claim payments.   |
| ELECTRIC POWER                      | 1.831                   | 26.6%   | Payment timing difference for NHL power, as well as lower usage.   | 8.813                             | 29.6%   | Timing difference in payments for Harlem/Hudson and New Haven Line power, as well as lower usage and price.  |

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

| Generic Receipt or Expense Category     | April, 2012             |          |  | Year-To-Date as of April 30, 2012 |         |   |
|---|-------------------------|----------|--|-----------------------------------|---------|---|
|   | Variance<br>Fav (Unfav) |          | Reason for Variance  | Variance<br>Fav (Unfav)           |         | Reason for Variance   |
|   | \$                      | %        |  | \$                                | %       |   |
| FUEL                                    |                         |          |  | 3.061                             | 29.9%   | Lower consumption of Revenue Vehicle Fuel on all lines and timing difference in payment for NHL vehicle fuel, partially offset by higher price.   |
| INSURANCE                               | (0.746)                 | *        | Timing difference in premium payment for all agency excess liability insurance.  | (1.444)                           | (41.2%) | Timing difference in payment for property and excess liability insurance premiums, partially offset by lower payments for force account and automobile premiums.  |
| MAINTENANCE & OTHER OPERATING CONTRACTS | 5.061                   | 36.8%    | Payment timing differences for various capital related expenses (West Haven Station, Port Jervis reconstruction, Harmon Material Distribution Center and other miscellaneous projects), as well as lower payments in the month for steam, facility maintenance & repairs, non-vehicle maintenance/repair services, wireless/telephone services, and other various maintenance costs. | 9.604                             | 21.1%   | Payment timing differences for various capital related expenses (Port Jervis reconstruction, West Haven Station) as well as vehicle maintenance and repairs, facility maintenance, steam utility, bus & transfer service, and other miscellaneous contract services, partially offset by higher payments in the period for real estate rentals, and ferry services. |
| PROFESSIONAL SERVICE CONTRACTS          | 0.601                   | 24.0%    | Payment timing difference for IT hardware, data center charges, and medical services, as well as lower legal fees.   | 1.091                             | 10.8%   | Payment timing difference for New Haven Line BSC charges, and medical services, as well as lower legal fees.  |
| MATERIALS & SUPPLIES                    | 1.961                   | 20.9%    | Lower material purchases for truck/suspension, power and propulsion, carbody, as well as timing in material purchases for capital projects (primarily track programs).   | 15.421                            | 36.5%   | Timing differences in purchasing material for MTA and Connecticut capital projects (Danbury Signal System, New Haven Component Change-out Shop, 3rd rail switches, fiber optic cable, and other track program work), as well as lower truck/suspension, propulsion, brake material, HVAC, and other various material purchases.                                     |
| OTHER BUSINESS EXPENSES                 |                         |          |  | 2.723                             | 16.6%   | Payment timing differences for New Jersey Transit subsidy, MTA mobility tax payments, lower capital related expenses, and other miscellaneous expenses.   |
| MTA SUBSIDY RECEIPTS                    | (25.508)                | (100.0%) | Lower subsidy draw due to lower net cash deficit, and the favorable change in available bank balance, partially offset by lower CDOT receipts.   | (51.450)                          | (59.6%) | Lower subsidy draw due to lower net cash deficit, partially offset by the unfavorable change in available bank balance and lower CDOT receipts.   |
| CDOT SUBSIDY RECEIPTS                   | (7.382)                 | (100.0%) | Payment timing difference.   | (7.242)                           | (19.1%) | Lower due to adjustment for estimate to actual deficit for the months of January and February.  |
| TOTAL SUBSIDY RECEIPTS                  | (32.890)                | (100.0%) |  | (58.692)                          | (47.3%) |   |

\* Variance exceeds 100%

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

|  | April 2012       |                  |                                  |               | Year-to-Date      |                  |                                  |               |
|--|------------------|------------------|----------------------------------|---------------|-------------------|------------------|----------------------------------|---------------|
|  | Adopted Budget   | Actual           | Favorable (Unfavorable) Variance | Percent       | Adopted Budget    | Actual           | Favorable (Unfavorable) Variance | Percent       |
| <b>Receipts</b>  |                  |                  |                                  |               |                   |                  |                                  |               |
| Farebox Revenue  | \$0.625          | (\$0.222)        | (\$0.846)                        | *             | \$2.461           | \$1.854          | (\$0.608)                        | (24.7)        |
| Toll Revenue   | 0.000            | 0.000            | 0.000                            | -             | 0.000             | 0.000            | 0.000                            | -             |
| Other Operating Revenue  | 2.832            | 6.255            | 3.423                            | *             | 9.090             | 13.243           | 4.154                            | 45.7          |
| Capital & Other Reimbursements:                                      |                  | 0.000            |                                  |               | 0.000             | 0.000            |                                  |               |
| MTA  | (1.862)          | 8.484            | 10.346                           | *             | 16.788            | 36.109           | 19.321                           | *             |
| CDOT   | (0.119)          | (4.500)          | (4.381)                          | *             | (0.122)           | 15.146           | 15.268                           | *             |
| Other  | 0.070            | 0.541            | 0.471                            | *             | (0.478)           | 2.127            | 2.604                            | *             |
| Total Capital and Other Reimbursements                               | (1.911)          | 4.526            | 6.436                            | *             | 16.188            | 53.382           | 37.193                           | *             |
| <b>Total Revenue/Receipts</b>  | <b>\$1.546</b>   | <b>\$10.559</b>  | <b>\$9.013</b>                   | <b>*</b>      | <b>\$27.740</b>   | <b>\$68.479</b>  | <b>\$40.739</b>                  | <b>*</b>      |
| <b>Expenditures</b>  |                  |                  |                                  |               |                   |                  |                                  |               |
| <b>Labor:</b>  |                  |                  |                                  |               |                   |                  |                                  |               |
| Payroll  | \$1.660          | \$2.065          | \$0.405                          | 24.4          | (\$0.783)         | \$1.507          | \$2.290                          | *             |
| Overtime   | 0.304            | 0.174            | (0.131)                          | (42.9)        | (0.786)           | (0.382)          | 0.404                            | 51.4          |
| Health and Welfare   | (0.483)          | (6.558)          | (6.075)                          | *             | (1.498)           | (8.306)          | (6.807)                          | *             |
| OPEB Current Payment   | 0.000            | (0.000)          | 0.000                            | -             | 0.000             | 0.000            | 0.000                            | -             |
| Pensions   | (0.168)          | 0.007            | 0.175                            | *             | 18.589            | 15.349           | (3.240)                          | (17.4)        |
| Other Fringe Benefits  | (0.834)          | (0.456)          | 0.378                            | 45.3          | (3.633)           | (2.127)          | 1.506                            | 41.4          |
| GASB Account   | (0.729)          | (0.729)          | 0.000                            | 0.0           | (2.916)           | (2.916)          | 0.000                            | 0.0           |
| Reimbursable Overhead  | 0.039            | (0.042)          | (0.080)                          | *             | 0.050             | 0.019            | (0.031)                          | (61.6)        |
| <b>Total Labor</b>   | <b>(\$0.210)</b> | <b>(\$5.539)</b> | <b>(\$5.329)</b>                 | <b>*</b>      | <b>\$9.022</b>    | <b>\$3.144</b>   | <b>(\$5.878)</b>                 | <b>(65.2)</b> |
| <b>Non-Labor:</b>  |                  |                  |                                  |               |                   |                  |                                  |               |
| Electric Power   | (\$0.137)        | \$0.760          | \$0.897                          | *             | (\$0.598)         | \$3.655          | \$4.253                          | *             |
| Fuel   | \$0.000          | \$0.503          | \$0.503                          | *             | \$0.000           | \$2.854          | \$2.853                          | *             |
| Insurance  | 1.441            | 0.411            | (1.030)                          | (71.5)        | 1.674             | (0.174)          | (1.848)                          | *             |
| Claims   | (0.001)          | (0.067)          | (0.067)                          | *             | 0.000             | (0.290)          | (0.290)                          | *             |
| Paratransit Service Contracts  | 0.000            | 0.000            | 0.000                            | -             | 0.000             | 0.000            | 0.000                            | -             |
| Maintenance and Other Operating Contracts                            | (1.156)          | 0.592            | 1.748                            | *             | (1.605)           | (2.483)          | (0.878)                          | (54.7)        |
| Professional Service Contracts                                       | 0.240            | (0.142)          | (0.381)                          | *             | 0.089             | 0.810            | 0.721                            | *             |
| Materials & Supplies   | (0.604)          | (1.214)          | (0.610)                          | *             | (2.456)           | (3.050)          | (0.594)                          | (24.2)        |
| Other Business Expenses  | (2.287)          | (2.301)          | (0.014)                          | (0.6)         | (7.716)           | (5.381)          | 2.335                            | 30.3          |
| <b>Total Non-Labor</b>   | <b>(\$2.504)</b> | <b>(\$1.458)</b> | <b>\$1.046</b>                   | <b>41.8</b>   | <b>(\$10.612)</b> | <b>(\$4.059)</b> | <b>\$6.552</b>                   | <b>61.7</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>(\$2.714)</b> | <b>(\$6.997)</b> | <b>(\$4.283)</b>                 | <b>*</b>      | <b>(\$1.590)</b>  | <b>(\$0.915)</b> | <b>\$0.675</b>                   | <b>42.4</b>   |
| Depreciation   | 19.007           | 16.729           | (2.278)                          | (12.0)        | 75.296            | 73.018           | (2.278)                          | (3.0)         |
| OPEB Obligation  | 5.000            | 5.000            | 0.000                            | 0.0           | 19.999            | 19.999           | 0.000                            | 0.0           |
| Environmental Remediation  | 0.000            | 0.000            | 0.000                            | -             | 1.681             | 0.314            | (1.366)                          | 81.3          |
| <b>Total Expenditures Adjustments</b>                                | <b>\$21.293</b>  | <b>\$14.731</b>  | <b>(\$6.562)</b>                 | <b>(30.8)</b> | <b>\$95.386</b>   | <b>\$92.416</b>  | <b>(\$2.970)</b>                 | <b>(3.1)</b>  |
| <b>Total Cash Conversion Adjustments</b>                             | <b>\$22.839</b>  | <b>\$25.290</b>  | <b>\$2.451</b>                   | <b>10.7</b>   | <b>\$123.126</b>  | <b>\$160.895</b> | <b>\$37.769</b>                  | <b>30.7</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  
2012 Non-Reimbursable/Reimbursable Overtime  
April 2012  
(\$ in millions)

| NON-REIMBURSABLE OVERTIME                           | April          |       |         |       |                     |         | April Year-to-Date |        |         |        |                     |         |
|---|----------------|-------|---------|-------|---------------------|---------|--------------------|--------|---------|--------|---------------------|---------|
|   | Adopted Budget |       | Actuals |       | Var. - Fav./(Unfav) |         | Adopted Budget     |        | Actuals |        | Var. - Fav./(Unfav) |         |
|   | Hours          | \$    | Hours   | \$    | Hours               | \$      | Hours              | \$     | Hours   | \$     | Hours               | \$      |
| <u>Scheduled Service</u> <sup>1</sup>               | 38,734         | \$2.1 | 37,077  | \$1.9 | 1,657               | \$0.2   | 153,834            | \$8.2  | 158,179 | \$8.1  | (4,345)             | \$0.1   |
|   |                |       |         |       | 4.3%                | 9.0%    |                    |        |         |        | -2.8%               | 1.5%    |
| <u>Unscheduled Service</u>                          | 0              | \$0.0 | 0       | \$0.0 | 0                   | \$0.0   | 0                  | \$0.0  | 0       | \$0.0  | 0                   | \$0.0   |
|   |                |       |         |       | -                   | -       |                    |        |         |        | -                   | -       |
| <u>Programmatic/Routine Maintenance</u>             | 22,284         | \$1.0 | 12,242  | \$0.5 | 10,042              | \$0.4   | 90,808             | \$4.0  | 52,920  | \$2.3  | 37,888              | \$1.7   |
|   |                |       |         |       | 45.1%               | 45.1%   |                    |        |         |        | 41.7%               | 42.2%   |
| <u>Unscheduled Maintenance</u>                      | 0              | \$0.0 | 0       | \$0.0 | 0                   | \$0.0   | 0                  | \$0.0  | 0       | \$0.0  | 0                   | \$0.0   |
|   |                |       |         |       | -                   | -       |                    |        |         |        | -                   | -       |
| <u>Vacancy/Absentee Coverage</u> <sup>2</sup>       | 17,826         | \$0.8 | 14,447  | \$0.6 | 3,379               | \$0.1   | 64,669             | \$2.8  | 60,343  | \$2.6  | 4,326               | \$0.2   |
|   |                |       |         |       | 19.0%               | 18.6%   |                    |        |         |        | 6.7%                | 6.7%    |
| <u>Weather Emergencies</u>                          | 8,158          | \$0.4 | 8,352   | \$0.4 | (194)               | (\$0.0) | 57,722             | \$2.6  | 42,338  | \$1.9  | 15,384              | \$0.7   |
|   |                |       |         |       | -2.4%               | -1.9%   |                    |        |         |        | 26.7%               | 26.6%   |
| <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                   | \$0.0   |
|   |                |       |         |       | -                   | -       |                    |        |         |        | -                   | -       |
| <u>Other</u> <sup>4</sup>                           | 2,090          | \$0.1 | 6,829   | \$0.3 | (4,739)             | (\$0.2) | 11,212             | \$0.5  | 23,475  | \$1.0  | (12,263)            | (\$0.6) |
|   |                | 0.5   |         | 0.7   | *                   | *       |                    | 3.1    |         | 3.0    | *                   | *       |
| Subtotal  | 89,092         | \$4.3 | 78,947  | \$3.8 | 10,145              | \$0.6   | 378,244            | \$18.1 | 337,255 | \$16.0 | 40,989              | \$2.1   |
|   |                |       |         |       | 11.4%               | 12.9%   |                    |        |         |        | 10.8%               | 11.8%   |
| REIMBURSABLE OVERTIME                               | 38,067         | \$1.7 | 33,603  | \$1.6 | 4,464               | \$0.1   | 113,705            | \$5.3  | 106,516 | \$5.5  | 7,189               | (\$0.2) |
|   |                |       |         |       | 11.7%               | 6.5%    |                    |        |         |        | 6.3%                | -3.7%   |
| TOTAL OVERTIME                                      | 127,159        | \$6.0 | 112,550 | \$5.4 | 14,609              | \$0.7   | 491,949            | \$23.4 | 443,771 | \$21.5 | 48,178              | \$1.9   |
|   |                |       |         |       | 11.5%               | 11.1%   |                    |        |         |        | 9.8%                | 8.3%    |

Totals may not add due to rounding.

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  
April 2012  
(\$ in millions)

|   | April               |                  |   | April Year-to-Date  |                |   |
|---|---------------------|------------------|---|---------------------|----------------|---|
|   | Var. - Fav./(Unfav) |                  | Explanations  | Var. - Fav./(Unfav) |                | Explanations  |
|   | Hours               | \$               |   | Hours               | \$             |   |
| <b>NON-REIMBURSABLE OVERTIME</b>              |                     |                  |   |                     |                |   |
| Scheduled Service <sup>1</sup>                | 1,657<br>4.3%       | \$0.2<br>9.0%    |   | (4,345)<br>-2.8%    | \$0.1<br>1.5%  |   |
| <u>Unscheduled Service</u>                    | 0                   | \$0.0            |   | 0                   | \$0.0          |   |
| <u>Programmatic/Routine Maintenance</u>       | 10,042<br>45.1%     | \$0.4<br>45.1%   | 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 | 37,888<br>41.7%     | \$1.7<br>42.2% | 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> | 3,379<br>19.0%      | \$0.1<br>18.6%   | Reflects positive results from Mechanical Department's vacation smoothing program.  | 4,326<br>6.7%       | \$0.2<br>6.7%  | Reflects positive results from Mechanical Department's vacation smoothing program.  |
| <u>Weather Emergencies</u>                    | (194)<br>-2.4%      | (\$0.0)<br>-1.9% |   | 15,384<br>26.7%     | \$0.7<br>26.6% | Favorable results due to lower than anticipated winter events   |
| Safety/Security/Law Enforcement <sup>3</sup>  | 0                   | \$0.0            |   | 0                   | \$0.0          |   |
| <u>Other</u> <sup>4</sup>                     | (4,739)<br>*        | (\$0.2)<br>*     | Reflects timing differences related to payroll and calendar cutoff dates.   | (12,263)<br>*       | (\$0.6)<br>*   | Reflects timing differences related to payroll and calendar cutoff dates.   |
| <b>Subtotal</b>                               | 10,145<br>11.4%     | \$0.6<br>12.9%   |   | 40,989<br>10.8%     | \$2.1<br>11.8% |   |
| <b>REIMBURSABLE OVERTIME</b>                  | 4,464<br>11.7%      | 0.1<br>6.5%      |   | 7,189<br>6.3%       | (0.2)<br>-3.7% | Reflects higher activity on undergrade bridge program work due to track availability constraints.   |
| <b>TOTAL OVERTIME</b>                         | 14,609              | \$0.7            |   | 48,178              | \$1.9          |   |

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 Overtime Report**  
**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**  
**2012 AUTHORIZED BUDGET VS. ACTUALS**  
**TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS (1)**  
**April 30, 2012**

| <u>Department</u>   | <u>2012<br/>Authorized<br/>Budget</u> | <u>Actual</u> | <u>Favorable<br/>(Unfavorable)<br/>Variance</u> |
|---|---------------------------------------|---------------|---|
| <b>Administration</b>   |                                       |               |   |
| President   | 3                                     | 3             | -   |
| Labor Relations   | 9                                     | 7             | 2   |
| 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                                     | 3             | 0   |
| Human Resources   | 24                                    | 24            | 0   |
| Training  | 47                                    | 35            | 12  |
| Employee Relations & Diversity                                  | 4                                     | 3             | 1   |
| VP Planning   | 2                                     | 2             | -   |
| Operations Planning & Analysis                                  | 17                                    | 16            | 1   |
| Capital Planning & Programming                                  | 13                                    | 12            | 1   |
| Business Development, Facilities & I                            | 21                                    | 21            | -   |
| Long Range Planning   | 8                                     | 7             | 1   |
| VP Finance & Information Systems                                | 2                                     | 1             | 1   |
| Controller  | 78                                    | 78            | 0   |
| Information Technology & Project M                              | 97                                    | 90            | 7   |
| Budget  | 18                                    | 16            | 2   |
| Customer Service (2) (3)  | 45                                    | 46            | (1)   |
| Procurement & Material Mgmt (5)                                 | 41                                    | 36            | 5   |
| <b>Total Administration</b>                                     | <b>509</b>                            | <b>467</b>    | <b>42</b>                                       |
| <b>Operations</b>   |                                       |               |   |
| Operations Administration                                       | 55                                    | 49            | 6   |
| Operations Services   | 1,763                                 | 1,688         | 75  |
| Customer Service (2) (3)  | 236                                   | 221           | 15  |
| Business Development, Facilities & I                            | 38                                    | 37            | 1   |
| Metro-North West  | 28                                    | 34            | (6)   |
| <b>Total Operations</b>   | <b>2,120</b>                          | <b>2,029</b>  | <b>91</b>                                       |
| <b>Maintenance</b>  |                                       |               |   |
| GCT   | 375                                   | 361           | 14  |
| Maintenance of Equipment  | 1,330                                 | 1,258         | 72  |
| Maintenance of Way  | 1,749                                 | 1,569         | 180   |
| Procurement & Material Mgmt (5)                                 | 120                                   | 114           | 6   |
| <b>Total Maintenance</b>  | <b>3,574</b>                          | <b>3,302</b>  | <b>272</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>6,300</b>                          | <b>5,889</b>  | <b>411</b>                                      |
| <b>Non-Reimbursable</b>   | <b>5,536</b>                          | <b>5,380</b>  | <b>156</b>                                      |
| <b>Reimbursable</b>   | <b>764</b>                            | <b>509</b>    | <b>255</b>                                      |
| <b>Total Full-Time</b>  | <b>6,299</b>                          | <b>5,888</b>  | <b>411</b>                                      |
| <b>Total Full-Time-Equivalents<br/>(of part-time positions)</b> | <b>1</b>                              | <b>1</b>      | <b>-</b>  |

(1) Includes 230 projected vacancies that are reflected as a reduction in the budget for straight-time labor costs. Excluding projected vacancies reduces the favorable variance to 181 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  
April 30, 2012

| FUNCTION/OCCUPATION               | 2012<br>Authorized Budget | Actual       | Favorable<br>(Unfavorable)<br>Variance |
|-----------------------------------|---------------------------|--------------|--|
| <b>Administration (1)</b>         |                           |              |  |
| Managers/Supervisors              | 57                        | 77           | (20)                                   |
| Professional, Technical, Clerical | 452                       | 390          | 62                                     |
| Operational Hourlies              | -                         | -            | -                                      |
| <b>Total Administration</b>       | <b>509</b>                | <b>467</b>   | <b>42</b>                              |
| <b>Operations (1)</b>             |                           |              |  |
| Managers/Supervisors              | 27                        | 26           | 1                                      |
| Professional, Technical, Clerical | 505                       | 457          | 48                                     |
| Operational Hourlies              | 1,588                     | 1,546        | 42                                     |
| <b>Total Operations</b>           | <b>2,120</b>              | <b>2,029</b> | <b>91</b>                              |
| <b>Maintenance (1)</b>            |                           |              |  |
| Managers/Supervisors              | 57                        | 76           | (19)                                   |
| Professional, Technical, Clerical | 1,028                     | 927          | 101                                    |
| Operational Hourlies              | 2,489                     | 2,299        | 190                                    |
| <b>Total Maintenance</b>          | <b>3,574</b>              | <b>3,302</b> | <b>272</b>                             |
| <b>Engineering/Capital</b>        |                           |              |  |
| Managers/Supervisors              | 27                        | 25           | 2                                      |
| Professional, Technical, Clerical | 70                        | 66           | 4                                      |
| 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                       | 204          | (36)                                   |
| Professional, Technical, Clerical | 2,055                     | 1,840        | 215                                    |
| Operational Hourlies              | 4,077                     | 3,845        | 232                                    |
| <b>Total Positions</b>            | <b>6,300</b>              | <b>5,889</b> | <b>411</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**  
April 30, 2012

| <u>Agency-wide (Non-Reimbursable and Reimbursable)</u> | <u>2012<br/>Authorized<br/>Budget</u> | <u>Actual</u> | <u>Favorable<br/>(Unfavorable)<br/>Variance</u> | <u>Explanation of Variances</u>   |
|--|---------------------------------------|---------------|---|---|
| <i>Functional Classification:</i>                      |                                       |               |   |   |
| Operations (1)   | 2,120                                 | 2,029         | 91  | Higher than projected vacancies primarily in train service positions, car cleaners, customer service staff and operations managers.   |
| Maintenance (1)  | 3,574                                 | 3,302         | 272   | Higher than projected vacancies primarily in Maintenance of Equipment non-reimbursable and Maintenance of Way reimbursable craft positions (electricians, trackmen, signalmen and building mechanics) as well as Engineers and Technical support positions. |
| Administration (1)                                     | 509                                   | 467           | 42  | Higher than projected Professional and Technical position vacancies in various departments.   |
| Engineering / Capital                                  | 97                                    | 91            | 6   | Slightly higher than projected reimbursable managerial positions in the Engineering & Design Dept.  |
| <b>Total Agency-wide Headcount</b>                     | <b>6,300</b>                          | <b>5,889</b>  | <b>411</b>                                      | Higher than projected vacancies   |
| Non-Reimbursable                                       | 5,536                                 | 5,380         | 156   |   |
| Reimbursable   | 764                                   | 509           | 255   |   |

**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 April |                         | Variance              |      | Year-to-Date April |                          | Variance              |      |
|--------------------------------|----------------|-------------------------|-----------------------|------|--------------------|--------------------------|-----------------------|------|
|                                | Budget         | Actual                  | Fav (Unfav)<br>Amount | %    | Budget             | Actual                   | Fav (Unfav)<br>Amount | %    |
| <u>Farebox Revenue</u>         |                |                         |                       |      |                    |                          |                       |      |
| Harlem Line                    | \$14.363       | \$14.412                | \$0.049               | 0.3  | \$55.844           | \$56.666                 | \$0.822               | 1.5  |
| Hudson Line                    | \$10.704       | \$10.594                | (\$0.110)             | -1.0 | \$40.659           | \$40.782                 | \$0.123               | 0.3  |
| New Haven Line                 | \$22.905       | \$23.510                | \$0.605               | 2.6  | \$87.013           | \$91.075                 | \$4.062               | 4.7  |
| Total Farebox Revenue          | \$47.972       | \$48.516 <sup>(1)</sup> | \$0.544               | 1.1  | \$183.516          | \$188.523 <sup>(1)</sup> | \$5.007               | 2.7  |
| <u>Ridership</u>               |                |                         |                       |      |                    |                          |                       |      |
| Harlem Line                    | 2.216          | 2.235                   | 0.019                 | 0.9  | 8.592              | 8.759                    | 0.167                 | 1.9  |
| Hudson Line                    | 1.339          | 1.335                   | (0.004)               | -0.3 | 5.080              | 5.109                    | 0.029                 | 0.6  |
| New Haven Line                 | 3.149          | 3.262                   | 0.113                 | 3.6  | 12.003             | 12.631                   | 0.628                 | 5.2  |
| Total Ridership East of Hudson | 6.704          | 6.832                   | 0.128                 | 1.9  | 25.675             | 26.499                   | 0.824                 | 3.2  |
| West of Hudson                 | 0.150          | 0.140                   | (0.010)               | -6.4 | 0.573              | 0.551                    | (0.021)               | -3.7 |
| Total Ridership                | 6.854          | 6.972                   | 0.118                 | 1.7  | 26.248             | 27.050                   | 0.803                 | 3.1  |

(1) Excludes West of Hudson Mail & Ride revenue totaling \$0.047 million for the month and \$0.193 million year-to-date.

**East of Hudson:**

Through April, East of Hudson ridership continued to be favorable, reflecting the impact of the mild winter weather, continued regional economic growth, as well as consistently high levels of service reliability and on-time performance. Year-to-date ridership was 26.5 million, 3.2% higher than Budget and 4.4% higher than 2011. For the month ridership of 6.8 million was 1.9% higher than budget and 3.0% higher than April 2011.

Commutation ridership was 1.8% higher year-to-date and 0.9% higher for the month vs. budget. Compared to 2011, April year-to-date commutation ridership was 2.6% higher. Non-commutation ridership was 5.4% above budget year-to-date and 7.2% higher than 2011. For the month non-commutation ridership was 3.4% higher than budget and 5.0% better than 2011.

**West of Hudson:**

West of Hudson ridership was 6.4% lower for the month and 3.7% 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 \*  
APRIL 2012**

|  | MONTH        |         |         | VARIANCE |        |
|--|--------------|---------|---------|----------|--------|
|  | 2012         | BUDGET  | 2011    | BUDGET   | 2011   |
| Farebox Operating Ratio                    |              |         |         |          |        |
| Standard <sup>(1)</sup>                    | 64.8%        | 59.2%   | 63.2%   | 5.6%     | 1.6%   |
| Adjusted <sup>(2)</sup>                    | 72.4%        | 64.7%   | 71.1%   | 7.7%     | 1.3%   |
| Cost per Passenger                         |              |         |         |          |        |
| Standard <sup>(1)</sup>                    | \$11.09      | \$12.25 | \$11.24 | \$1.16   | \$0.15 |
| Adjusted <sup>(2)</sup>                    | \$10.91      | \$12.10 | \$11.12 | \$1.19   | \$0.21 |
| Passenger Revenue/Passenger <sup>(3)</sup> | \$7.19       | \$7.25  | \$7.10  | (\$0.06) | \$0.09 |
|  | YEAR-TO-DATE |         |         | VARIANCE |        |
|  | 2012         | BUDGET  | 2011    | BUDGET   | 2011   |
| Farebox Operating Ratio                    |              |         |         |          |        |
| Standard <sup>(1)</sup>                    | 61.1%        | 54.6%   | 57.8%   | 6.5%     | 3.3%   |
| Adjusted <sup>(2)</sup>                    | 68.1%        | 60.0%   | 65.2%   | 8.1%     | 2.9%   |
| Cost per Passenger                         |              |         |         |          |        |
| Standard <sup>(1)</sup>                    | \$11.79      | \$13.27 | \$12.35 | \$1.48   | \$0.56 |
| Adjusted <sup>(2)</sup>                    | \$11.61      | \$13.11 | \$12.23 | \$1.50   | \$0.62 |
| Passenger Revenue/Passenger <sup>(3)</sup> | \$7.21       | \$7.24  | \$7.14  | (\$0.03) | \$0.07 |

(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**

**APRIL 2012**

Operations Planning & Analysis Department  
June, 2012

# APRIL 2012 RIDERSHIP REPORT MTA METRO-NORTH RAILROAD

## EXECUTIVE SUMMARY

### April

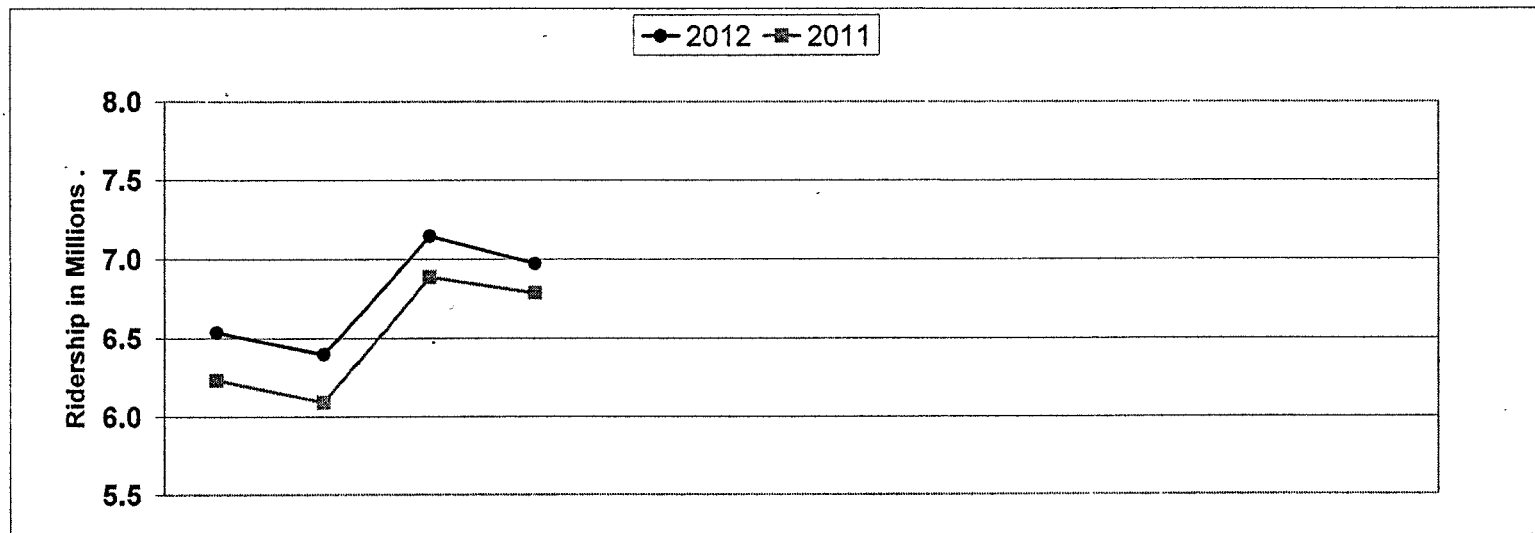
- April 2012 **Total MNR System Ridership** was 7.019 million vs. 6.833 million in April 2011, an increase of 185,863 passengers (+2.7%).
- April 2012 **Total Rail Ridership** was 6.972 million vs. 6.787 million in April 2011, an increase of 184,631 passengers (+2.7%).
  - **Rail Commutation Ridership** was +1.3% vs. 2011
  - **Rail Non-commutation Ridership** was +4.8% vs. 2011
- April 2012 **East of Hudson Ridership** was 6.831 million vs. 6.630 million in April 2011, an increase of 200,781 passengers (+3.0%).
- April 2012 **West of Hudson Ridership** was 0.140 million vs. 0.156 million in April 2011, a decrease of 16,150 passengers (-10.3%).
- April 2012 **Connecting Services Ridership** was 0.047 million vs. 0.045 million in April 2011, an increase of 1,232 passengers (+2.7%).
- April 2012 **Rail Revenue** was \$49.6 million vs. \$47.8 million in April 2011, an increase of \$1,812,218 (+3.8%).

### Year To Date

- 2012 YTD **Total MNR System Ridership** was 4.1% above '11 and +3.0% above budget.
- 2012 YTD **Total Rail Ridership** was 4.1% above '11 and +3.1% above budget.
- 2012 YTD **East of Hudson Ridership** was 4.4% above '11 and +3.2% above budget.
- 2012 YTD **West of Hudson ridership** was 10.1% below '11 and 3.7% below budget.
- 2012 YTD **Connecting Services Ridership** was 3.8% above '11 and 0.8% above budget.
- 2012 YTD **Rail Revenue** was 6.1% above '11 and 2.6% above budget.

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

- APRIL's Total Rail Ridership was 2.7% above 2011 and 1.7% above budget.

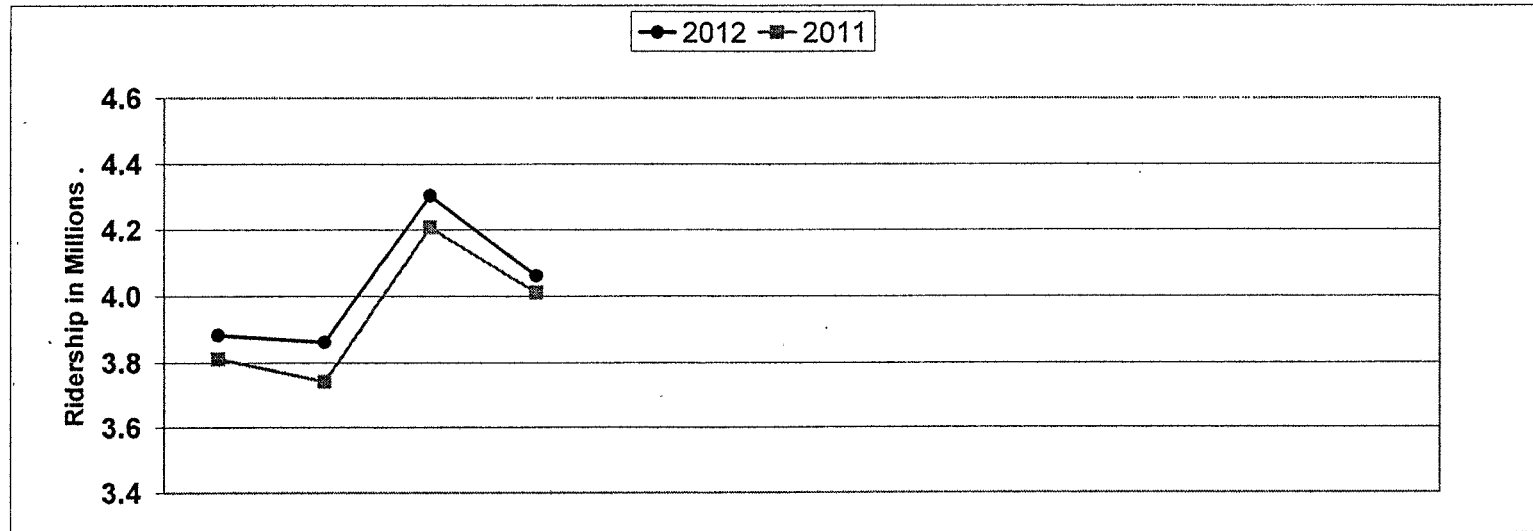


|          | Jan  | Feb  | Mar  | Apr  | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Y-T-D Total |
|----------|------|------|------|------|-----|-----|-----|-----|-----|-----|-----|-----|-------------|
| 2012     | 6.5  | 6.4  | 7.1  | 7.0  |     |     |     |     |     |     |     |     | 27.1        |
| 2011     | 6.2  | 6.1  | 6.9  | 6.8  |     |     |     |     |     |     |     |     | 26.0        |
| PCT CHG. | 4.9% | 5.1% | 3.7% | 2.7% |     |     |     |     |     |     |     |     | 4.1%        |

1) Includes East and West of Hudson.

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

- APRIL's Rail Commutation Ridership was 1.3% above 2011 and 0.6% above budget.



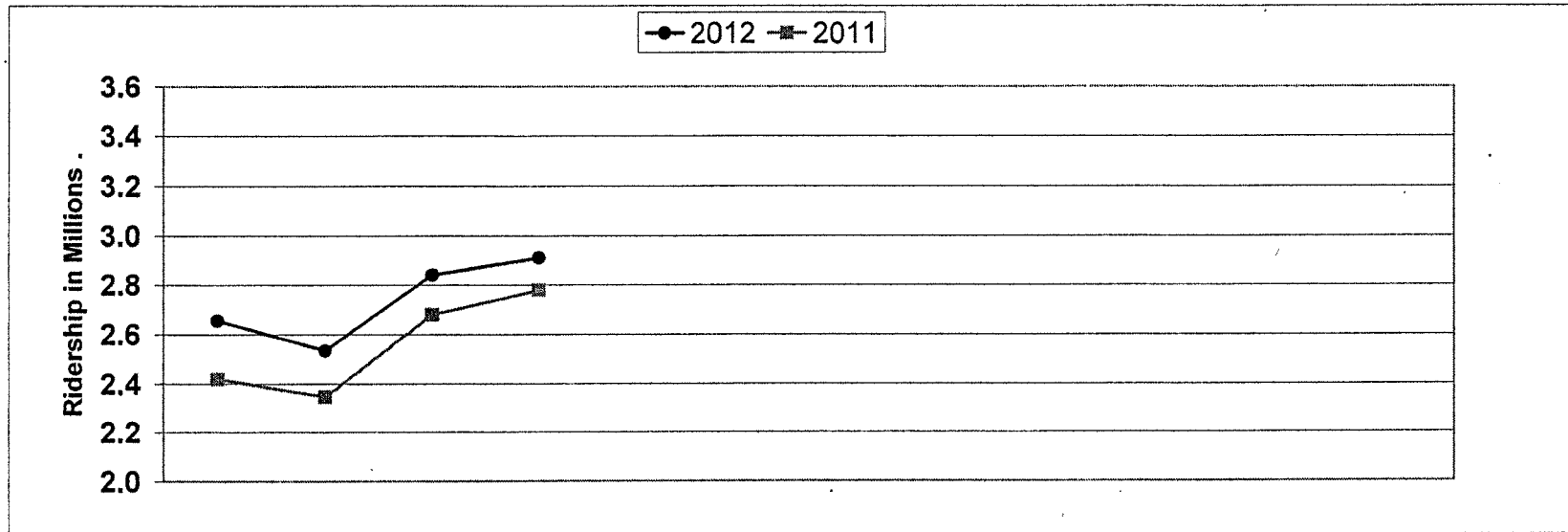
|          | Jan  | Feb  | Mar  | Apr  | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Y-T-D Total |
|----------|------|------|------|------|-----|-----|-----|-----|-----|-----|-----|-----|-------------|
| 2012     | 3.9  | 3.9  | 4.3  | 4.1  |     |     |     |     |     |     |     |     | 16.1        |
| 2011     | 3.8  | 3.7  | 4.2  | 4.0  |     |     |     |     |     |     |     |     | 15.8        |
| PCT CHG. | 1.9% | 3.2% | 2.3% | 1.3% |     |     |     |     |     |     |     |     | 2.2%        |

1) Includes East and West of Hudson.



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

- APRIL's Rail Non-Commutation Ridership was 4.8% above 2011 and 3.4% above budget.

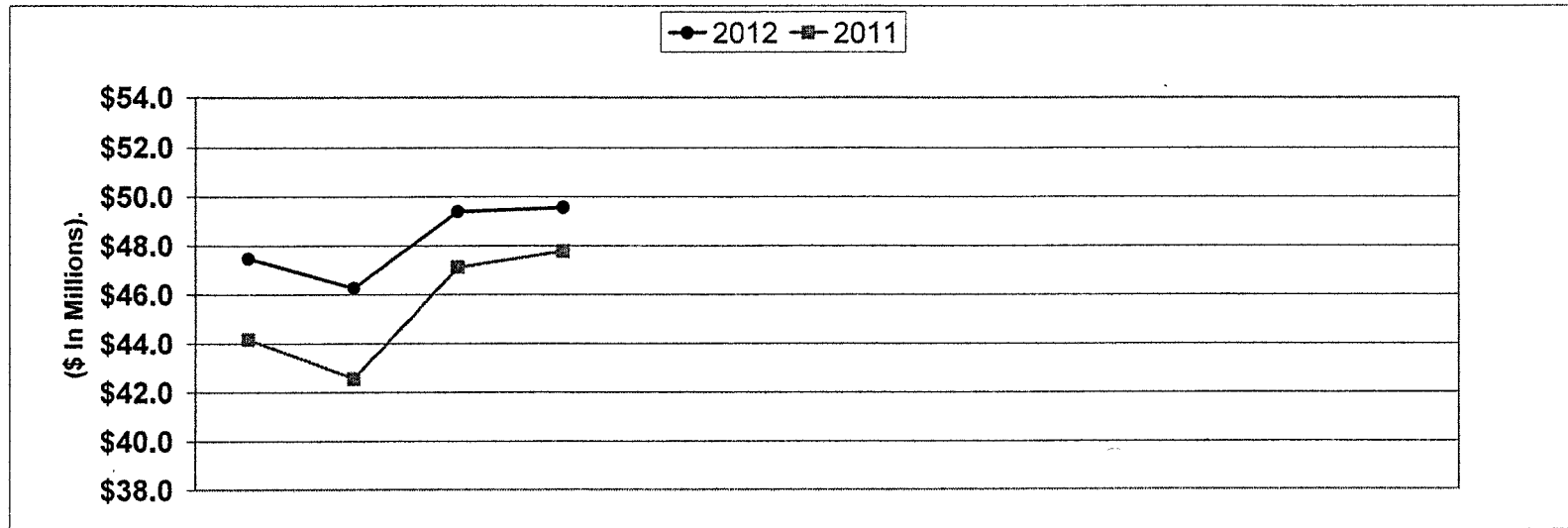


|          | Jan  | Feb  | Mar  | Apr  | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Y-T-D Total |
|----------|------|------|------|------|-----|-----|-----|-----|-----|-----|-----|-----|-------------|
| 2012     | 2.7  | 2.5  | 2.8  | 2.9  |     |     |     |     |     |     |     |     | 10.9        |
| 2011     | 2.4  | 2.3  | 2.7  | 2.8  |     |     |     |     |     |     |     |     | 10.2        |
| PCT CHG. | 9.7% | 8.0% | 6.1% | 4.8% |     |     |     |     |     |     |     |     | 7.0%        |

1) Includes East and West of Hudson.

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

- APRIL's Total Rail Revenue was 3.8% above 2011 and 0.9% 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 | \$49.6 |     |     |     |     |     |     |     |     | \$192.7     |
| 2011     | \$44.2 | \$42.6 | \$47.1 | \$47.8 |     |     |     |     |     |     |     |     | \$181.6     |
| PCT CHG. | 7.5%   | 8.7%   | 4.9%   | 3.8%   |     |     |     |     |     |     |     |     | 6.1%        |

1) Includes East and West of Hudson.

# MTA METRO-NORTH RAILROAD

## RIDERSHIP SUMMARY

### APRIL 2012

| TICKET TYPE/SERVICE                         | APRIL<br>2012    | APRIL<br>2011 (1) | CHANGE VS. 2011 |             |
|---|------------------|-------------------|-----------------|-------------|
|   |                  |                   | AMOUNT          | PERCENT     |
| <b>RAIL COMMUTATION RIDERSHIP</b>           |                  |                   |                 |             |
| East of Hudson                              | 3,975,367        | 3,909,525         | 65,842          | 1.7%        |
| West of Hudson                              | 85,913           | 100,331           | (14,418)        | -14.4%      |
| <b>Total Rail Commutation Ridership</b>     | <b>4,061,280</b> | <b>4,009,856</b>  | <b>51,424</b>   | <b>1.3%</b> |
| <b>RAIL NON-COMMUTATION RIDERSHIP</b>       |                  |                   |                 |             |
| East of Hudson                              | 2,856,371        | 2,721,432         | 134,939         | 5.0%        |
| West of Hudson                              | 54,373           | 56,105            | (1,732)         | -3.1%       |
| <b>Total Rail Non-Commutation Ridership</b> | <b>2,910,744</b> | <b>2,777,537</b>  | <b>133,207</b>  | <b>4.8%</b> |
| <b>TOTAL RAIL RIDERSHIP</b>                 |                  |                   |                 |             |
| East of Hudson                              | 6,831,738        | 6,630,957         | 200,781         | 3.0%        |
| West of Hudson                              | 140,286          | 156,436           | (16,150)        | -10.3%      |
| <b>TOTAL RAIL RIDERSHIP</b>                 | <b>6,972,024</b> | <b>6,787,393</b>  | <b>184,631</b>  | <b>2.7%</b> |
| <b>CONNECTING SERVICES RIDERSHIP (2)</b>    | <b>46,654</b>    | <b>45,422</b>     | <b>1,232</b>    | <b>2.7%</b> |
| <b>TOTAL MNR SYSTEM RIDERSHIP</b>           | <b>7,018,678</b> | <b>6,832,815</b>  | <b>185,863</b>  | <b>2.7%</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<br>YTD       | 2011<br>YTD (1)   | CHANGE VS. 2011  |             |
|---|-------------------|-------------------|------------------|-------------|
|   |                   |                   | AMOUNT           | PERCENT     |
| <b>RAIL COMMUTATION RIDERSHIP</b>           |                   |                   |                  |             |
| East of Hudson                              | 15,771,110        | 15,372,963        | 398,147          | 2.6%        |
| West of Hudson                              | 339,801           | 396,845           | (57,044)         | -14.4%      |
| <b>Total Rail Commutation Ridership</b>     | <b>16,110,911</b> | <b>15,769,808</b> | <b>341,103</b>   | <b>2.2%</b> |
| <b>RAIL NON-COMMUTATION RIDERSHIP</b>       |                   |                   |                  |             |
| East of Hudson                              | 10,728,247        | 10,006,042        | 722,205          | 7.2%        |
| West of Hudson                              | 211,546           | 216,679           | (5,133)          | -2.4%       |
| <b>Total Rail Non-Commutation Ridership</b> | <b>10,939,793</b> | <b>10,222,721</b> | <b>717,072</b>   | <b>7.0%</b> |
| <b>TOTAL RAIL RIDERSHIP</b>                 |                   |                   |                  |             |
| East of Hudson                              | 26,499,357        | 25,379,005        | 1,120,352        | 4.4%        |
| West of Hudson                              | 551,347           | 613,524           | (62,177)         | -10.1%      |
| <b>TOTAL RAIL RIDERSHIP</b>                 | <b>27,050,704</b> | <b>25,992,529</b> | <b>1,058,175</b> | <b>4.1%</b> |
| <b>CONNECTING SERVICES RIDERSHIP (2)</b>    | <b>187,539</b>    | <b>180,605</b>    | <b>6,934</b>     | <b>3.8%</b> |
| <b>TOTAL MNR SYSTEM RIDERSHIP</b>           | <b>27,238,243</b> | <b>26,173,134</b> | <b>1,065,109</b> | <b>4.1%</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**  
**APRIL 2012**

| LINE   | APRIL<br>2012<br>ACTUAL | APRIL<br>2012<br>BUDGET | VARIANCE VS.<br>BUDGET |              | APRIL<br>2011<br>RESTATED (1) | CHANGE FROM 2011 |               |
|--|-------------------------|-------------------------|------------------------|--------------|-------------------------------|------------------|---------------|
|  |                         |                         | AMOUNT                 | PERCENT      |                               | AMOUNT           | PERCENT       |
| <b>EAST OF HUDSON</b>  |                         |                         |                        |              |                               |                  |               |
| Harlem Line  | 2,235,081               | 2,216,462               | 18,619                 | 0.8%         | 2,183,607                     | 51,474           | 2.4%          |
| Hudson Line  | 1,334,926               | 1,339,188               | (4,262)                | -0.3%        | 1,309,465                     | 25,461           | 1.9%          |
| New Haven Line   | 3,261,731               | 3,148,729               | 113,002                | 3.6%         | 3,137,885                     | 123,846          | 3.9%          |
| <b>Total East of Hudson</b>                                    | <b>6,831,738</b>        | <b>6,704,379</b>        | <b>127,359</b>         | <b>1.9%</b>  | <b>6,630,957</b>              | <b>200,781</b>   | <b>3.0%</b>   |
| <b>WEST OF HUDSON</b>  |                         |                         |                        |              |                               |                  |               |
| Port Jervis Line   | 88,819                  | 100,911                 | (12,092)               | -12.0%       | 108,000                       | (19,181)         | -17.8%        |
| Pascack Valley Line  | 51,467                  | 49,011                  | 2,456                  | 5.0%         | 48,436                        | 3,031            | 6.3%          |
| <b>Total West of Hudson</b>                                    | <b>140,286</b>          | <b>149,922</b>          | <b>(9,636)</b>         | <b>-6.4%</b> | <b>156,436</b>                | <b>(16,150)</b>  | <b>-10.3%</b> |
| <b>TOTAL RAIL RIDERSHIP</b>                                    | <b>6,972,024</b>        | <b>6,854,301</b>        | <b>117,723</b>         | <b>1.7%</b>  | <b>6,787,393</b>              | <b>184,631</b>   | <b>2.7%</b>   |
| <b>CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS</b> |                         |                         |                        |              |                               |                  |               |
| Hudson Rail Link   | 28,939                  | 30,279                  | (1,340)                | -4.4%        | 29,397                        | (458)            | -1.6%         |
| Haverstraw-Ossining Ferry                                      | 10,794                  | 9,943                   | 851                    | 8.6%         | 9,653                         | 1,141            | 11.8%         |
| Newburgh-Beacon Ferry  | 6,921                   | 6,563                   | 358                    | 5.5%         | 6,372                         | 549              | 8.6%          |
| <b>Total Connecting Services</b>                               | <b>46,654</b>           | <b>46,785</b>           | <b>(131)</b>           | <b>-0.3%</b> | <b>45,422</b>                 | <b>1,232</b>     | <b>2.7%</b>   |
| <b>TOTAL MNR SYSTEM</b>  | <b>7,018,678</b>        | <b>6,901,086</b>        | <b>117,592</b>         | <b>1.7%</b>  | <b>6,832,815</b>              | <b>185,863</b>   | <b>2.7%</b>   |

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<br>YTD<br>ACTUAL | 2012<br>YTD<br>BUDGET | VARIANCE VS.<br>BUDGET |              | 2011<br>YTD<br>RESTATED (1) | CHANGE FROM 2011 |               |
|--|-----------------------|-----------------------|------------------------|--------------|-----------------------------|------------------|---------------|
|  |                       |                       | AMOUNT                 | PERCENT      |                             | AMOUNT           | PERCENT       |
| <b>EAST OF HUDSON</b>  |                       |                       |                        |              |                             |                  |               |
| Harlem Line  | 8,759,354             | 8,591,490             | 167,864                | 2.0%         | 8,459,526                   | 299,828          | 3.5%          |
| Hudson Line  | 5,108,513             | 5,080,465             | 28,048                 | 0.6%         | 4,966,458                   | 142,055          | 2.9%          |
| New Haven Line   | 12,631,490            | 12,003,349            | 628,141                | 5.2%         | 11,953,021                  | 678,469          | 5.7%          |
| <b>Total East of Hudson</b>                                    | <b>26,499,357</b>     | <b>25,675,304</b>     | <b>824,053</b>         | <b>3.2%</b>  | <b>25,379,005</b>           | <b>1,120,352</b> | <b>4.4%</b>   |
| <b>WEST OF HUDSON</b>  |                       |                       |                        |              |                             |                  |               |
| Port Jervis Line   | 345,066               | 379,363               | (34,297)               | -9.0%        | 421,533                     | (76,467)         | -18.1%        |
| Pascack Valley Line  | 206,281               | 193,396               | 12,885                 | 6.7%         | 191,991                     | 14,290           | 7.4%          |
| <b>Total West of Hudson</b>                                    | <b>551,347</b>        | <b>572,759</b>        | <b>(21,412)</b>        | <b>-3.7%</b> | <b>613,524</b>              | <b>(62,177)</b>  | <b>-10.1%</b> |
| <b>TOTAL RAIL RIDERSHIP</b>                                    | <b>27,050,704</b>     | <b>26,248,063</b>     | <b>802,641</b>         | <b>3.1%</b>  | <b>25,992,529</b>           | <b>1,058,175</b> | <b>4.1%</b>   |
| <b>CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS</b> |                       |                       |                        |              |                             |                  |               |
| Hudson Rail Link   | 120,563               | 129,179               | (8,616)                | -6.7%        | 125,416                     | (4,853)          | -3.9%         |
| Haverstraw-Ossining Ferry                                      | 40,034                | 36,116                | 3,918                  | 10.8%        | 35,065                      | 4,969            | 14.2%         |
| Newburgh-Beacon Ferry  | 26,942                | 20,728                | 6,214                  | 30.0%        | 20,124                      | 6,818            | 33.9%         |
| <b>Total Connecting Services</b>                               | <b>187,539</b>        | <b>186,023</b>        | <b>1,516</b>           | <b>0.8%</b>  | <b>180,605</b>              | <b>6,934</b>     | <b>3.8%</b>   |
| <b>TOTAL MNR SYSTEM</b>  | <b>27,238,243</b>     | <b>26,434,086</b>     | <b>804,157</b>         | <b>3.0%</b>  | <b>26,173,134</b>           | <b>1,065,109</b> | <b>4.1%</b>   |

Notes:

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



**Metro-North Railroad**

# **Capital Program Report**

## **June 2012**

**CAPITAL PROGRAM  
HIGHLIGHTS  
June 25, 2012 Meeting**

**STATIONS**

**Tarrytown Station Improvements**

*Work in Progress:*

Substantial completion achieved on May 31, 2012. Punch-list work is underway.

**Croton-Harmon/Peekskill Improvements**

**Croton-Harmon Station Status:**

*Work in Progress:*

- Bird proofing additional areas.
- Platform electrical conduit work.
- New metal column cover fabrication commenced.
- Precast platform deck pieces are being prepared to be shipped.

*Work Complete:*

- Repair to existing station overpass metal column cover work.
- New platform canopy structural steel supports have been set.

**Peekskill Station Status:**

*Work in Progress:*

- New inbound stair painting commenced.
- Overpass deck reconstruction.
- Painting of the new outbound canopy work commenced.
- Forming for the new platform outbound platform edge commenced.

*Work Complete:*

- Installation of the northern outbound stair windows.
- Demolition of the outbound platform edge.

**Poughkeepsie Station Improvements**

**Pedestrian Walkway and Pavilion Repair:**

*Work in Progress:*

- Installation of the steel commenced on June 4, 2012.

**New Haven Line Station Improvements**

**Small Business Mentoring Program – Guard Rail Replacement**

*Work in Progress:*

- At Mamaroneck, Harrison, Mt Vernon East, Pelham, and New Rochelle Stations
- Review of platform guardrail shop drawings in progress.

**Rehabilitation of Various Station Elements at 6-Stations (Mt Vernon East, Pelham, New Rochelle, Larchmont, Mamaroneck and Harrison):**

*Work in Progress:*

- Bids for construction were received on May 23, 2012, and are currently being evaluated. An award is in process.



## **POWER**

### **Bridge – 23 Substation Replacement**

#### *Work in Progress:*

- Bids for construction were received on April 13, 2012. Each bid package has been reviewed and a qualified electrical contractor has been selected. The New York Power Authority and MNR anticipate signing the final Customer Installation Agreement for construction by the end of June 2012. An award is expected in July 2012.
- Fabrication of the long lead equipment continues. Factory acceptance testing of the main traction power transformers is scheduled for June.
- Acquisition of real estate for the Pelham Circuit Breaker House.

## **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. As of May 31, 2012, a total of 6,435 ties installed and 10 miles of track surfaced.

### **Bridge Rehabilitation – Moodna and Woodbury Viaducts**

#### ***Moodna Viaduct:***

##### *Work in Progress:*

- Punch-list work is underway.

#### ***Woodbury Viaduct:***

##### *Work in Progress:*

- The construction package advertisement is expected in June 2012.

### **Harlem River Lift Bridge Cable Replacement**

#### *Work in Progress:*

- 100% plans and specifications for the combined project are being finalized.
- Construction permits required by NYC Parks are being finalized for inclusion into Contract Documents. Permits are required to obtain NYC Parks land for use as a Contractor's staging area and for clearing park land of 20 trees.

### **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).
- 100% plans and specifications are being prepared for submission to MNR.

### **Undergrade Bridges – East of Hudson**

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

- Contractor's containment submittals and revised Health and Safety Plan and Lead Health and Safety Plan were sent to the contractor for revisions.

#### *Work in Progress: Design of select Undergrade Bridges*

- Proposals for the design of 5 undergrade bridge repairs were received and are under review.

#### **Work in Progress: Hamilton Avenue Bridge (HA 22.47) Leak Remediation**

Contract documents are being reviewed and finalized by Procurement Department in preparation for upcoming solicitation phase.

## **SHOPS AND YARDS**

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

#### ***Work in Progress:***

- Installation of fencing for south yard storage pens.

#### ***Work Complete:***

- All paving in the tie storage yard.
- Miscellaneous electrical work at the south pen was performed.
- Paving of the Maintenance of Way Material Management area in the south yard.

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

#### ***Work in Progress:***

- Scraping underside of deck.
- Skylight and roofing related submittals are under review.

#### ***Work Complete:***

- Fall protection plan is conditionally approved.
- Demolition and disposal plan is approved, and the temporary stair tower erected.

## **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 was received, and is currently being reviewed.
- The priority repairs are being combined with the Park Avenue Tunnel Rehabilitation Project. Bid opening date has been rescheduled to June 6, 2012.

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

- Pre-construction submittals including the work schedule are complete.
- Fabrication of the stairway components for the 59th Street emergency exits is ongoing. Field work is scheduled to commence on June 11, 2012.

## **ROLLING STOCK**

### **M-8 Car Program**

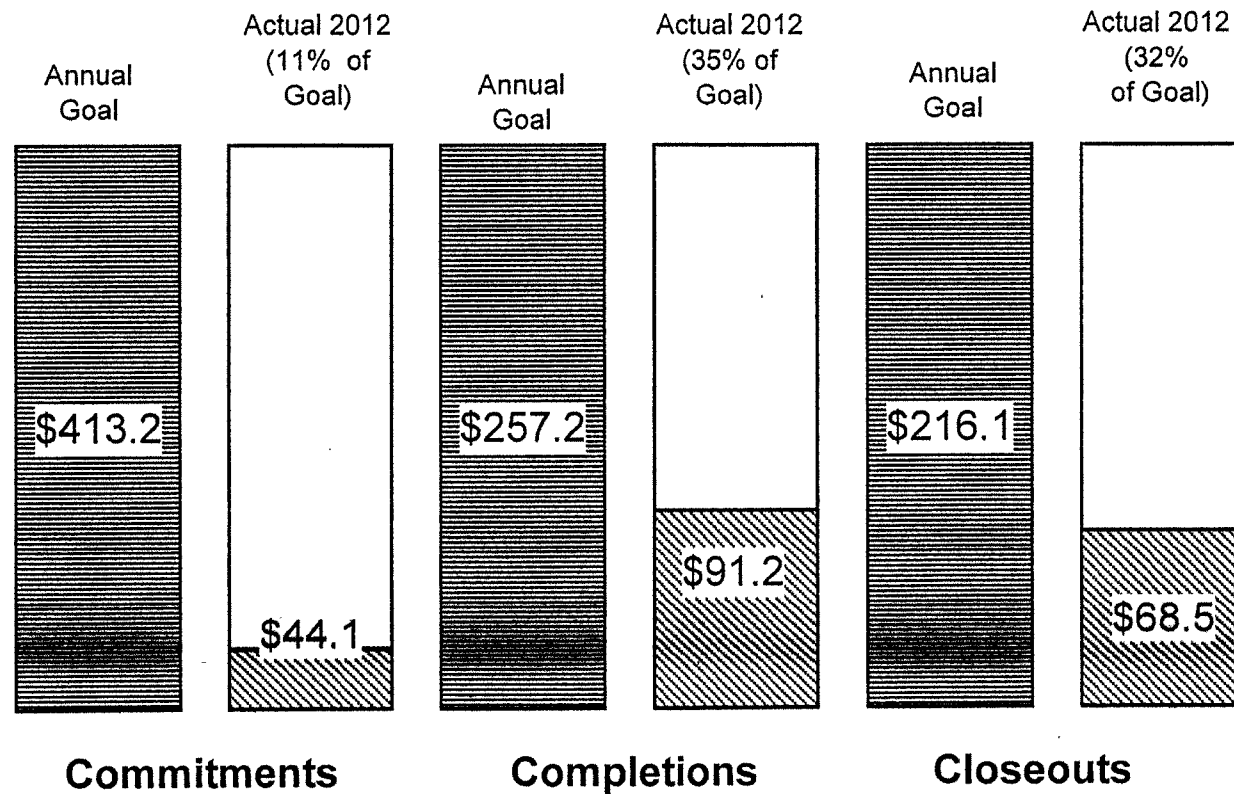
#### ***Work in Progress:***

- As of May 31, 2012, 104 Cars have been conditionally accepted and were placed into revenue service. Ten (10) cars are expected for acceptance in the month of June.

# 2012 MNR Capital Program Goals

As of May 31, 2012

In Millions



☐ Forecast - June 2012 - December 2012  
☒ Actual as of May 31, 2012  
☒ 2012 Goals