



**Metropolitan Transportation Authority**

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

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## **July 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  
D. Paterson  
A. Saul  
V. Tessitore, Jr.  
C. Wortendyke



Metropolitan Transportation Authority

## MEETING AGENDA

### METRO-NORTH/LONG ISLAND COMMITTEES

July 23, 2012 – 8:30 a.m.

347 Madison Avenue

Fifth Floor Board Room  
New York, NY

#### AGENDA ITEMS

Page

PUBLIC COMMENTS PERIOD

APPROVAL OF MINUTES – JUNE 25, 2012

4

2012 WORK PLAN

20

#### AGENCY PRESIDENTS'/ CHIEF'S REPORTS

MNR Report (No material)

LIRR Report (No material)

MTA Capital Construction Report

24

MTA Police Report

29

#### AGENCY INFORMATION AND ACTION ITEMS

##### 1. MNR INFORMATION ITEMS

- Environmental Audit 37
- Grand Central Terminal Centennial Sponsorship 39
- Personal Services Contract Extension with Jones Lang LaSalle Americas, Inc, for Retail Property Management Services at Grand Central Terminal (**material to be distributed**)
- Personal Services Contract Extension with Williams Jackson Ewing Inc. for Retail Leasing Services at Grand Central Terminal (**material to be distributed**)

##### 2. LIRR INFORMATION ITEMS

- Environmental Audit 42
- September Track Schedule Change 44

##### 3. LIRR ACTION ITEMS

- Parking Rehabilitation Projects 48

#### PROCUREMENTS

50

##### 1. MNR Procurements

- Non-Competitive - none
- Competitive 59
- Ratifications 75

2. LIRR Procurements	
• Non-Competitive	54
• Competitive	66
• Ratifications - none	
3. East Side Access Procurements	
• Non-Competitive - none	
• Competitive	69
• Ratifications - none	

AGENCY REPORTS ON OPERATIONS, FINANCE, RIDERSHIP AND CAPITAL PROGRAM

1. MNR	
• Operations	76
• Finance and Ridership	86
• Capital Program	117
2. LIRR	
• Operations	123
• Finance and Ridership	135
• Capital Program	162

**No August meeting**

Date of next meeting: **Monday, September 24, 2012 at 8:30 AM**

Minutes of the Regular Meeting  
Metro-North Committee

Monday, June 25, 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. Norman Brown  
Hon. Fernando Ferrer  
Hon. Ira R. Greenberg  
Hon. Jeffrey A. Kay  
Hon. Susan G. Metzger  
Hon. Charles G. Moerdler  
Hon. Carl V. Wortendyke

Not Present:

Hon. Robert C. Bickford  
Hon. James F. Blair  
Hon. Vincent Tessitore, Jr.

Also Present:

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

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

There was one public speaker. Orrin Getz of NJ-ARP spoke of the June 11, 2012 New Jersey Transit Board meeting he attended, noting that he asked the Vice Chairman and

Chairman of New Jersey Transit to restore certain Port Jervis Line service and to add an early get away train on the eve of Yom Kippur. He expressed his opinion that Rockland County residents get less service than other counties.

Upon motion duly made and seconded, the members of the Committee present approved the minutes of the regular meeting of May 21, 2012. Co-Chairman Pally stated that there were no changes to the 2012 work plan.

### 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 METRO-NORTH RAILROAD

President Permut recognized the bravery of two MTA Police Officers, Kieran Killilea and Paul Carufe, who responded to the Croton-Harmon Station to assist Serenity Green, a one-month-old infant who was not breathing. The officers quickly cleared the infant's airway and the infant immediately started breathing again. When emergency medical service personnel arrived, they determined Serenity was in stable condition. The officers were presented with a plaque in recognition of the action they took to save the infant's life.

President Permut reported that system wide on-time performance in May 2012 was 97% following five days in which major events ranging from equipment failures, to signal control issues, power problems and catenary damage resulted in between 39 to 76 delays each day. For the fifth and sixth time this year, Metro-North operated at 100% on its Hudson, Harlem and New Haven Lines on June 3 and June 24. Year-to-date, Metro-North continues to operate its trains with high reliability, maintaining an on-time performance rate of 98.3%.

President Permut reported that on the evening of June 6, Metro-North was made aware of a YouTube video showing an engineer reading a newspaper while operating a Harlem Line train – a clear and serious violation of Metro-North operating rules. Metro-North identified the employee, removed him from service without pay and began appropriate disciplinary action before the next morning's peak service began. Metro-North management established a company-wide communication effort with all train crews to reinforce the importance of complying with the rules and to provide reinforcement that this behavior is unacceptable.

Following the discovery of the video, there were news stories about engineers blocking the glass window of the door that separates the operating cab from the passenger compartment on Metro-North trains. The stories implied that engineers block the window to prevent customers from observing potential misbehavior. Engineers are allowed to block these windows since it helps reduce glare on the windshield, particularly at night and when a train enters the Park Avenue Tunnel, and it does not jeopardize the safety of train operations. Metro-North is in the process of installing polarized glass to address the glare issue. Once this glass is installed, engineers will not be permitted to block the windows. Metro-North has begun a best practice review of other railroads which is expected to take several weeks. In addition, operating department management will increase monitoring of engineers to ensure that all rules are being followed.

The recent occurrences and Metro-North's actions to address them were discussed at the annual "President's Forum" sponsored by the Metro-North Rail Commuter Council of the Permanent Citizen's Advisory Committee. The forum also provided an opportunity to highlight the transformation of Metro-North, focus on immediate improvements, and discuss the challenge that Metro-North faces, including the New Haven Line infrastructure needs.

President Permut reported that preliminary ridership figures for the month of May 2012 indicate that system-wide ridership was 1.5% higher than the comparable period of 2011; rail ridership was 1.5% higher, commutational ridership was 1.1% higher, non-commutational ridership was 2.1% higher and managed connecting services was 0.9% higher. Preliminary ridership figures, year-to-date indicate system-wide ridership was 3.5% higher than in the comparable period of 2011, rail ridership was 3.5% higher, commutation ridership was 1.9% higher, non-commutation ridership was 5.9% higher and managed connecting services ridership was 3.2% higher. Ridership in May was impacted by the adverse weather conditions. There has been no discernible ridership loss as a result of the January 1, 2012 Connecticut fare increase.

President Permut reported that April 2012 financial results were favorable. Total operating revenues were 3.9% higher due to continued increase in ridership and higher GCT retail and commissary revenues; operating expenditures were 7.4% lower than projected largely due to lower overtime and material usage requirements as a result of the mild winter weather and Metro-North's ongoing efforts to control costs.

President Permut noted that schedule changes to the Hudson and New Haven Line on Monday, July 2, 2012 will accommodate several capital and maintenance of way construction projects and will result in substantial cost savings. There is a small chance that the increase in track outages could pose a risk to service reliability.

President Permut reported that a restaurant tenant is being sought for the recently renovated Poughkeepsie Station. Two bids have been received and are under review. Metro-North plans to make an award in the fall. Construction of Tarrytown Station – the last station of a seventeen station, ten year effort to completely renovate or rebuild all stations on the Hudson Line from Morris Heights to Ossining – was completed on time and within budget. The project was a \$36.5 million ARRA-funded project and included replacing and improving all platforms and platform amenities. Tarrytown is a critical intermodal station serving riders on both sides of the Hudson River.

Several meetings were held to roll out the Phase I results of the West of Hudson Regional Transit Access study. The study is a Federal Alternatives Analysis project in Metro-North's 2010 – 2014 Capital Program. Metro-North's overall objectives are to address current infrastructure needs on the Port Jervis Line and to preserve a right-of-way between Salisbury Mills-Cornwall Station and Stewart Airport so that service may later be expanded to Stewart Airport.

On June 6, President Permut, Robert Lieblong and MTA Board Members Sedore, Bickford, Blair and Wortendyke visited the New York State Assembly to receive a resolution introduced by Assemblywoman Sandra Galef recognizing Metro-North for receiving the international Brunel Award for Overall Design Excellence.

Board Member Ferrer then engaged in a conversation with President Permut, and to a lesser extent President Williams, regarding the railroads' diversity recruitment and hiring practices and whether last month's diversity report and issues recently highlighted in press reports regarding hiring of relatives indicates recruitment procedures should be changed. President Permut agreed to provide Board Member Ferrer with an update on the 2012 intern program, as well as the railroad's general recruitment policies and procedures. President Permut and Raymond Burney, Metro-North's Senior Vice-President for Administration, noted that with regard to the summer intern program the railroad participated in approximately 20 job fairs and directly contacted over 100 colleges and universities, with the resulting 53 interns recently hired being more diverse than the full Metro-North workforce. Both also noted the importance of the program and the value of being able to attract talented young people interested in a railroad career at a time when increasing numbers of experienced employees are approaching retirement.

Board Member Ferrer noted that it was important to look behind the reported hiring numbers and look closely at recruitment practices and policies, and that a recent audit report from the State Comptroller was troubling to him. In response, President Permut noted that certain areas noted in the recent audit report continue to be under review by the MTA Inspector General. President Permut did note that a review of the hiring of relatives of current employees, which was the topic of a recent press report, by the Legal Department found that the required procedures and processes were complied with in the case of the persons mentioned.

President Permut stated that Metro-North's Human Resources staff is working with MTA Chief Diversity Officer Michael Garner's staff to confirm that the methodology used by Metro-North to record and report EEO hiring statistics is up to date and compliant with how other MTA agencies perform that function, and that once accurate numbers are obtained a plan to increase diversity would be developed and reported on by the September meeting.

Board Member Metzger noted that she wanted to reinforce Board Member Ferrer's statement about having a recruitment process that will result in increased workforce diversity. She noted that she will not attend the July 2012 meeting of the Diversity Committee and that Board Member Ferrer would chair the meeting. Board Member Pally concluded the discussion on the topic by noting that the entire committee was looking forward to more information on what the hiring numbers mean and how they can be used to increase diversity.

#### **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**

Chief Coan reported on the year-to-date crime and arrest statistics. The details of the MTA Police Department Report are contained in a report filed with the records of this meeting.

## MTA Metro-North Railroad Information Items

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There were four information items.

- July 2, 2012 Schedule Change

President Permut reported on the July 2012 schedule changes on the Hudson and New Haven Lines. The changes are being made to accommodate different capital and maintenance of way construction projects and will result in substantial cost savings. The details of the July 2012 schedule change are contained in a memorandum filed with the records of this meeting.

- GCT Centennial Update/Presentation

Randall Fleischer gave a report on planning for the events to take place in 2013 to commemorate the Grand Central Terminal Centennial. The details of Mr. Fleischer's report are contained in the Grand Central Terminal Centennial presentation filed with the records of this meeting.

- Grand Central Terminal Centennial Sponsorship

Randall Fleischer discussed the highlights of recent agreements with WABC television and the New York Times. The details of Mr. Fleischer's report are contained in the Grand Central Terminal Centennial presentation filed with the records of this meeting.

- Grand Central Terminal Retail Development

Nancy Marshall reported on Grand Central Terminal retail in 2011. She noted that revenue increased 6.25% from 2010. The Apple store has been a success. She noted that a request for proposal is being released for a café in the western portion of Vanderbilt Hall. The space above the Grand Central Market may also be available for a 4,700 square foot restaurant. The details of Ms. Marshall's report are contained in a Grand Central Terminal retail development presentation filed with the records of this meeting.

- Garrison Station Parking Lease Modification & Extension

Lease modification and extension agreement with Garrison Station Plaza, Inc.

### Procurements:

There were a total of 4 Metro-North procurements on the agenda.

There were 3 non-competitive procurements this month:

A consolidated agreement with Contemporary Machinery & Engineering Services, Inc. covering two separate services: (1) emergency repair and upgrade of one wheel boring machine that is presently out-of-service and (2) upgrade of a second wheel boring machine on a non-emergency basis. Contemporary Machinery & Engineering Services, Inc. is the

Original Equipment Manufacturer. They manufacture parts for their use only and they are the only firm that can repair and upgrade the machines. No other firms are authorized to purchase the parts or make repairs.

A 3 year miscellaneous service agreement with Railquip, Inc. for the annual inspection, maintenance and repair of car hoists support systems and turntables at the Croton Harmon Repair Facility. Railquip Inc. is the Original Equipment Manufacturer, sole source and only authorized maintainer of the Car Hoists System and Turntables. This equipment was specifically designed and built for the Harmon Shops and is not compatible with any LIRR or NYCT equipment. Prices proposed for the new contract have not increased from the previous contract and are fixed for the 3-year term of the contract.

There was 1 competitive procurement:

A 3-year negotiated, miscellaneous services contract with Management Mentors, Inc. to develop and deliver a professional mentoring program for Metro-North's workforce. The goal of this program is twofold: (1) to increase the development opportunities of Metro-North's management staff and (2) to support Metro-North's succession planning and diversity activities in support of Metro-North's overall operation. The mentoring program is critical to furthering the development of employees who have the potential for advancement into key leadership roles as Metro-North prepares for significant retirements beginning in 2013.

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 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,



Linda Montanino  
Assistant Secretary

**Minutes of the Regular Meeting**  
**Long Island Committee**  
Monday, June 25, 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. Norman Brown  
Hon. Fernando Ferrer  
Hon. Ira R. Greenberg  
Hon. Jeffrey Kay  
Hon. Susan G. Metzger  
Hon. Charles G. Moerdler  
Hon. Carl V. Wortendyke

**The following members were absent:**

Hon. Robert C. Bickford  
Hon. James F. Blair  
Hon. Andrew Saul  
Hon. Vincent Tessitore, Jr.

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

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

**Representing MTA Police:** Chief Michael Coan

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

There was one public speaker, Orin Getz, who addressed matters particular to Metro-North Railroad.

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

**MTA METRO-NORTH RAIL ROAD**

President Permut recognized two MTA Police Officers who on Sunday, May 29, 2012, helped save the life of a one-month old infant, who was not breathing. President Permut thanked the officers on behalf of MTA and Metro-North and presented them with a plaque. Co-Chairman Pally also congratulated the officers.

During the Metro-North report, Board Member Ferrer posed questions regarding work force representation statistics for both Metro-North and LIRR, as well as questions concerning the employment and recruitment process at the Railroads and the hiring and employment of relatives. Questions and responses specific to Metro-North are contained in the minutes of Metro-North Railroad of this day.

With respect to LIRR's workforce representation statistics, President Williams stated that LIRR's diversity report filed last month is consistent with the MTA's requirements for this report. She stated that LIRR, like Metro-North, has an internship program, but it is a smaller one than Metro-North's. She noted that LIRR has longstanding policies in place on nepotism, which were used by Metro-North several years ago in the development of Metro-North's current policy. She noted that employment of family members has been a common practice in the railroad industry. President Williams noted that even before her tenure as President, LIRR had taken significant measures to diversify its work force, as the hiring of family members had in the past tended toward a predominantly white male workforce, lacking in diversity. LIRR has made a concerted effort through job fairs and other recruitment strategies to diversify its work force. President Williams noted that there are some areas in which LIRR is striving to improve diversity, such as the number of women on the maintenance floor. President Williams stated that LIRR has worked very hard to diversify the work force, through a longstanding change in LIRR's approach to the issue. Board Member Ferrer thanked President Williams and said to both Presidents that getting behind the numbers generally requires looking closely at recruitment strategies, policies and practices.

With respect to nepotism policies, Board Member Ferrer asked if there will be a time when Metro-North and LIRR and all of the operating divisions of MTA will find it appropriate to restate the policies on nepotism. The Presidents indicated that they had no issues with such an approach. Chairman Lhota stated that this should be done across all of the agencies, in coordination with the Diversity Committee. Board Member Ferrer thanked the Chairman for his response on this subject.

Board Member Metzger stated that, in concert with Michael Garner's office, it was important to examine how the catchment areas for each agency are determined. It was also important to reconcile the fact that all agencies (including the two Railroads) do not report the same categories of jobs. She indicated that purpose of looking at these numbers was to understand how the agencies are recruiting and promoting, and whether or not we are doing it in a diverse and equitable manner. Board Member Metzger said that unfortunately she will be unable to attend the July Diversity Committee meeting, but that Board Member Ferrer will chair the Committee in order to follow-up on those issues.

Co-Chairman Pally thanked Board Member Metzger and stated that he believes additional information will be forthcoming from both of the Railroads at both the July meeting and through the September quarterly report, to hopefully answer a number of the questions that have been raised and to provide additional information. He agreed with Board Member Metzger that the primary issue is not how the numbers are derived, but what the numbers actually mean and how they can be used. The purpose is not simply to create numbers, but to use them to improve the diversity of our work force.

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

**MTA LONG ISLAND RAIL ROAD**

President Williams added her congratulations to the police officers who received a citation in connection with their rescue of a one-month old infant.

President Williams reported that for the Belmont Stakes horse race LIRR had 42,990 customer trips, up 118% from the 2011 event. LIRR deployed ticket sellers with handheld ticket issuing machines at Penn Station. A great volume of transactions were processed in a very short time; specifically, 851 transactions representing over \$10,000 in revenue. At the Belmont gate, LIRR sold an additional 585 tickets using handheld devices, and that was in addition to customers purchasing at ticket windows. LIRR has been experimenting with these machines which accept debit and credit cards and are very convenient for customers who do not carry cash. President Williams indicated that she was very pleased with the ridership numbers and the Belmont operation.

President Williams reported that LIRR's total ridership was up in May by 4%, with commutation ridership up 2.8% and non-commutation ridership up 5.8%. Year to date ridership is up 4.5%, indicative of a resurgence of LIRR ridership reflecting some improvement in the job market.

President Williams advised that LIRR has expanded its Quiet Car Program to all electric service in and out of Penn Station. It is a voluntary and largely self-enforcing program. LIRR has received requests from customers to designate cars with signage. LIRR is looking into the logistics of this as car consists do not remain in the same order, so we would have to make sure the signage can be placed in the correct car. So far the customer response to this program has been very positive.

President Williams next reported on an issue that requires LIRR's immediate attention; that is, the status of escalators. There are eight escalators currently out-of-service, primarily on the Babylon Branch, with one at Hicksville on the Main Line. A major assessment by LIRR's new maintenance contractor and a third party independent firm is ongoing concerning the condition of these escalators. These outages have caused significant problems to LIRR's customers who rely on escalators, and LIRR has found that these escalators are in a state of disrepair such that they cannot yet be put back into service by the new maintenance contractor. Many of the replacement parts have to be machine tooled and orders have been placed for parts. LIRR is trying to expedite production, but it may be another eight to ten weeks before LIRR will have all eight escalators returned to service. LIRR is looking at improvements in its maintenance program and is reviewing how this equipment got to the state that it is in under the previous contractor.

President Williams stated that LIRR moved forward with the M-9 pre-bid conference. LIRR had a very good response on the Phase 1 proposal. Seven firms attended the bid conference on June 20<sup>th</sup>. LIRR is moving forward on the 76 Long Island Rail Road base order cars. LIRR is postponing the federally funded M-9A procurement for East Side Access cars. The Board approved RFP's for both M-9 and M-9A cars; however, at this time LIRR is moving forward on the M-3 replacement cars and delaying the M-9A procurement for about one year based on the revised East Side Access schedule.

President Williams also highlighted the Babylon Car Wash. This was funded by the American Recovery and Reinvestment Act (ARRA). Based on the readiness of the project plans LIRR was able to submit this as a \$25 million ARRA Project in 2009. The project had a very strict deadline and LIRR is in the process of

commissioning the new car wash, having brought the project in on-time and within budget. Over 70% of the train wash water is recycled. The car wash produces 600 gallons per minute of concentrated spray to clean cars and mounted on its roof is a 35 kilowatt solar panel system which generates electricity to support all of the house power needs. President Williams thanked the Village of Babylon for its cooperation and Mayor Scordino who was extremely supportive. Richard Oakley, LIRR's Chief Program Officer, presented a Powerpoint presentation describing the Babylon Car Wash, a copy of which is included in the records of this meeting. Board Member Ballan asked if the 235 jobs created by the project were construction jobs. President Williams responded that they were.

Board Member Moerdler asked if President Williams has considered stocking some inventory of parts for escalators which are used across the system so we do not have escalators inoperable for extended periods of time. President Williams responded LIRR was implementing this concept. She indicated that LIRR is putting a new unit together to manage escalator maintenance and has transferred this responsibility to the station operations group. LIRR has recruited qualified escalator inspectors to be on its own staff to supervise its contractor. In addition, LIRR is developing an inventory supply, including especially some of the basic parts such as comb plates. LIRR will also perform more frequent inspections, even as it moves forward to replace certain of the equipment.

#### MTA CAPITAL CONSTRUCTION

MTACC President Michael Horodniceanu reported that a 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 very rigorous and included all key stakeholders, including MTA's Independent Engineering Consultant, LIRR, Amtrak, the Federal Transit Administration and their Program Oversight Consultant.

Work on the Grand Central Terminal Expansion Joint Replacement and Structural Closures contract reached substantial completion. Work on 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.

The Tunnel D drive completed mining on May 29<sup>th</sup>, which was ahead of schedule. The Tunnel B/C Drive continues to progress with mining to pause this week and resume on July 6<sup>th</sup> in coordination the LIRR scheduled track outage.

President Horodniceanu also presented a slide show to explain the work at the Northern Boulevard Crossing. A copy of his Power Point presentation is included in the records of the meeting. This work involves excavating a 120 foot length under the IND subway with an elevated train structure above. To perform this work a frozen arch was created eleven feet below the subway. The excavation is proceeding in drifts. Drift Two has thus far progressed 88 feet and Drift One has progressed 44 feet. The cost of this excavation work is approximately \$850,000 per linear foot. This excavation work is expected to be completed in November 2012, slightly behind schedule. In response to a question from Board Member Metzger, President Horodniceanu reported that MTACC believes it has a way to mitigate the delay.

Board Member Greenberg asked whether, in light of the recent Shotcrete accident, additional safety measures have been put in place. President Horodniceanu reported that safety measures have been implemented to prevent similar accidents. In addition, President Horodniceanu explained that the Shotcrete work at Northern Boulevard is very different and does not pose the same danger that existed at

the site of the accident. Board Member Greenberg also inquired about the injury rate on the East Side Access project to which President Horodniceanu responded that workers are being re-briefed on safety procedures, that the injury rate has been reduced and that the trend is in the right direction.

#### MTA POLICE DEPARTMENT

Chief Coan reported that there were two more incidents for the month of May, 2012 as compared to the same period last year, mainly due to five assaults which occurred (as opposed to no assaults during May, 2011). Arrests have been made on four of those assaults; and with respect to the remaining one, an individual has been identified and the investigation is ongoing. The report reflects they are up four incidents for the year; however the actual number is three due to one reclassification. However, robberies are down 18%, 23 versus 28. Electronic devices continue to constitute the bulk of those robberies.

Board Member Greenberg asked if theft of electronic devices would generally constitute grand larceny. Chief Coan responded that if it is over a certain dollar amount and if the device is taken from the person without force, then it would be grand larceny. No matter what the cost of the device, if there is any use of force, then it is a robbery. The grand larcenies can also include other types of theft. Board Member Greenberg then asked if some of these incidents are petit larcenies and they would not even be shown in the report, particularly incidents involving phones. Chief Coan responded the majority of the phones would be felonies but there could be some petit larcenies. Most of the petit larcenies would involve unattended property, such as someone leaving their phone in a pocketbook. Board Member Greenberg then noted that he saw petit larcenies reflected in the arrest statistics. Chief Coan responded that many of those arrests involve commercial establishments, including shoplifting arrests.

#### Information Items

There were three LIRR information items:

- July Track Schedule Change
- Penn Station Retail Development
- Wyandanch Station

President Williams noted that the Staff Summary with respect to the July Track Schedule change is reflective of the B/C Tunnel construction that President Horodniceanu had mentioned. LIRR needs to put in an alternate service plan while that construction is underway. There are three eastbound p.m. peak trains that will be canceled and eight other trains that will be re-routed; five trains will require schedule adjustments. LIRR has devised programs with its train crews so that the moment the MTACC work is done, LIRR can put the regular schedule back in place, so that we are not going from timetable to timetable. LIRR will be using a schedule insert, which is advantageous for LIRR's customers and will allow LIRR to have the flexibility to go quickly back to a regular schedule.

President Williams noted that LIRR is providing an added level of protection because when we lose one of the eastbound tracks, we will be operating on just two tracks. If anything were to happen in that circumstance, there would be only one track available, which would significantly reduce flexibility in terms of the Penn Station operation. LIRR will do its best to ensure there are no service disruptions during this time period, and will deploy added rescue equipment. There will be personnel stationed in key locations in the event that anything happens, so that we will have a fast response time to any event. We anticipate that these schedule changes will result in 10-15 or 15-20 minute delays out of Penn Station.

Based on this circumstance, President Williams noted that she will be asking for relief on the OTP standard and that this will be reflected when LIRR reports back to the Board on on-time performance. She noted LIRR had tremendous on-time performance in May. There were five 100% rush hours, four in the morning and one in the afternoon. She noted that the p.m. peak is always a challenge for LIRR out of Penn Station where we have to coordinate with Amtrak and New Jersey Transit, so we are very conscious of what these changes means in the p.m., and LIRR will be working closely with East Side Access throughout this process.

President Williams next discussed retail development at Penn Station. She reported that LIRR is fully leased at Penn Station and that lease revenues are greater than 2010. However, she noted that lease revenues are substantially less than that which will be reported by Metro-North, especially as Metro-North goes forward with its 100-year GCT celebration. LIRR's key points on Penn Station are on pages 43 and 44 of the Committee Book. LIRR continues to make tremendous infrastructure investments in Penn Station. Millions of dollars are going into the ventilation plant, the total track replacement, the standpipe system, improvements to the HVAC and escalator replacement. LIRR is very focused on trying to keep the track platform, signal systems and safety systems up-to-date. She referenced LIRR's Penn Station Vision Project and Moynihan Station Project, which are cited on page 44 of the Committee book.

Board Member Moerdler asked to what extent, if any, is LIRR providing flyers, brochures or other informational devices to commuters that tells them not only that there is a change of schedule, but also why. President Williams responded that we are doing so. LIRR is trying to let its customers know that while the benefit of East Side Access will be tremendous, there are some adjustments everybody has to go through during its construction. LIRR has done this through seat drops and customer handouts. We have done information sessions at Penn, through the Meet the Managers program, and will have additional handouts as we begin the July 6<sup>th</sup> scheduled construction. We will also be making station announcements and will have customer assistance personnel deployed as customers gets used to the new schedule with the peak trains missing.

Board Member Moerdler further asked to what extent, if any, can the problem of missing trains be alleviated by adding cars and making trains longer. President Williams responded that LIRR is maxed out with respect to train car capacity. LIRR mostly uses 12 car trains as our standard, where such consists can be accepted on the Main Line and the Babylon Branch. There is not an opportunity to add longer trains. President Williams noted that there are some areas where LIRR wants to do platform extensions to accommodate more cars as part of future Capital Programs.

Board Member Moerdler next inquired about whether there was anything that could be done before 2035 to make Penn Station habitable. President Williams agreed that LIRR cannot wait until 2035. She noted that LIRR is trying to build a vision that is all encompassing up to 2035, with incremental steps along the way that will result in a better station environment. She further observed that Penn Station was last renovated in 1994, and in terms of Capital Program life that was a very large investment. President Williams also pointed out that most of the retail on the north side is under the control of Vornado. LIRR has met with Vornado as a Penn Station stakeholder, and they would like to see improvements as well. They are motivated to assist LIRR in improving the station environment, obtaining a different retail mix, and a different layout. LIRR has been examining the issue of a better layout for the Station. Board Member Moerdler asked if sometime in the early Fall the Board could get a report of what can be done, bearing in mind that Amtrak runs Penn Station, and what we can do to make sure that those who operate and manage the Station try to come close to the standards of Grand Central. President Williams responded that she will schedule a Fall update and will have a presentation by AECOM. Chairman Lhota

stated he would appreciate the opportunity to come back to the Board in the Fall with this; he noted that there is a significant difference between Penn Station and Grand Central Terminal in their usage and their approach. Chairman Lhota noted that Penn Station is the single largest rail facility in the United States, if not in the western hemisphere. He noted that we need to be very careful in our approach to Penn Station because it needs to continue to operate. Co-Chairman Pally also requested a presentation about Penn Station. He noted that compared to Grand Central (referring to the recent addition of the Apple store there), the users of Penn Station were made to feel like third-class citizens; he also noted in this respect that there are many things at Penn Station which MTA does not control. President Williams stated that the timing for a presentation is right, as we will be building a program that is incremental in terms of how we get to a 2035 vision, but we have to start identifying what we want to accomplish in the 2015 Capital Program. President Williams stated that we need to identify our initial investments that will make a change at Penn Stations to the benefit of our customers, so LIRR will be delighted to bring that to the Board. She stated that a lot of work has been ongoing and we will update the Board accordingly.

The final information item reported on by President Williams involves a property exchange at the Wyandanch Station with the Town of Babylon. The Town of Babylon has embarked on a program called Wyandanch Rising. It is an initiative to transform an economically distressed area on Long Island into a vibrant mixed use development that will both serve as an economic engine for Wyandanch and a model on Long Island for other Transit Oriented Development (TOD) efforts. LIRR is a key stakeholder and very pleased to be participating in what we see as a transformative project. LIRR has parcels of land adjacent to the right-of-way at the station that are key to the Wyandanch Rising development. LIRR has agreed with the Town to swap properties, and the Town is providing property that has a very good proximate location to the station that will accommodate 300 new surface parking spots that will replace the parking we are giving up. The value of the property provided by the Town land is far greater than the value of our land. President Williams noted that the most important issue for LIRR is to maintain parking as well as to support the TOD initiative. We will have the opportunity on this new parcel to build an intermodal facility which will give us additional structured parking. LIRR's goal is to derive additive parking when we make an investment in structured parking. LIRR has indicated to the Town that we will be flexible as to where the replacement parking spots are provided, because we recognize they have to stage construction, and so some of the spots may move to different locations. LIRR is working on a binding agreement with the Town that provides for the staging of the project; and will ask for Finance Committee approval of the property swap.

Details of the information items are included in the records of the meeting.

**Action Items**

There were no LIRR Action Items.

**Procurements**

There were three competitive LIRR procurement items: 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; approval to award a five-year Miscellaneous Service Contract to Brandon Associates with two (2) year options in the not-to-exceed amount of \$1,565,062.44 for preventative maintenance, scheduled and unscheduled repairs, emergency services and service calls for both Wide Area Network 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; and approval to award a three (3) year Miscellaneous Service Contract to Mayday Communications, Inc. in a fixed amount of \$151,080 to perform maintenance and repair of various voice recording equipment embedded in seven (7) digital voice recording systems which are located at Penn Station, Jamaica Station and LIRR's Hillside Maintenance facility.

Board Member Moerdler asked how the Brandon contract was advertised. Dennis Mahon, LIRR's Chief Procurement & Logistics Officer, responded that the contract was advertised in the NYS Contract Reporter and in the NY Post. Board Member Moerdler suggested a wider advertisement at some future date. Chairman Lhota noted that all agency procurements are advertised on the MTA website. Further, he noted that the NYS Contractor Reporter is where contractors generally go to seek out procurement opportunities, and that the agencies are required by law to also advertise contracts in one paper of general distribution.

President Horodniceanu presented two procurement actions on behalf of MTACC which are detailed on pages 78 and 87 of the Committee Book. The first item was a non-competitive procurement on behalf of the MTA Security Program for award of a miscellaneous service contract in the amount of \$437,677 to Zetron Incorporated for the configuration and testing of Zetron voice communication equipment located at various Metro North and New York City Transit locations. The second item was a competitive procurement for a modification to East Side Access Project Contract CQ031, Queens Bored Tunnels and Structures to provide additional ground water level monitoring and sampling at a cost of \$335,000.

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.

President Williams stated that LIRR is in the process of developing a new customer awareness program. LIRR has been concerned about the rise in slip, trip and falls and is trying to get its customers to be less distracted with their personal electronic devices and pay attention to where they are walking. President Williams stated that they will be sharing that information with the Board in the Fall.

Board Member Moerdler stated the problem seems to be in the area of assaults and incidents involving train doors, not just the use of electronic devices. At some future date, he would like LIRR to take a look at this. President Williams responded that LIRR is working very closely with the MTA Police on assaults, especially on overnight trains, and that this is why LIRR instituted the alcohol ban on certain overnight trains. President Williams stated that LIRR will look very closely at this issue.

Board Member Moerdler questioned why standees continue to occur in significant numbers, in the same areas of Huntington, Oyster Bay, Port Washington and Long Beach. He asked what could be done about this. President Williams responded that LIRR continues to address standees in the best way that we can, and that we looking to make infrastructure improvements that we will highlight in the 2013 Program. She indicated that there have been extensive discussions concerning Huntington, and that there is an ongoing effort to try to improve the connection at Huntington and to improve train availability there. She noted that this was a key issue as LIRR gets closer to East Side Access opening. Board Member Moerdler asked why there was a large increase in the Long Beach numbers. Chairman Lhota responded that while these numbers are troubling, they are going to increase, in light of the fact that we will be

reducing the number of trains due to the East Side Access Project. Referring to an earlier question by Board Member Moerdler, about whether LIRR can deploy longer trains, Chairman Lhota noted that LIRR is going to need Capital money to expand its stations in various places in order to address this issue. However, while LIRR will continue to monitor this number daily, the number of standees is actually going to rise, especially when there is a reduction in the number of trains due to the outages needed to perform work in Harold and in support of the East Side Access Project, affecting all the branches previously mentioned by Board Member Moerdler. Board Member Moerdler agreed with the point made by Chairman Lhota, and said that he thinks it is necessary to tell the people on Long Island, their legislators and other representatives that this is an ongoing issue that is going to get worse. Chairman Lhota responded that he did so when he was at the Long Island Association a few months ago. While it was reported in Newsday, this issue was overshadowed by the discussions concerning the East Side Access Project schedule. Chairman Lhota indicated that he has been spending an enormous amount of time, including last Thursday in Albany, with at least the Senators of Long Island, on making them aware of this issue.

Board Member Greenberg seconded Board Member Moerdler's comments, adding that he is very happy that the Chairman is addressing these issues. He asked if canceled or combined trains were reflected in the reported numbers as well. President Williams responded not necessarily because we may not have exact train counts for cancelled or combined trains. Board Member Greenberg asked if there could be 14-car train consists. President Williams responded that they would not fit in Penn Station or in the tunnels and that they would foul the tracks. President Williams stated that on one platform on Track 1 in Jamaica, a 12-car consist fouls the track, so LIRR has to use that track very judiciously in the peak service. Board Member Greenberg stated that even though LIRR's electric service trains have a 14-car consist capacity, we cannot use 14 cars. President Williams responded that is correct because LIRR does not have the physical infrastructure to do it. Co-Chairman Pally noted the Railroad's practice of informing commuters about certain doors not opening at particular stations, because the trains are longer than the platforms. Board Member Moerdler asked if LIRR could decrease the headway time so that there would be more frequent travel. Co-Chairman Pally stated this is impossible to do, particularly in the p.m., because the East River tunnels are used by other systems (New Jersey Transit and Amtrak). Chairman Lhota requested that in September, when the Penn Station Vision is discussed, he be given leave to talk about the operation of Penn Station and how many trains can fit through there during the rush hour. He indicated that this is an important issue to examine, and that this is a classic bottleneck. There are many trains that need to get through the tunnel but generally only one can go through at a time. He would like to discuss the issue of headways which are less than a few minutes during the 4 p.m. to 7 p.m. timeframe. Board Member Moerdler asked if Chairman Lhota would address in September the three bottlenecks to decreasing the headway: Penn Station capacity; the tunnels; and issues on the Main Line. President Williams responded that we should add West Side Yard capacity as well. Chairman Lhota agreed with President Williams and added that he would address these issues.

Adjournment

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

Respectfully submitted,

1st Richard L. Gans

Richard L. Gans  
Secretary



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

### I. RECURRING AGENDA ITEMS

#### Responsibility

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

### II. SPECIFIC AGENDA ITEMS

#### Responsibility

#### July 2012

Environmental Audit	Legal/System Safety
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#### September 2012

2012 Final Mid-Year Forecast	Finance
2013 Preliminary Operating Budget	Finance
2012 Fall Construction Schedule Change	Service/Operations Planning
Elevator & Escalator Service Report	Operations

#### October 2012

2013 Preliminary Budget (Public Comment)	Finance
Diversity/EEO Report – 2 <sup>nd</sup> Quarter 2012	Administration/Diversity

#### November 2012

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

#### December 2012

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

# METRO-NORTH AND LONG ISLAND RAIL ROAD COMMITTEE WORK PLAN

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## DETAILED SUMMARY

### I. RECURRING AGENDA ITEMS

#### Approval of Minutes

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

#### 2012 Work Plan

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

#### Information Items (if any)

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

#### Action Items (if any)

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

#### Procurements

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

#### Police Activity Report

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

#### Report on Operations/Safety

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

#### Monthly Financial & Ridership Report

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

#### Capital Program Progress Report

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

## II. SPECIFIC AGENDA ITEMS

### Detailed Summary

#### 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.

##### 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.

##### 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.

#### 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 July 2012

### Project Description

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

### Budget and Estimate at Completion (EAC)

	<u>Budget</u>	<u>Last Reported EAC</u>	<u>Current Month EAC</u>	<u>Expenditures</u>
Design	\$ 671,029,379		\$ 671,029,379	\$ 570,445,665
Construction	6,442,835,777		6,442,835,777	2,709,291,474
Project Management	762,816,530		762,816,530	430,137,331
Real Estate	166,318,314		166,318,314	100,295,224
Rolling Stock*	202,000,000		202,000,000	0
<b>Total Project Cost</b>	<b>\$ 8,245,000,000</b>	<b>\$ 8,245,000,000</b>	<b>\$ 8,245,000,000</b>	<b>\$ 3,810,169,693</b>

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

### Major Milestones and Forecasts

	<u>Original Schedule</u>	<u>Previous Month Schedule</u>	<u>Current Month Schedule</u>
Project Design Start	March 1999	March 1999	March 1999
Project Design Completion	4th Q 2008	February 2013	February 2013
Project Construction Start	September 2001	September 2001	September 2001
Revenue Service Date	2nd Q 2012	August 2019	August 2019

### Current Issues/Highlights

- Safety statistics for most ESA contracts continue on a downward trend; still above, but approaching closer to the national industry average. Amongst steps taken are senior management walks of each project, training for all construction management staff to make them more proactive, dialogue with management from the contractors and the initiation of a drug and alcohol policy.
- The Manhattan contracts are progressing on or near plan with some minor exceptions, which are being addressed.
  - Cavern excavation and mucking continues in the GCT caverns and to the south in the tail tracks. Excavation also resumed underground at the 55th Street Vent Plant.
  - Preparations for the final excavation of the 44th Street Vent Shaft are underway and the contractor is preparing for the installation of the steel structure.

- Contractor completed the concrete lining of the 50th Street Vent Shaft and is continuing with the lining of the vent plant walls.
- In Queens, work is progressing under three contracts in and around the open cut structure.
  - Mining of Tunnel B/C, the fourth and final major tunnel drive, continued this month.
  - The soft ground tunneling contractor also continues work at the above ground portions of the B13 Substation and Yard Lead Emergency Exit both along Skillman Ave. and excavation has also begun on the West Bound Bypass structure.
  - Excavation of the first of seven planned drifts tunneling below Northern Blvd. was completed. Work on two others continued.
  - Above ground, the B10 substation is being constructed along Northern Blvd.
- In coordination with AMTRAK and LIRR, more weekend outages are scheduled in Harold with the focus on the excavation for Amtrak's 12 kV ductbank and the installation of catenary structures and signal towers.
- The 55th Street Vent Plant contract, CM013A is expected to be awarded in August.
- Negotiations continue with the four prospective contractors for the first Systems Contract. Negotiations are expected to be completed in the fall of 2012.
- The Systems Contract VS086 for the new signal system was advertised. Also, the Westbound Bypass contract, CH057, will be advertised by the end of the month.

## East Side Access Active and Future Construction Contracts

### Report to the Railroad Committee - July 2012

Expenditures thru June 2012; \$s in million

	Budget	Expenditures
Construction	\$ 6,442.8	\$ 2,709.3
Design	\$ 671.0	\$ 570.4
Project Management	\$ 762.8	\$ 430.1
Real Estate	\$ 166.3	\$ 100.3
Rolling Stock <sup>†</sup>	\$ 202.0	\$ -
<b>Total</b>	<b>\$ 8,245.0</b>	<b>\$ 3,810.2</b>

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

Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved AWOs)	Remaining Budget	Expenditures	2012 Reforecast Award Date	Actual/ Forecast Award Date**	Planned Completion at Award*	Forecast Completion**
<b>Manhattan Construction</b>								
CM009: Manhattan Tunnel Excavation & Lining <i>Dragados Judlau, JV</i>	\$ 413.5	\$ 411.8	\$ 1.7	\$ 368.4	Jul-2006	Jul-2006	Oct-2012	Jul-2013
CM019: GCT Concourse Civil & Structural <i>Dragados Judlau, JV</i>	793.9	772.0	\$ 21.9	611.4	Apr-2008	Apr-2008	Oct-2012	Jul-2013
<i>Note: Budget includes funding for scope not yet contractually obligated but not available for contingency.</i>								
CM014A: GCT Concourse Finishes Early Work <i>Yonkers Contracting</i>	46.5	43.5	3.0	1.4	Nov-2011	Nov-2011	Apr-2013	Jul-2013
CM013A: 55th St Vent Facility					<i>In Procurement</i>	Aug-2012	Aug-2012	N/A
CM012: Manhattan Struct Pt 2 & Cavern MEP & Finishes					<i>In Procurement</i>	Nov-2012	Nov-2012	N/A
<b>Queens Construction</b>								
CQ031: Queens Bored Tunnel & Structures <i>Granite-Traylor-Frontier, JV</i>	766.7	765.7	1.0	609.1	Sep-2009	Sep-2009	Sep-2012	Apr-2013
<i>Notes: Contract includes \$11M of Regional Investments scope. Budget includes funding for scope not yet contractually obligated but not available for contingency.</i>								
CQ039: Northern Blvd Crossing <i>Schiavone Construction / Kiewit</i>	102.1	96.8	5.3	48.5	Feb-2010	Feb-2010	Oct-2011	Apr-2013
<i>Note: Budget includes funding for scope not yet contractually obligated but not available for contingency.</i>								
CQ032: Plaza Substation & Queens Struct Construction <i>Tutor Perini Corporation</i>	165.1	148.6	16.5	10.1	Aug-2011	Aug-2011	Aug-2014	Nov-2014
<b>Harold Construction</b>								
CH053: Harold Structures (Part 1) <i>Perini Corporation</i>	\$ 203.9	\$ 175.6	\$ 24.7	\$ 110.2	Jan-2008	Jan-2008	Feb-2011	Feb-2014
<i>Note: Budget includes funding for scope not yet contractually obligated but not available for contingency.</i>								
CH058: Harold Structures - Part 3: Eastbound Reroute					<i>In Design</i>	Oct-2013	Oct-2013	N/A
<b>Systems Contracts</b>								
Systems Package 1: Tunnel Ventilation, Facility Power, Communications, Controls, Security, Fire Detection					<i>In Procurement</i>	Sep-2012	Sep-2012	N/A
Systems Package 2: Trackwork and Traction Power					<i>In Procurement</i>	Apr-2013	Apr-2013	N/A
Systems Package 3: Signal Equipment					<i>In Procurement</i>	Mar-2013	Mar-2013	N/A

\*Planned Completion at Award dates for contracts CM009, CM019, and CH053 are adjusted to the 2009 re-baseline plan.

\*\*Project reforecasting is being finalized and contract milestones and budgets are being adjusted.

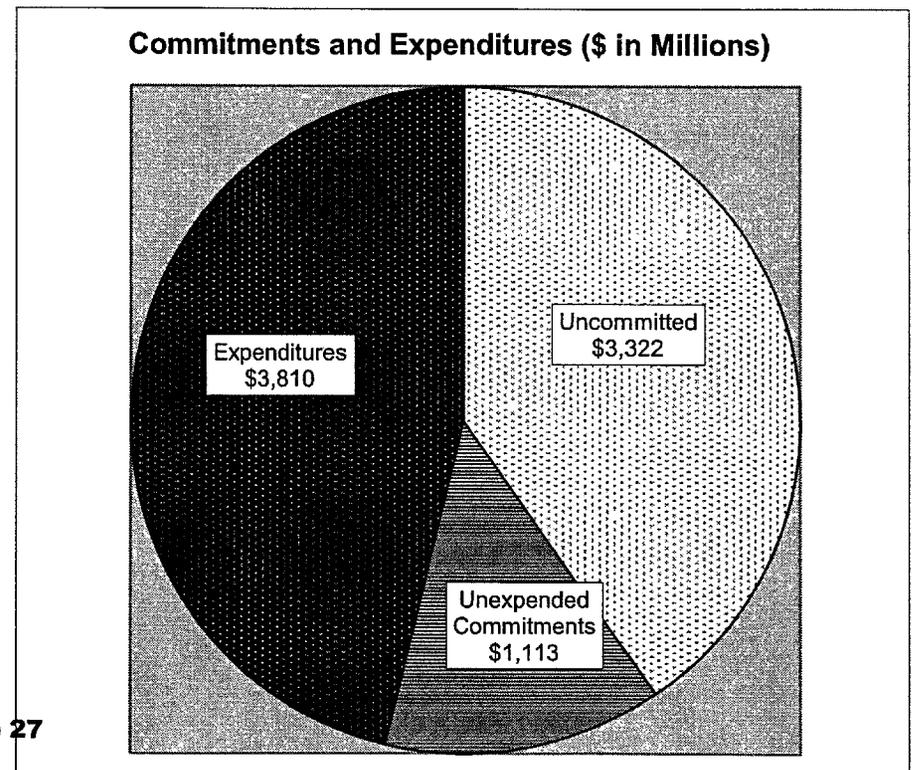
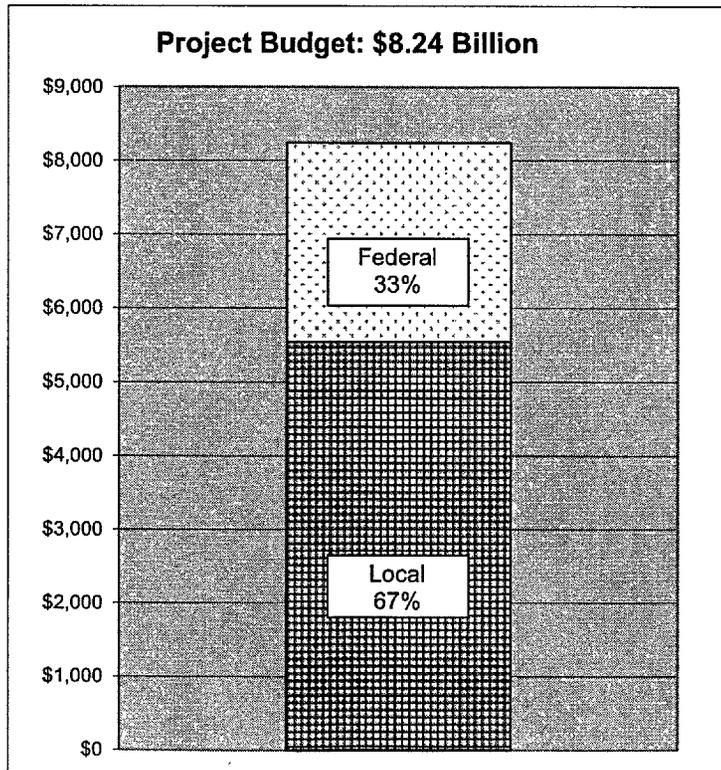
1) Integrated Systems Testing complete May 2018, construction complete Nov 2017.

## East Side Access Status

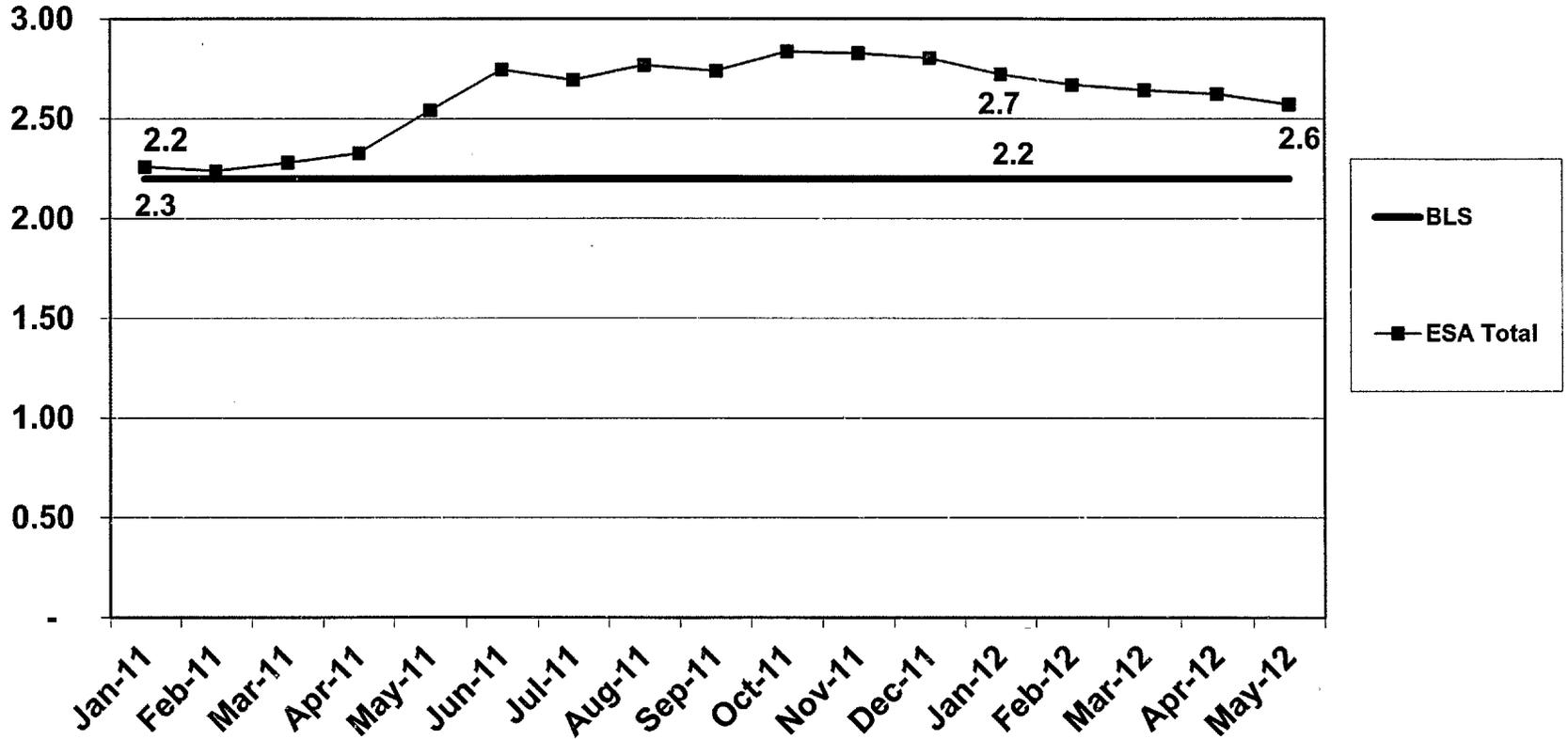
Report to the Railroad Committee - July 2012  
(data thru June 2012)

MTA Capital Program \$ in Millions	Budgeted	Funding Sources			Status of Commitments		
		Local Funding	Federal Funding*	Federal Received	Committed	Uncommitted	Expended
1995-1999	\$ 158	\$ 94	\$ 64	\$ 64	\$ 158	\$ -	\$ 157
2000-2004	1,534	747	785	785	1,495	39	1,402
2005-2009	2,683	839	1,845	961	2,637	46	2,052
2010-2014	3,154	3,149	5	-	634	2,520	199
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>\$ 4,923</b>	<b>\$ 3,322</b>	<b>\$ 3,810</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**

## **July 2012**



**METROPOLITAN TRANSPORTATION AUTHORITY  
Police Department  
System Wide**

**June 2012 vs. 2011**

	2012	2011	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	3	3	0	0%
Felony Assault	3	3	0	0%
Burglary	2	0	2	0%
Grand Larceny	19	16	3	19%
GLA	1	0	1	0%
Total Major Felonies	28	22	6	27%

**Year to Date 2012 vs. 2011**

	2012	2011	Diff	% Change
Murder	0	0	0	0%
Rape	0	1	-1	-100%
Robbery	26	31	-5	-16%
Felony Assault	20	22	-2	-9%
Burglary	10	2	8	400%
Grand Larceny	119	110	9	8%
GLA	2	1	1	100%
Total Major Felonies	177	167	10	6%



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

**June 2012 vs. 2011**

	<b>2012</b>	<b>2011</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	0	0	0	0%
<b>Rape</b>	0	0	0	0%
<b>Robbery</b>	2	2	0	0%
<b>Felony Assault</b>	2	2	0	0%
<b>Burglary</b>	0	0	0	0%
<b>Grand Larceny</b>	13	6	7	117%
<b>GLA</b>	0	0	0	0%
<b>Total Major Felonies</b>	17	10	7	70%

**Year to Date 2012 vs. 2011**

	<b>2012</b>	<b>2011</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	0	0	0	0%
<b>Rape</b>	0	1	-1	-100%
<b>Robbery</b>	11	18	-7	-39%
<b>Felony Assault</b>	12	17	-5	-29%
<b>Burglary</b>	1	1	0	0%
<b>Grand Larceny</b>	57	51	6	12%
<b>GLA</b>	0	0	0	0%
<b>Total Major Felonies</b>	81	88	-7	-8%



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

**June 2012 vs. 2011**

	<b>2012</b>	<b>2011</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Rape</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Robbery</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Felony Assault</b>	<b>0</b>	<b>1</b>	<b>-1</b>	<b>-100%</b>
<b>Burglary</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0%</b>
<b>Grand Larceny</b>	<b>5</b>	<b>9</b>	<b>-4</b>	<b>-44%</b>
<b>GLA</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0%</b>
<b>Total Major Felonies</b>	<b>8</b>	<b>10</b>	<b>-2</b>	<b>-20%</b>

**Year to Date 2012 vs. 2011**

	<b>2012</b>	<b>2011</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Rape</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Robbery</b>	<b>10</b>	<b>5</b>	<b>5</b>	<b>100%</b>
<b>Felony Assault</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>20%</b>
<b>Burglary</b>	<b>9</b>	<b>1</b>	<b>8</b>	<b>800%</b>
<b>Grand Larceny</b>	<b>51</b>	<b>57</b>	<b>-6</b>	<b>-11%</b>
<b>GLA</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>100%</b>
<b>Total Major Felonies</b>	<b>78</b>	<b>69</b>	<b>9</b>	<b>13%</b>



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

**June 2012 vs. 2011**

	2012	2011	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	1	1	0	0%
Felony Assault	1	0	1	0%
Burglary	0	0	0	0%
Grand Larceny	1	1	0	0%
GLA	0	0	0	0%
<b>Total Major Felonies</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>50%</b>

**Year to Date 2012 vs. 2011**

	2012	2011	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	5	8	-3	-38%
Felony Assault	2	0	2	0%
Burglary	0	0	0	0%
Grand Larceny	11	2	9	450%
GLA	0	0	0	0%
<b>Total Major Felonies</b>	<b>18</b>	<b>10</b>	<b>8</b>	<b>80%</b>



MTA Police Department  
Arrest Summary: Department Totals

7/6/2012  
12:03:48PM

1/1/2012 to 6/30/2012

Arrest Classification	Total Arrests
Robbery	28
Felony Assault	22
Burglary	7
Grand Larceny	29
Aggravated Harassment	3
Aggravated Unlicensed Operator	17
Assault-Misdemeanor	23
Breach of Peace	8
Child Endangerment	2
Criminal Contempt	1
Criminal Impersonation	5
Criminal Mischief	26
Criminal Possession Stolen Property	8
Criminal Trespass	22
Disorderly Conduct	2
Drug Offenses	17
DUI Offenses	9
Falsely Reporting an Incident	6
Forgery	13
Fraud	2
Graffiti	4
Harassment	6
Menacing	8
NYC Admin Code	1
Obstruct Government	2
Petit Larceny	65
Public Lewdness	43
Reckless Endangerment	6
Resisting Arrest	34
Sex Offenses	6
Theft of Services	40
Warrant Arrest	25
Weapons Offenses	7
<b>Arrest Totals</b>	<b>497</b>

**INDEX CRIME REPORT**  
**Per Day Average**  
**June 2012**

	Systemwide	LIRR	MNRR	SIRT
<b>Murder</b>	0	0	0	0
<b>Rape</b>	0	0	0	0
<b>Robbery</b>	3	2	0	1
<b>Fel. Assault</b>	3	2	0	1
<b>Burglary</b>	2	0	2	0
<b>Grand Larceny</b>	19	13	5	1
<b>GLA</b>	1	0	1	0
<b>Total</b>	<b>28</b>	<b>17</b>	<b>8</b>	<b>3</b>
<b>Crimes Per Day</b>	<b>0.93</b>	<b>0.57</b>	<b>0.27</b>	<b>0.10</b>



**Metro-North Railroad**

**Information Items**  
**July 2012**

# Memorandum



**Metro-North Railroad**

**Date:** July 23, 2012

**To:** Members of the Metro-North and Long Island Railroad Committee

**From:** Howard Permut *HP*

**Re:** **Information Item: 2012 NYS Department of Environmental Conservation Audit**

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This memorandum summarizes the findings of Metro-North's 2012 NYS Environmental Conservation Audit.

The NYS Department of Environmental Conservation Audit is a self-certifying, annual assessment required by state environmental law. The audit provides summary data of environmental violations at Metro-North properties, remedial activities that were conducted, and planned investigation or cleanup activities. For the 2012 audit, Metro-North performed the following:

- Conducted audit inspections at various Metro-North properties, including stations, yards, repair shops, substations, etc.;
- Reviewed capital projects for compliance with regulations; and
- Updated the data base for pre-existing violations (there were no new violations identified).

Metro-North's findings identified 8 violations as follows:

- Chemical Spills (1)
- Oil/Petroleum (7)

Of the 8 violations at the end of the audit period, 3 are attributable to historic railroad operations. One involves a chemical spill that predates Metro-North and the remaining 7 violations involve petroleum spills, two of which predate Metro-North. None of the non-compliance violations was ranked as an N1. An N1 ranking indicates an imminent threat to public health and the environment. All 8 Metro-North violations were ranked N3 (poses a discernible, but not substantial threat to the public health or the environment).

During the past year Metro-North took several steps to protect the environment. Among the agency's major accomplishments are the following:

- A new fuel pad, storage tank and oil water separator were installed at the Mott Haven Yard. This improved facility for fueling track equipment allows easier fueling with significantly less opportunity for petroleum spills.
- Metro-North's 88,000 square foot office building in White Plains achieved LEED Silver Certification. LEED Certification provides independent, third party verification that the building was designed and built using sustainable strategies and components, such as low flow water fixtures, high efficiency lighting and HVAC equipment, natural lighting, Energy Star rated appliances, recycled and local materials and preferred parking for electric and hybrid vehicles.
- Metro-North forces have retrofitted a number of existing facilities with water conservation fixtures, resulting in estimated water saving of approximately 400,000 gallons a year.
- A regular column under the new Metro-North Sustainability logo and slogan - "Sustainability...A Greener & Leaner Metro-North", is now part of the monthly employee newsletter. In addition to providing information on Metro-North's sustainable initiatives, the column provides useful information, including websites.

# Memorandum



**Metro-North Railroad**

**Date:** July 5, 2012  
**To:** Members of the MNR/LIRR Committee  
**From:** Howard Permut *HP*  
**Re:** **GCT Centennial Sponsorship**

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Based on the January 9th Grand Central Terminal Centennial memo and the subsequent Committee Briefings, a Centennial Sponsorship Agreement Report is being presented to the MNR/LIRR Committee by MNR on a monthly basis, in months when sponsorship term sheets/agreements have been finalized. Please see attached.

## July 2012 GCT Centennial/Vanderbilt Hall Sponsorship Term Sheet/Agreements

Term Sheet / Agreement	Description	Total Compensation Amount/Barter*
Westin Hotels	<ul style="list-style-type: none"> <li>-Sector exclusivity in the hotel category.</li> <li>-Logo recognition on Centennial signage, digital assets, website, train ads, etc.</li> <li>-Right to conduct Westin-themed promotions (subject to MNR approval)</li> <li>-Use of Vanderbilt Hall for four (4) days (production costs responsibility of Westin)</li> <li>-Westin inclusion opportunity in Mail &amp; Rides, Getaway booklets, MNR Facebook, &amp; "Inside Track."</li> </ul>	The cash value is \$250K.

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



**Long Island Rail Road**

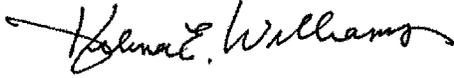
# **INFORMATION**

## **ITEMS**

# Memorandum



**Long Island Rail Road**

**Date:** July 23, 2012  
**To:** Members of the MTA Board LIRR and MNR Operating Committee  
**From:** Helena E. Williams, President   
**Re:** Information Item: 2012 NYS Department of Environmental Conservation Audit Summary

This memorandum summarizes the findings to the LIRR's 2012 NYS Environmental Conservation Audit.

The NYS Department of Environmental Conservation Audit is a self-certifying annual assessment required by state environmental law. The audit provides summary data of environmental violations at each LIRR property, remedial activities that were conducted, and planned investigation or cleanup activities. For the 2012 audit the LIRR performed the following:

- Conducted audit inspections at various LIRR properties including stations, yards, repair shops, substations, etc.;
- Reviewed capital projects for compliance with regulations;
- Updated data base for pre-existing violations and entered new violations that occurred during the audit period.

LIRR's findings identified 50 violations as follows:

- Chemical Spills (22)
- Third Party Actions (8)
- Oil/Petroleum (16)
- Other (4)

Of the 50 violations at the end of the audit period, 38 are attributable to historic railroad operations predating current day environmental regulations. Four occurred during the April 1, 2011 to March 31, 2012 audit period. Of these, three involved oil/petroleum spills and one was due to a third-party action. None of the non-compliance violations was ranked as an N1. An N1 ranking indicates an imminent threat to public health and to the environment. There were 41 ranked as N2, eight as N3 and one as N4.

During the past year LIRR took several steps to protect the environment. Among the agency's major accomplishments are the following:

- A 1,000-gallon underground storage tank for waste oil at the Hillside UCC building was closed-in-place to meet state regulations.
- Site drainage investigations for nine petroleum bulk storage (PBS) facilities were completed in late 2011. In all, over 1,683 drainage structures were investigated. Each PBS facility now has drawings depicting where drains are located, with tables identifying where the drains flow to, aiding in our efforts to be good stewards of the environment.
- The new Babylon Train Wash facility became operational this year. This state-of-the-art facility has multiple environmental features including recycling of 70% of the wash water it uses and supplemental solar power panels to help operate electrical lighting and heating of the train wash building. The expected utility expense savings is \$6,700 per year.

## Staff Summary

<b>Subject</b> SEPTEMBER TIMETABLE CHANGE/ AUGUST TRACK WORK/SPECIAL PROGRAMS						<b>Date</b> JULY 23, 2012			
<b>Department</b> <i>Mitchell J. Lerman</i> SR. VICE PRESIDENT - OPERATIONS						<b>Vendor Name</b>			
<b>Department Head Name</b>						<b>Contract Number</b>			
<b>Department Head Signature</b>						<b>Contract Manager Signature</b>			
<b>Project Manager Name</b>									
<b>Board Action</b>						<b>Internal Approval</b>			
<b>Order</b>	<b>To</b>	<b>Date</b>	<b>Approval</b>	<b>Info</b>	<b>Other</b>	<b>Order</b>	<b>Approval</b>	<b>Order</b>	<b>Approval</b>
1	LI COMM	7/23/12				4	President <i>[Signature]</i>		Sr. VP Op. <i>[Signature]</i>
						3	Executive VP <i>[Signature]</i>		CFO <i>[Signature]</i>
						2	VP Mktg & PA <i>[Signature]</i>		

### PURPOSE:

This is to inform the Long Island Committee of the MTA Long Island Rail Road's plan to adjust schedules beginning with the PGA golf tournament in August and for the period September 4, 2012, through November 12, 2012 to support various construction activities and track work programs taking place during the months of August and September. Projects included in the September Timetable change are third rail replacement between Freeport and Wantagh and Concrete Tie replacement between Jamaica and Queens Village. Programs include switch replacement and resurfacing in Valley Stream and Huntington and a crossing renewal project in Huntington. Ongoing projects include East Side Access work in Harold interlocking and tunnel lighting and cable replacement on the Atlantic branch between Jamaica and Atlantic terminal.

### PGA GOLF TOURNAMENT AUGUST 23-26, 2012:

The MTA Long Island Rail Road welcomes the Barclays PGA Tournament on Long Island at the Bethpage Black, one of the most challenging golf courses in the world. The LIRR is pleased to be an Official Sponsor of this significant event offering extra train service to and from the Farmingdale Station. Shuttle bus service, sponsored by the PGA, will be available at Farmingdale Station for a short ride to the course.

The Barclays Tournament plays a leading role in the season-long competition that is the centerpiece of the PGA tour season. The PGA anticipates this to be a more regional event with about 35K spectators expected to attend per day (compared to the 2009 USGA/US Open, which is a national event with approximately 55K spectators per day).

Beginning Thursday August 23, service levels will be increased during off peak periods from hourly to half hourly to and from Farmingdale Station in support of this event. Three PM peak trains will also have an added stop at Farmingdale to accommodate the expected crowds. On Saturday and Sunday we will add 13 eastbound and 13 westbound trains to provide half hourly service in both directions to and from our Farmingdale Station.

LIRR will publicize to all customers that during the Barclay's Tournament program from August 23 through August 26, 2012, train schedules may vary within 10 minutes of scheduled times, and LIRR will include this adjustment when reporting on-time performance.

#### **SEPTEMBER 4 TIMETABLE CHANGES:**

##### *Construction Activities*

- Montauk branch Third Rail Replacement – Midday weekday single-track outage between Freeport and Wantagh.
- Main Line Concrete Tie Replacement – Weekends - two of four main tracks out of service between Jamaica and Queens Village.
- Huntington branch Mechanized Ties – Midday single track outage between Syosset and Huntington.
- The following projects have been completed and the schedules have been restored to their normal times at all affected stations. The projects and their locations are described below:
  - Main Line Mechanized Ties – This work affected train schedules on the Main Line, Long Beach, Huntington, Port Jefferson and West Hempstead branches.
  - Babylon branch Direct Fixation Replacement – Schedules of trains on the Babylon, Montauk, Far Rockaway and Hempstead branches were affected on weekends.
  - Far Rockaway branch Crossing Renewals and Misc. Work – Schedules of trains on the Far Rockaway, Long Beach and Hempstead branches midday weekday have been returned to normal.
  - Huntington branch Switches and Mechanized Tie prep Work - Schedules of trains on the Huntington and Port Jefferson branches have been restored and then further adjusted.

##### *Service Adjustments*

- An eastbound weekday PM peak train to Ronkonkoma is being restored to the schedule to alleviate service frequency concerns. This train will depart Atlantic Terminal at 4:34 p.m. making stops at East New York, Jamaica, New Hyde Park, and all local stops to Ronkonkoma. Schedules are also restored on the 4:24 p.m. peak train to Ronkonkoma, which will have its Jamaica stop removed and the 4:31 p.m. peak train to Huntington which will have its New Hyde Park to Westbury stops removed. These station stops and service opportunities will be covered by this service restoration.
- In anticipation of the opening of Barclay's Center in Brooklyn evening service to and from Atlantic Terminal has been adjusted on five late night trains, between 1 and 5 minutes, to improve connections and open up capacity for added event service.

#### **TRACKWORK PROGRAMS:**

- Huntington branch – On two consecutive Saturdays, August 11 and August 18, one of two main tracks will be out of service for crossing renewal in Huntington.
- Babylon and Long Beach branches – On three weekends September 8, 15 and 29, one of four main tracks will be out of service for switch resurfacing and replacement in Valley Stream.
- Huntington branch – On Saturday September 22, one of two main tracks will be out of service for 18 hours for switch replacement work in Huntington.

## **SEPTEMBER 12 TIMETABLE CHANGES**

- Huntington Branch Mechanized Ties – One of two main tracks is out of service midday between Syosset and Huntington to support the Mechanized Tie program. Five eastbound midday Huntington trains remain adjusted 1 minute later and five westbound midday Huntington trains are adjusted 20 minutes earlier.
- Montauk branch Third Rail Replacement – One of two main tracks is out of service midday between Freeport and Wantagh to support the third rail replacement. All eastbound and westbound express trains are cancelled midday weekday. Patchogue/Speonk/Montauk scoot connections have been moved to connect with local trains, both eastbound and westbound. As a result of the connection changes and to allow for trains to travel through the area, westbound trains have been moved 5 to 10 minutes later and eastbound customers will experience up to 17 minutes of additional travel time. In addition, five westbound Oyster Bay trains have been moved 10 minutes later to accommodate connections in Jamaica.
- Main Line Concrete Tie Replacement – Two of four main tracks between Jamaica and Queens Village will be out of service for concrete tie replacement. Three late night/early morning trains will be adjusted 1 to 7 minutes later to accommodate this work. Other changes will be outlined in an upcoming program with additional service impacts.

## **TRACK WORK PROGRAMS**

- Huntington branch – Pulaski Road Crossing Renewal and Switch Replacement – On Saturdays August 11 and 18 from 12:48 AM until 12:30 AM Sunday, one of two main tracks will be out of service on the Huntington branch between Syosset and Huntington for road crossing renewal at Pulaski Road in Huntington and switch replacement in Huntington. Train service between Hicksville and Huntington will be reduced from half-hourly to hourly and Port Jefferson service will be reduced from hour-and-a-half to two- hourly service. As a result of the reduction in service on the Port Jefferson branch, three eastbound and three westbound trains will be canceled.
- Babylon and Long Beach branches – On three weekends in September, one of four main tracks will be out of service for switch resurfacing and replacement in Valley Stream. This critical area of the railroad is a switching point for the Babylon, Long Beach, Far Rockaway and West Hempstead branches. On Saturday September 8<sup>th</sup> for an 18 hour period van service will replace train service for eastbound and westbound St Albans customers. Customers will experience up to 59 minutes of additional travel time. On Saturday September 15<sup>th</sup> for an 18 hour period and again on Saturday September 29<sup>th</sup> for a 24 hour period eastbound Long Beach trains will be adjusted 16 minutes later and westbound Long Beach trains will be adjusted 7 minutes later.

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

## **IMPACT ON FUNDING**

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

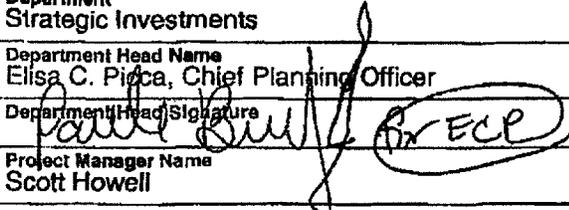


# Long Island Rail Road

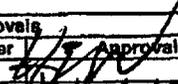
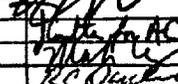
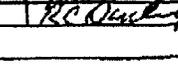
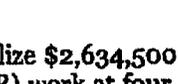
## ACTION ITEM

# STAFF SUMMARY



<b>Subject</b> Parking Rehabilitation Projects: Ronkonkoma Garage, Merillon Avenue, Laurelton & Lawrence	<b>Date</b> July 23, 2012
<b>Department</b> Strategic Investments	<b>Vendor Name</b>
<b>Department Head Name</b> Elisa C. Picca, Chief Planning Officer	<b>Contract Number</b>
<b>Department Head Signature</b> 	<b>Contract Manager Name</b>
<b>Project Manager Name</b> Scott Howell	<b>Table of Contents Ref #</b>

Board Action					
Order	To	Date	Approval	Info	Other
1	LI Committee	7/23	X		
2	Finance	7/25	X		
3	MTA Board	7/25	X		

Internal Approvals			
Order	Approval	Order	Approval
4	President		
3	Exec Vice President		
2	VP & CFO		
1	CPO-DPM		

**Narrative**

**Purpose:** The Long Island Rail Road (LIRR) seeks MTA Board approval to utilize \$2,634,500 from the LIRR 2005-09 Capital Program for Parking and State of Good Repair (SOGR) work at four LIRR stations – Ronkonkoma, Merillon Avenue, Laurelton and Lawrence. Funding for parking projects in the 2005-09 Capital Program were made available through the NY State Transportation Bond Act of 2005. In accordance with this Bond Act, parking funds must be used for parking purposes only. These projects will be implemented through MTA's Small Business Mentoring Program (SBMP), which allows MTA agencies to award smaller non-federally funded public works contracts to Small Business firms participating in the program. The goal of the MTA's Mentor Program is to assist small business firms in developing tools, experience, and credit-worthiness needed to succeed in competing for larger MTA capital projects in the future.

**Discussion:** The surface lots at Merillon Avenue, Laurelton, and Lawrence have reached the end of their useful life and require rehabilitation (i.e., new asphalt surface, striping, site work, and signage). In addition, based on an independent inspection of the Ronkonkoma Parking Garage in 2010 by O&S Associates as well as an inspection by LIRR's Engineering Department, the Garage requires rehabilitation on some of its structural elements (e.g., deck surface expansion joints, concrete stairs) as well as waterproofing and painting. A summary of the project work for each parking facility is provided below.

**1. Ronkonkoma Parking Garage**

The Ronkonkoma Garage is a 5 level, 1,038 parking space facility. The SOGR work proposed for the Ronkonkoma Garage, which is a result of normal wear and tear associated with the aging and weathering of the structural steel components, includes:

- a. **Rehabilitation of Interior Elements: Estimated Cost \$728,000:** Replace various structural items including the deck surface expansion joints, concrete stairs and stair nosing, corroded steel structural bolts, access door hardware, refurbish the plaza parapet walls, refurbish, strip and repaint the two parking garage overpass spans and three stair towers including the stair railings, stringers and the overpass canopies.
- b. **Painting of Steel Superstructure: Estimated Cost \$1,349,000:** This portion of the Garage refurbishment will restore 80,000 sq. ft. of the perimeter steel superstructure. Painting of the superstructure steel surfaces will utilize an SP-10 surface preparation (near-white blast cleaning) followed by a three coat painting system for greatest longevity.

The legal name of MTA Long Island Rail Road is The Long Island Rail Road Company

## STAFF SUMMARY

**2. Merillon Avenue - Estimated Cost - \$219,500**

This 100 parking space lot, located on the north side of the Station, requires the following: installation of a new asphalt surface, striping and directional arrows, ADA parking enhancements, new guardrails, protective bollards and signage.

**3. Laurelton - Estimated Cost - \$239,500**

This 86 parking space lot, located on the north side of the Station, requires the following: installation of an asphalt surface, striping and directional arrows, ADA parking enhancements with curb cuts, replacement of curbing and sidewalk, installation of new guardrail, protective bollards and signage.

**4. Lawrence - Estimated - \$98,500**

This 10 space parking area, located on the north side of the Station, requires the following: demolition, removal and replacement of existing pavement; new striping, signage, guardrail and bollards. A separate drainage area will be excavated and re-filled with stone ballast. Although this is a heavy investment per parking spot, parking at this station is highly valued. Moreover, as a good neighbor in the community, the LIRR cannot let the area become further deteriorated.

**Impact on Funding:** This is a rehabilitation project of existing parking facilities. Any capacity increase will be the result of reconfiguration/re-striping within the existing footprints.

The MTA Parking Policy states that "financial analysis are required for SOGR projects for existing parking on land currently owned or controlled by MTA or one of its agencies; however, such projects are not necessarily expected to have a Capital Investment Ratio (CIR) of 1.0 or greater." Currently, parking fees are not charged in the three surface lots. However, once rehabilitated the LIRR intends to obtain a 3<sup>rd</sup> party operator and a parking fee structure will be implemented at each lot. As a result, the two larger lots (Merillon Avenue and Laurelton) will have a CIR of greater than 1.0. Due to the relatively small size of the Lawrence parking area (10 spaces), the CIR will be less than 1.0. With respect to Ronkonkoma Garage, there are no immediate fee increases planned as a result of this rehabilitation project. As such, the CIR will be less than 1.0 (note: parking rates at the Ronkonkoma Garage were recently increased in December 2010).

**Project Benefits:** These SOGR projects will address customer concerns by transforming currently deficient parking facilities into aesthetically pleasing and safe facilities.

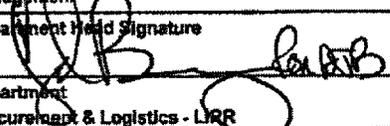
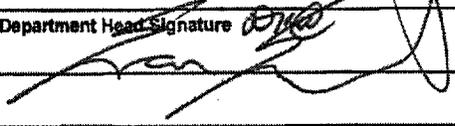
**Alternatives:** There are no alternatives to bringing these parking facilities into a state of good repair. Rehabilitation of these facilities supports current and future parking needs and enhances customer safety and satisfaction at each Station.

**Recommendation:** The MTA LIRR recommends that the MTA Board approve this request to utilize \$2,634,500 from the MTA LIRR 2005-2009 Capital Program for Parking/SOGR work at the Ronkonkoma, Merillon Avenue, Laurelton, and Lawrence stations.

**METRO-NORTH/LONG  
ISLAND COMMITTEES**

**PROCUREMENTS FOR  
BOARD ACTION**

**JULY 23, 2012**

<b>Subject</b> Request for Authorization to Award Various Procurements						<b>Date</b> July 9, 2012			
<b>Department</b> Procurement & Material Management - MNR						<b>Department</b> Law and Procurement - MTACC			
<b>Department Head Name</b> Anthony J. Bombace, Jr., Sr. Director, Procurement & Material Management						<b>Department Head Name</b> Evan M. Eisland, Sr. Vice President & General Counsel			
<b>Department Head Signature</b> 						<b>Department Head Signature</b> 			
<b>Department</b> Procurement & Logistics - LIRR									
<b>Department Head Name</b> Dennis L. Mahon, Chief Procurement & Logistics Officer									
<b>Department Head Signature</b> 									
<b>Board Action</b>						<b>Internal Approvals</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>	<b>Order</b>	<b>Approval</b>
1	MNR/LIRR Committee	7-23-12	X			X	President, MNR		
2	MTA Board	7-25-12	X				President, LIRR		
							President, MTACC		

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

**DISCUSSION:**

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

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

<u>Schedules Requiring Two-Thirds Vote (or more, where noted)</u>	<u>#of Actions</u>	<u>\$Amount</u>
Schedule A: Non-Competitive Purchase and Public Works Contracts	1	\$84,213
<u>Schedules Requiring Majority Vote</u>		
Schedule F: Personal Service Contracts	1	\$242,983
Schedule J: Modifications to Miscellaneous Procurement Contracts	1	\$413,270
<b>SUBTOTAL:</b>	<b>3</b>	<b>\$740,466</b>

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

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

<u>Schedules Requiring Two-Thirds Vote (or more, where noted)</u>		<u># of Actions</u>	<u>\$ Amount</u>
Schedule B:	Competitive Requests for Proposals	1	TBD
<u>Schedules Requiring Majority Vote</u>			
Schedule E:	Miscellaneous Procurement Contracts	1	\$3,302,720
Schedule G:	Miscellaneous Service Contracts	3	\$1,506,250
SUBTOTAL:		5	\$4,808,970

**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 B:	Competitive Requests for Proposals	1	TBD
SUBTOTAL:		1	TBD

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

<u>Schedules Requiring Majority Vote</u>		<u># of Actions</u>	<u>\$ Amount</u>
Schedule I:	Modifications to Purchase & Public Work Contracts	9	\$19,707,897
SUBTOTAL:		9	\$19,707,897

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

		<u># of Actions</u>	<u>\$ Amount</u>
Schedule K:	Ratification of Completed Procurement Actions	1	\$78,451
SUBTOTAL:		1	\$78,451

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

NONE

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

NONE

<b>TOTAL:</b>	<b>19</b>	<b>\$25,335,784</b>
---------------	-----------	---------------------

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.

JULY 2012

MTA LONG ISLAND RAIL ROAD

LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote

**Schedule A: Non-Competitive Purchase and Public Works Contracts**

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

- |    |   |                             |
|----|---|-----------------------------|
| 1. | VAE Nortrak North America Inc.<br>Sole Source<br>Contract No. TBD | \$84,212.82<br>Fixed Amount |
|----|---|-----------------------------|

LIRR requests MTA Board approval to award a Sole Source Contract to VAE Nortrak North America, Inc. (Nortrak) in the fixed amount of \$84,212.82 for the purchase of switch plates and shoulder bolts. The switch plates and shoulder bolts will be maintained by LIRR as spares to be installed on 119RE double slip switches manufactured by Nortrak, in the event that a failure of the existing switch plates and shoulder bolts occurs. A failure would cause the switch to become inoperable and affect train movement through Jay and Hall interlocking. The applicable switches were purchased from Nortrak from 1980 to 1995 and are unique to the location due to the intersecting angles of the tracks to the switches. Nortrak is the Original Equipment Manufacturer and the sole responsible source to provide these items which must be compatible with the switches manufactured by Nortrak. LIRR 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 having placed advertisements in the NYS Contract Reporter and in the NY Post. No other vendor expressed an interest in competing for this procurement. Adjusting for the changes in the price of steel as reported by the Product Price Index (PPI) the offer by Nortrak is comparable to previous purchases of similar switch plates and shoulder bolts. Further, Nortrak has certified that the prices being charged LIRR are not greater than prices charged their most favored transit customer. As a result of the above, pricing is determined to be fair and reasonable.

Procurements Requiring Majority Vote

**Schedule F: Personal Service Contracts**

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

- |    |  |                            |                               |
|----|--|----------------------------|-------------------------------|
| 2. | KLD Labs Incorporated<br>Sole Source<br>Contract No. TBD | \$242,983<br>Not-to-Exceed | <i>Staff Summary Attached</i> |
|----|--|----------------------------|-------------------------------|

LIRR requests MTA Board approval to award a three year Sole Source Contract to KLD Labs incorporated (KLD) in an amount not-to-exceed \$242,983, to provide the following services: (i) calibration, (ii) scheduled & unscheduled maintenance and (iii) provide extended warranty coverage and required spare parts to perform non-warranty repairs for KLD's ORIAN and Third Rail Measurement System (TRMS). ORIAN and TRMS are both critical subsystems on LIRR's Track Geometry Vehicle (TC82) that is used to measure, record and analyze track and third rail geometry characteristics. KLD is the OEM for both systems and is the only known responsible source for these services. Funding for this contract is included in LIRR's Operating budget.

Procurements Requiring Majority Vote

**Schedule J: Modifications to Miscellaneous Procurement 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)

3. Sybase, Inc. \$413,269.70 Staff Summary Attached  
Sole Source  
Contract No. IT05570/C4BP03505

LIRR requests approval to award a contract modification to Sybase, Inc. (Sybase) in the amount of \$413,269.70 to extend its existing contract for an additional two years through September 26, 2014 with an option for one additional year to September 26, 2015. Under this contract, Sybase provides preventive and remedial maintenance, support, and upgrades for the database product, which supports LIRR's Train Information, Monitoring and Control System (TIMACS).

Schedule F: Personal Service Contracts

Staff Summary



Long Island Rail Road

Item Number: 2

Dept & Dept Head Name: Procurement & Logistics, Dennis Mahon  
 Department Head Signature & Date: *[Signature]* 7/6/12

Division & Division Head Name: MW Engineering, Kevin Tomlinson  
 Division Head Signature & Date: *[Signature]*

Board Reviews

Order	To	Date	Approval	Info	Other
1	LI Committee	07.23.12			
2	MTA Board	07.25.12			

Internal Approvals

Order	Approval	Order	Approval
6	President <i>[Signature]</i>	3	VP/CFO <i>[Signature]</i>
5	Executive VP <i>[Signature]</i>	2	Sr VP/Operations <i>[Signature]</i>
4	VP/Gen'l Counsel & Sec'y <i>[Signature]</i>	1	Sr VP/Administration <i>[Signature]</i>

Narrative

**SUMMARY INFORMATION**

Vendor Name KLD Labs Incorporated	Contract Number TBD
Description Maintenance & Repair of subsystems on LIRR Track Geometry Vehicle (TC82)	
Total Amount \$242,983 NTE	
Contract Term (including Options, if any) August 1, 2012 – July 31, 2015	
Options(s) Included in Total Amount: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-Competitive	
Solicitation Type <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other	
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other	

**I. PURPOSE/RECOMMENDATION:**

LIRR requests MTA Board approval to award a three year Sole Source Contract to KLD Labs incorporated (KLD) in an amount not-to-exceed \$242,983, to provide the following services: (i) calibration, (ii) scheduled & unscheduled maintenance and (iii) provide extended warranty coverage and required spare parts to perform non-warranty repairs for KLD's ORIAN and Third Rail Measurement System (TRMS). ORIAN and TRMS are both critical subsystems on LIRR's Track Geometry Vehicle (TC82) that is used to measure, record and analyze track and third rail geometry characteristics.

**II. DISCUSSION:**

FRA guidelines and LIRR Operating Procedures require routine inspection and maintenance of track to insure the safe operation of train movement. To achieve this, LIRR utilizes the TC82, whose subsystems must be in good working order for inspection services to be successfully performed. Should KLD's services be required, the contract specifies that they provide a response within 48 hours of being contacted by the LIRR, so as to minimize the time that the TC82 might be out of service.

KLD is the Original Equipment Manufacturer of both the ORIAN system, which is an optical/laser based rail profile measurement system and the TRMS, which measures the distance from the running rail to the third rail to ensure that appropriate distances are maintained. Both systems were developed and manufactured by KLD and are proprietary to them. Therefore, KLD is the only known responsible source for these services. Under previous contracts, KLD provided these services to the LIRR in an acceptable manner. LIRR 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 having placed advertisements in the NYS Contract Reporter and in the NY Post. No other firms expressed an interest in competing for this contract.

A breakdown of the \$242,983 NTE amount includes: (i) a fixed price of \$200,638 for scheduled maintenance and extended warranty service for both the ORIAN and TRMS systems and (ii) an estimated cost of \$42,345 for any non-warranty repairs such as damage due to equipment striking debris on the tracks. Maintenance is performed on a quarterly basis and extended warranty services are performed on an as-needed basis. Non-warranty repairs will be provided on an as required basis. KLD's price for system maintenance and extended warranty represents 1.57% annual increase over its most recent contract with LIRR. Accordingly, these prices have been determined to be fair and reasonable.

## Staff Summary

### **III. D/M/WBE INFORMATION:**

There are no D/M/DBE goals for this solicitation.

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

This contract will be funded by LIRR operating budget.

### **V. ALTERNATIVES:**

None at this time. KLD is the Original Equipment Manufacturer who developed and manufactured both the ORIAN and TRMS subsystems, which are proprietary to them. KLD is the only known responsible source for these services.

**Schedule J: Modifications to Miscellaneous Procurement Contracts**

**Staff Summary**



Item Number: 3

<b>Vendor Name (&amp; Location)</b> Sybase, Inc., (561 Virginia Rd., Concord, MA 01742)	
<b>Description</b> Software Upgrade and Maintenance of TIMACS	
<b>Contract Term (including Options, if any)</b> 9/27/12 – 9/26/14 with Extension Option from 9/27/14-9/26/15	
<b>Option(s) included in Total Amount?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
<b>Procurement Type</b> <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-Competitive	
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other:Modification	
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Information Technology, Scott M. Dieterich	

<b>Contact Number</b> IT05570/C4BP03505	<b>AWO/Modification #</b> 1
<b>Original Amount:</b>	\$401,329.37
<b>Prior Modifications:</b>	\$ 0
<b>Prior Budgetary Increases:</b>	\$ 0
<b>Current Amount:</b>	\$401,329.37
<b>This Request:</b>	\$413,269.70
<b>% of This Request to Current Amount:</b>	102.98%
<b>% of Modifications (including This Request) to Original Amount:</b>	102.98%

**Discussion:**

LIRR requests approval to award a contract modification to Sybase, Inc. (Sybase) in the amount of \$413,269.70 to extend its existing contract for an additional two years through September 26, 2014 with an option for one additional year to September 26, 2015.

Under this contract, Sybase provides preventive and remedial maintenance, support, and upgrades for the database product, which supports LIRR’s Train Information, Monitoring and Control System (TIMACS). TIMACS is critical to LIRR’s operation as it captures various aspects of train movement, including train location, scheduled and actual arrival and departure times enabling LIRR to provide customers with train on-time performance information. TIMACS enables LIRR Transportation Services personnel to monitor the movement of all trains remotely through control towers, which communicate with the TIMACS Central Server, and to properly operate and route trains in an effort to optimize on-time performance, especially during peak periods. TIMACS was developed in March 1994 and was later modified in June 1994 to support Penn Station Central Control (PSCC) with the addition Amtrak and New Jersey Transit trains that run in the joint operating territory and New Jersey towers that are west of PSCC. Monitoring trains, especially in peak periods, would be virtually impossible without the information provided by TIMACS. The initial requisition was reviewed by the BSC and no other MTA Agency expressed a need for Sybase software support at that time.

The Sybase software products and maintenance support are proprietary to Sybase, which precludes any other vendor from maintaining, providing updates and fixes to this software. Under this modification, the contract will be extended for an additional two years of services, with an option to further extend for an additional year, to allow LIRR’s Information Technology Department, in conjunction with Transportation Services to perform a joint business analysis, on-going research and future planning required for the development and rewrite of the TIMACS application. We anticipate the business analysis will take up to one year and the product development will take an additional 1 to 1.5 years. The TIMACS rewrite supports the MTA database standardization to Oracle as well as the MTA initiatives for improved operational and customer information. The TIMACS system was scheduled to be rewritten as part of the Operational Management System (OMS) in 2007, but was canceled due to budget cuts.

LIRR originally obtained the Sybase Database Licenses and software support in 1994 through a “piggyback” of the Sybase New York State Office of General Services Contract (NYSOGS). Under the terms of the NYSOGS Contract, Sybase was allowed annual uplifts of up to 8% for maintenance. Annual renewals were effectuated through the NYSOGS Contract until 2009, at which time Sybase would not renew its NYSOGS Contract. At that time, the Board authorized LIRR to enter into a sole source maintenance contract with Sybase, which was approved by the MTA Board in 2009. Under this sole source agreement, cost increases for annual maintenance renewals were limited to 5%. For this contract extension, LIRR was able to negotiate a reduction in the annual maintenance uplift from the 5% uplift to approximately 3%, representing a savings of approximately \$15,000.00. The agreed upon cost for the 3 year extension is \$413,269.70, consisting of \$133,493.79 for Year 1, \$137,712.10, for Year 2 and \$142,063.81 for Year 3. Therefore, based on the forgoing, the cost is considered fair and reasonable.

The total cost for ongoing maintenance and support is funded by LIRR’s Operating Budget.

JULY 2012

METRO-NORTH RAILROAD

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Schedules Requiring Two-Thirds Vote:

**B. Competitive Requests for Proposals (Solicitation of Purchase and Public Work Contracts)**

(Staff Summaries only required for items estimated to be greater than \$1 million)

1. **Request to use RFP Process**

Staff Summary Attached

**Design/Build No. White Plains Parking Garage and Utility Building**

Request for MTA Board approval to use the RFP process to solicit and evaluate proposals from joint partnerships of Architect/Engineers and Contractors as a design/build team, to design and construct the new North White Plains Parking Garage and Utility Building.

MNR and the Westchester County Department of Transportation identified the North White Plains Station as requiring access improvements as a means of supporting local transit needs. There is currently a parking availability shortfall at North White Plains Station and with projections of ridership growth over the next few years; additional parking will support customers who reside in the immediate White Plains area and all communities throughout Northern Westchester County.

With the NEPA (National Environmental Policy Act) process being concluded and the FTA issuance of a Finding of No Significant Impact (FONSI), MNR proceeded with an award for the 30% design needed to issue a solicitation for a design/build contract. The 30% design has been received and evaluated and will now form the basis for the MNR solicitation and evaluation of proposals from design/build teams to: 1) construct a five story, estimated 186,000 sq. ft. Parking Garage that will provide approximately 500 parking spaces; 2) demolish and replace an existing Utility Building whose location conflicts with the new parking garage; and 3) as an option, provide approximately 1,000 sq. ft. of retail space on the ground floor of the new Parking Garage. Design/build teams will be evaluated on their technical ability, past performance, organizational resources, and cost. This procurement will be funded 100% by a Federal Congestion Mitigation/Air Quality grant.

Schedules Requiring Majority Vote:

**E. Miscellaneous Procurement Contracts**

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

2. **Black Box Network Services \$3,302,720 (not-to-exceed)**

Staff Summary Sheet Attached

**Avaya PBX Equipment Replacement/Upgrade**

Approval is requested to award a competitively solicited and negotiated (RFP process, two proposals received), miscellaneous procurement contract to design, furnish, integrate, test, commission and maintain Avaya-brand Private Branch Exchange (PBX) communication equipment.

MNR's Private Branch Exchange (PBX) is an internal phone switch system connecting all MNR internal and external phone / communication lines. The PBX provides phone services including internal calling, access to the public telephone networks and permits low cost interconnection to other MTA properties. The

system is connected via a combination of leased high-speed data lines and Metro-North's fiber optic system. The infrastructure consists of a variety of Avaya-brand PBX equipment with various forms of ancillary and remote communication equipment (peripheral battery systems, servers etc.) and is nearing the end of its useful life and/or has reached its maximum port and processing capacity. The infrastructure requires new and in some cases additional hardware to utilize new telephony features and added security safeguards, as well as system expansion capacity.

The upgrade/replacement systems and equipment are required at twelve MNR locations (seven in New York and five in Connecticut). To ensure uninterrupted and continued Network interoperability and compatibility, Metro-North is seeking to upgrade and replace the equipment with Avaya-brand PBX systems and equipment. The new Avaya PBX equipment is compatible with the present infrastructure and will communicate with MNR's existing analog & digital telephone services to ensure a state of good repair for all telecommunication networks. Obtaining non-Avaya equipment would require a massive infrastructure investment to all existing sites such as rewiring of existing buildings, closets for telecom equipment, and the purchase of over 3,000 new IP phone sets.

The new Avaya equipment will support the existing infrastructure and is flexible to conform to planned new construction and space refit projects in which to migrate into voice-over-IP (VOIP). The ability to migrate to VOIP is essential and will transition MNR prior to system obsolescence as traditional digital technology is waning and VOIP is becoming the new core standard for processing telephony. Additionally, the new PBX will provide advancements in detection & alarm / event notifications.

The Selection Committee unanimously selected Black Box to provide all material, engineering, labor, installation, implementation, and on-going maintenance services for the PBX system upgrade and replacement as their proposal best demonstrated the most relevant technical knowledge and project management experience, as well as the lowest cost. Historically, PBX Systems have a useful life of ten years and accordingly, Black Box's proposal included pricing and services to maintain the PBX system for a ten year period. Black Box is among a limited number of maintenance providers who met the required experience with MNR's electromagnetic interference and high voltage environment. Their experience in such an environment and knowledge of our territory and telecommunication infrastructure will ensure that the PBX is maintained in a state of good repair for the life of the system.

Final negotiations with Black Box yielded a total cost reduction of \$254,032 (9% from the initial proposed cost). The total not-to-exceed award will be \$3,302,720 which includes the base award amount of \$2,441,420 and on-going maintenance for a ten year period totaling \$861,300. The total cost is 13% below the Engineer's estimate. Funding for this procurement is as follows: 70% (\$2,324,245) MNR Capital Program and 30% CDOT (\$978,475).

**G. Miscellaneous Service Contracts**

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

- |   |                             |
|---|-----------------------------|
| 3. Rapid Armored Corp.-GCT& 125th St. Ticket Offices & all TVMs | \$1,076,250 (not-to-exceed) |
| Titan Armored & Courier, Inc. – State of NY Ticket Offices      | \$344,000 (not-to-exceed)   |
| Dunbar Armored – State of Connecticut Ticket Offices            | \$86,000 (not-to-exceed)    |
| Armored Car Services  |                             |

Approval is requested to award three, three-year, competitively solicited service contracts (three bids received) to Rapid Armored Corp., Dunbar Armored and Titan Armored & Courier, Inc. for Armored Car services. Armored car services are required by MNR for four distinct areas: Ticket Offices in NY, Ticket Offices in CT, Ticket Vending Machines (TVMs) and at the MNR TVM Service Facility.

The solicitation and award was based on an all-inclusive price per pick-up applied to the estimated number of pick-ups by area. The awards are made to the low bidder for each of the four areas based on the scope of services which include armored car service for pickup and delivery of various currency, coin, checks, and associated money room services for MNR's NYS and CT Ticket Offices, the NYS and CT TVMs and the MNR TVM Service Facility. 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.

The awardees for each of the four areas outlined are as follows: a) Rapid Armored Corp. will service the TVMs in NYS and CT and GCT and 125<sup>th</sup> St. Station, b) Titan Armored & Courier, Inc. will service the NYS Ticket Offices (excluding GCT & 125<sup>th</sup> St. Station) and the TVM Service Facility and c) Dunbar Armored will service the CT Ticket Offices. All three intended awardee firms possess the necessary resources, technical expertise and capacity required to fulfill MNR's requirements. A comparison of bid prices to be paid in the new contracts to the prices paid in the present contracts reflect no overall increase and will be fixed during the three year term of the contract (August 2012 - July 2015). The competitively solicited pricing received for these contracts has been deemed fair and reasonable. The total not-to-exceed amount of these three contracts is \$1,506,250. This procurement is to be funded by the MNR Operating Budget.

# Staff Summary

Item Number B					
Dept & Dept Head Name: Procurement & Material Management, Anthony Bombace, Jr.					
Division & Division Head Name: Sen. VP – Administration, Raymond Burney					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	M-N Comm.Mtg.	7-23-12	X		
2	MTA Board Mtg.	7-25-12	X		
Internal Approvals					
Order	Approval	Order	Approval		
X	President		Sr. V.P. Operations		
X	Sr. V.P. Administration		V.P. Planning		
X	V.P. Finance & IT	X	General Counsel		
X	Capital Programs				

<b>SUMMARY INFORMATION</b>	
Vendor Name TBD	Contract Number 14632
Description Request to use the RFP Process- Design/Build a new NWP Parking Garage and Utility Building	
Total Amount TBD	
Contract Term (including Options, if any) Twenty-four months	
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:	
Funding Source <input type="checkbox"/> Operating <input type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	

**I. PURPOSE & RECOMMENDATION:**

To obtain MTA Board approval to use the RFP process to solicit and evaluate proposals from prospective joint partnerships of Architect/Engineers and Contractors as a design/build team, to design and construct the new North White Plains Parking Garage and Utility Building.

**II. BACKGROUND & DISCUSSION:**

MNR and the Westchester County Department of Transportation identified the North White Plains Station as requiring access improvements as a means of supporting local transit needs. There is currently a parking availability shortfall at North White Plains Station and with projections of ridership growth over the next few years; additional parking will support customers who reside in the immediate White Plains area and all communities throughout Northern Westchester County.

With the NEPA (National Environmental Policy Act) process being concluded and FTA issuance of a Finding of No Significant Impact (FONSI), MNR proceeded with an award for the 30% design needed to issue a solicitation for a design/build contract. Using the RFP process, MNR will retain the services of a design/build team to construct a five story, estimated 186,000 sq. ft., Parking Garage that will provide approximately 500 parking spaces. There will be an option for the provision of approximately 1,000 sq. ft. of retail space on the ground floor of the Parking Garage. Additionally, the project scope includes the demolition and replacement of an existing Utility Building whose location conflicts with the new parking garage. The general scope of work includes: (1) preparation of the 100% complete design details; (2) site demolition and preparation, including environmental abatement, if required; (3) utility and traffic signal modifications; and (3) construction of the Parking Garage and new Utility Building. The use of the RFP process will facilitate an assessment of the design/build team's technical ability, past performance, organizational resources, and cost.

**III. D/M/WBE INFORMATION:**

TBD

**IV. IMPACT ON FUNDING:**

The funding for this contract will be covered 100% by a Federal Congestion Mitigation/Air Quality (CMAQ) grant.

**V. ALTERNATIVES:**

MNR does not have the available in-house design or construction ability to complete the scope of the specified work.

# Staff Summary

Item Number <b>E</b>					
Dept & Dept Head Name: Procurement & Material Management, Anthony Lombace, Jr.					
Division & Division Head Name: Sen. VP – Administration, Raymond Burney					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	M-N Comm.Mtg.	7-23-12	X		
2	MTA Board Mtg.	7-25-12	X		
Internal Approvals					
Order	Approval	Order	Approval		
X	President	X	VP/Operations		
X	Sr. V.P. Admin.		V.P. Planning		
X	V.P. Finance & IT	X	General Counsel		
	Capital Programs				

SUMMARY INFORMATION	
Vendor Name Black Box Network Services	Contract Number 1000013014
Description PBX Equipment Replacement/Upgrade	
Total Amount \$3,302,720 not-to-exceed	
Contract Term (including Options, if any) Twelve Years (one year delivery, one year warranty, ten year maint.)	
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:	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input checked="" type="checkbox"/> Other: CDOT	

## I. PURPOSE/RECOMMENDATION:

Approval is requested to award a competitively solicited and negotiated (RFP process, two proposals received), miscellaneous procurement contract to design, furnish, integrate, test, and commission Avaya-brand Private Branch Exchange (PBX) communication equipment. The upgrade/replacement systems and equipment is required throughout twelve MNR locations (seven in New York and five in Connecticut).

The total contract to be awarded to Black Box Network Solutions, Inc. ("Black Box") is not-to-exceed \$3,302,720 over a twelve year period (one-year staged delivery and implementation for all twelve locations, one-year warranty, and ten years of remedial and preventative maintenance).

## II. DISCUSSION:

### Background

The MNR Private Branch Exchange (PBX) is an internal phone switch system connecting all MNR internal and external phone/ communication lines. The PBX provides phone services including internal calling, access to the public telephone networks and permits low cost interconnection to other MTA properties. It is connected via a combination of leased high-speed data lines and Metro-North's fiber optic system. MNR's present telephone infrastructure consists of a variety of Avaya-brand PBX equipment including various forms of ancillary and remote communication equipment (peripheral battery systems, servers etc.), nearing the end of its useful life and/or have reached their maximum port and processing capacity. The infrastructure requires new and in some cases additional hardware to utilize new telephony features and added security safeguards, as well as system expansion capacity.

The upgrade/replacement systems and equipment are required at twelve MNR locations (seven in New York and five in Connecticut). To ensure uninterrupted and continued Network interoperability and compatibility, Metro-North is seeking to upgrade and replace the equipment with Avaya-brand PBX systems and equipment. The new Avaya PBX equipment is compatible with the present infrastructure and will communicate with MNR's existing analog & digital telephone services to ensure a state of good repair for all telecommunication networks. Obtaining non-Avaya equipment would require a massive infrastructure investment to all existing sites such as rewiring of existing buildings, closets for telecom equipment, and the purchase of over 3,000 new IP phone sets.

## Staff Summary

The new Avaya equipment will support the existing infrastructure and is flexible to conform to planned new construction and space refit projects in which to migrate into voice-over-IP (VOIP). The ability to migrate to VOIP is essential and will transition MNR prior to system obsolescence as traditional digital technology is waning and VOIP is becoming the new core standard for processing telephony. Additionally, the new PBX will provide advancements in detection & alarm / event notifications.

### Procurement Discussion

A competitive Request for Proposal (RFP) was publicly advertised in the New York State Contract Reporter, the New York Post the Daily Challenge and the MNR website in March 2012. Although there are only 2 known PBX system integrators, the advertising and vendor search yielded a total of forty-six firms who expressed interest in obtaining the RFP documents. In April 2012, solicitation documents were sent to all forty-six firms including seven M/WBE firms.

Concurrently, a Selection Committee was formed consisting of representatives from the Communications & Signals and Procurement Departments. Proposals were evaluated based on the criteria established and included in the RFP, as follows: 1) vendor understanding, capability and credentials to fully meet the work scope requirements, including how services will be performed to furnish, deliver, install and maintain the upgrade and replacement of the PBX System, 2) Project Management Plans, and commitment of relevant resources including the qualifications of key personnel and reliability to perform services within MNR's geographic area, 3) overall cost of all equipment, installation, training, hardware/software, maintenance services and all optional services, and 4) demonstrated qualifications, background and past experience on similar projects.

On June 7, 2012, two proposals were received from Black Box Network Services ("Black Box") and Shared Solutions and Services, Inc. ("Shared Solutions"). A survey of non-responding contractors was performed and revealed that vendors who did not participate were unable to commit sufficient resources and unique expertise to fully satisfy all RFP requirements. The RFP required specific vendor credentials to successfully engineer, integrate, test, train and provide on-going remote and onsite maintenance.

Black Box submitted their initial cost proposal for all equipment, installation, training, hardware/software and one year warranty services totaling \$2,695,452; and Shared Solutions proposed a cost of \$3,029,150.

Black Box and Shared Solutions provided vendor presentations on June 12, 2012, as both firms were deemed technically qualified to fulfill the requirements of the RFP. Following the presentations, the Committee unanimously selected Black Box to provide all material, engineering, labor, installation, implementation, and on-going maintenance services for the PBX system upgrade and replacement for the twelve MNR locations. The Black Box proposal best demonstrated relevant technical knowledge and project management experience, and exhibited confidence in performing the required tasks at a lower cost than Shared Solutions; conversely the Shared Solutions proposal was deficient of critical components required by the RFP and took exceptions to the performance and acceptance requirements.

The new PBX systems will bring MNR's telephone systems to a state of good repair and address the capacity issue. This award will provide the necessary software and hardware to expand the systems and provide additional features to fit MNR's needs now and into the future.

Historically, PBX Systems have a useful life of ten years. The telephony network is crucial to the communications of MNR and maintaining them in good working condition is a necessity. A limited number of maintenance providers have met the required experience with MNR's electromagnetic interference and high voltage environment, and also have knowledge of MNR's territory and telecommunication infrastructure. As a cost requirement of the vendor proposals, both firms outlined services and quoted pricing for optional and on-going maintenance services for a ten year period beyond the warranty. The services under the maintenance program include the following: annual system monitoring, remedial maintenance (priority emergency service, emergency service, and non-emergency service), disaster recovery plan in the event of a major system outage/emergency.

# Staff Summary

## Cost Analysis

Following the oral presentations, both firms were requested to submit revised pricing. Black Box submitted a revised cost proposal of \$2,689,520, a 0.2% reduction from their original proposal of \$2,695,452. Shared Services submitted a higher cost proposal (\$3.34M) than originally submitted as they included those items that were needed to respond fully to the RFP. Additionally, Shared Services took exceptions to the acceptance and performance requirements of the RFP. At this time, further discussions and cost negotiations were completed with Black Box, and MNR received an additional 8.8% discount, yielding a total cost reduction of \$254,032 (9%). The final base project cost of all equipment, installation, training, including hardware/software and one year warranty services is \$2,441,420.

The total not-to-exceed award amount to Black Box will be \$3,302,720 which includes the base award amount of \$2,441,420 and on-going maintenance for a ten year period totaling \$861,300. The total cost is 13% below the Engineer's estimate of \$3,803,301.

### **III. D/M/WBE INFORMATION:**

No M/WBE goals were assigned to this project.

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

Funding is provided as follows: 70% (\$2,324,245) MNR Capital Program, Project #M604-01-11 (PBX Equipment Upgrade), Task: M09352; and 30% by CDOT (\$978,475) CAF #11-05-03R1, through administrative assets.

### **V. ALTERNATIVES:**

There are no alternatives as various parts of the current PBX systems are presently in need of upgrade and replacement. Parts of the systems have reached their maximum port and processing capacity, requiring additional hardware/software to utilize new telephony features and to provide necessary security safeguards, as well as to allow for system expansion.

JULY 2012

MTA LONG ISLAND RAIL ROAD

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote

**Schedule B: Competitive Requests for Proposals (Solicitation of Purchase and Public Work Contracts)**  
(Staff Summaries only required for items estimated to be greater than \$1 million)

- |    |  |       |                               |
|----|--|-------|-------------------------------|
| 4. | TBD<br>Competitive RFP<br>Contract No. TBD | \$TBD | <u>Staff Summary Attached</u> |
|----|--|-------|-------------------------------|

LIRR, on behalf of Metropolitan Transportation Authority Police Department, requests approval to adopt a resolution declaring that competitive bidding is impractical or inappropriate, and that it is therefore in the public interest to use the Request for Proposal (RFP) process pursuant to Section 1265-a of the Public Authorities Law to award a contract to design and build the MTA Police Department's radio system.

Schedule B: Competitive Requests for Proposals (Solicitation of Purchase and Public Work Contracts)



Long Island Rail Road

Staff Summary

Item Number: 4					
Dept & Dept Head Name: Procurement & Logistics, Dennis Mahon <i>D. Mahon 7/6/12</i>					
Division & Division Head Name: ESA Readiness & Special Projects, John Coulter <i>J. Coulter</i>					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	LI Committee	7.23.12			
2	MTA Board	7.25.12			
Internal Approvals					
Order	Approval	Order	Approval		
6	President <i>[Signature]</i>	3	VP/CFO <i>[Signature]</i>		
5	Executive VP <i>[Signature]</i>	2	Sr. VP/Operations <i>[Signature]</i>		
4	VP/Gen'l Counsel & Sec'y <i>[Signature]</i>		Sr. VP/Administration <i>[Signature]</i>		

SUMMARY INFORMATION	
Vendor Name TBD	Contract Number TBD
Description MTA Police Department Radio System	
Total Amount \$ TBD	
Contract Term (Including Options, if any)	
Options(s) included in Total Amount: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-Competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

Narrative

**I. PURPOSE/RECOMMENDATION**

LIRR, on behalf of Metropolitan Transportation Authority Police Department (MTAPD), requests approval to adopt a resolution declaring that competitive bidding is impractical or inappropriate, and that it is therefore in the public interest to use the Request for Proposal (RFP) process pursuant to Section 1265-a of the Public Authorities Law to award a contract to design and build the MTA Police Department's radio system.

**II. DISCUSSION**

The MTAPD is the police agency of New York's Metropolitan Transportation Authority (MTA). Officers of the MTAPD are fully empowered under the New York State Criminal Procedure Laws and are commissioned in the state of Connecticut. Its jurisdiction extends across fourteen counties in two states, covers approximately 5,000 square miles, including New York City, Long Island, southeastern New York State and southern Connecticut, serves a population of 14.4 million people, and ensures the safety and well-being of over 169 million MTA riders each year. As part of daily operations, MTAPD police officers require the use of a two-way radio system as the primary method of receiving dispatch orders, reporting information back to headquarters, and to call for emergency aid and assistance. This project will provide for the upgrade and enhancement of the MTA PD Radio system and associated infrastructure through strategic partnerships with local and state agencies as well as the installation of contemporary equipment and technologies throughout the 14 counties served by the MTAPD.

In October 2010, the Board authorized a contract award to Booz Allen Hamilton (later to be subsumed by CH2M Hill) for the performance of an alternatives analysis study. Upon completion of this study, the consultant presented a Final Alternative Recommendation Report (FARR), which provided a conceptual design for the single best alternative that satisfies all aspects of a public safety - grade radio system. Based on the FARR, the Board authorized the exercise of Option #1, which permitted CH2M Hill to further develop the concept to a 30% level of Design, which will provide a foundation infrastructure design and technical specifications that will formulate the base documents to be used in the next phase of procurement, a Competitive Request for Proposals (RFP) for the Design and Build of the MTA PD Radio System. CH2M Hill forecasts completion of the 30% design package in October 2012.

The final design, construction and implementation of a public safety grade radio system is a technically complex undertaking that will require a Design/Build entity that is qualified and experienced in the engineering and construction of land based mobile radio communication networks. The utilization of the RFP process will allow the LIRR/MTAPD to

## Staff Summary

better assess which consultant/contractors are capable of performing this work. The technical scope of work provided in the RFP would be based on design documents that are 30% complete, which is insufficient for the formal competitive bid process. The RFP process affords the LIRR the ability to select a consultant/contractor based upon multiple considerations, including technical ability, experience, and completion schedule, rather than a selection process driven by price alone. The RFP process also provides the agency with the ability to evaluate, refine and negotiate the proposals as well as to work out a fair allocation of risk to insure competition.

The use of the Design/Build process has become more frequent in the public sector as evidenced by the MTA Board's previous authorization of this type of procurement mechanism. Previous MTA Design/Build projects include: LIRR's Babylon Yard Substation, East Side Access Arch Street Shop, and Atlantic Avenue Viaduct.

### III. D/M/WBE INFORMATION

Goals for this contract will be determined by the MTA Department of Diversity and Civil Rights.

### IV. IMPACT ON FUNDING

The MTA PD Capital Budget will fund this project, and the MTA PD Operating Budget will fund associated maintenance and operating expenses.

### V. ALTERNATIVES

There are no other alternatives available at this time. The MTA agencies do not have the qualified manpower available to coordinate, design, develop, program, install, construct, and cut-over the complex integration associated with this project. Without the services of a qualified third-party firm with design/build engineering and construction experience, the MTA will not be able to move forward with the implementation of the Police radio system.

JULY 2012

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote

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

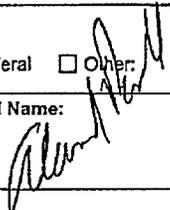
(Staff Summaries required for individual change orders greater than \$250K. Approval without Staff Summary required for change orders greater than 15% of the adjusted contract amount which are also at least \$50K)

- |        |  |              |                               |
|--------|--|--------------|-------------------------------|
| 1.     | Granite-Taylor-Frontier (GTF), Joint Venture<br>Contract No. CQ031<br>Modification No. 68  | \$759,000    | <u>Staff Summary Attached</u> |
|        | Pursuant to Article IX of the MTA All-Agency Procurement Guidelines, MTACC seeks Board approval to modify the contract for restoration of the site of the Tunnel A Reception Pit (TARP).   |              |                               |
| 2.     | Schindler Elevator Corporation<br>Contract No. VM014<br>Modification No. 6   | \$340,775    | <u>Staff Summary Attached</u> |
|        | Pursuant to Article IX of the MTA All-Agency Procurement Guidelines, MTACC seeks Board approval to pay for impact costs associated with adjustments to milestones and access restraints.   |              |                               |
| 3 - 5. | Yonkers Contracting Company<br>Contract No. CM004<br>Modification Nos. 59, 60 & 61   | \$1,831,500  | <u>Staff Summary Attached</u> |
|        | Pursuant to Article IX of the MTA All-Agency Procurement Guidelines, MTACC seeks Board approval to modify the contract for additional work due to steel obstructions, structural steel reinforcement, and purchase of a Gantry Crane.  |              |                               |
| 6 - 8. | Tutor Perini Corporation<br>Contract No. CH053<br>Modification Nos. 73, 74 & 76  | \$14,927,712 | <u>Staff Summary Attached</u> |
|        | Pursuant to Article IX of the MTA All-Agency Procurement Guidelines, MTACC seeks Board approval to modify the contract for manhole & ductbank changes, fabrication and installation of monopoles and their associated foundations, and civil work and additions to existing Substation 44. |              |                               |
| 9.     | Tutor Perini Corporation<br>Contract No. CH053<br>Modification No. 77  | \$1,848,910  | <u>Staff Summary Attached</u> |
|        | Pursuant to Article IX of the MTA All-Agency Procurement Guidelines, MTACC seeks Board approval to modify the contract for the installation of 91.6 Hz Signal Power. This is a scope and budget transfer from an Amtrak Force Account package.   |              |                               |

Schedule I: Modifications to Purchase and Public Work Contracts



Item Number: 1

<b>Vendor Name (&amp; Location)</b> Granite-Taylor-Frontier (GTF), Joint Venture	<b>Contract Number</b> CQ031	<b>AWO/Modification #</b> 68
<b>Description</b> Queens Bored Tunnels and Structures	<b>Original Amount:</b>	\$ 659,200,700.00
<b>Contract Term (including Options, if any)</b> 40 Months	<b>Prior Modifications:</b>	116,459,048.12 \$ (includes an option of \$58,400,000.00)
<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>	\$ 775,994,748.12
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bld <input checked="" type="checkbox"/> Other: Modification	<b>This Request</b>	\$ 759,000.00
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	<b>% of This Request to Current Amount:</b>	0.1%
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> East Side Access, A. Paskoff, P.E. 	<b>% of Modifications (including This Request) to Original Amount:</b>	17.78%

**Discussion:**

The work under this contract includes the construction of four soft-ground bored tunnels and demolition of miscellaneous surface structures for the East Side Access project. In accordance with Article IX of the All-Agency Procurement Guidelines, MTACC seeks Board approval of a modification to restore the site of the Tunnel A Reception Pit (TARP) following extraction of the Tunnel Boring Machine ("TBM").

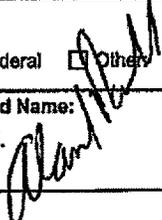
Restoration of the TARP following extraction of the TBM was not included in the Change Order for the relocation of the TARP because the details regarding future use of the TARP area was unknown at the time. This modification to restore the site of the TARP after the extraction of the TBM will provide a portal into Tunnel A (which can be used by other contractors on the ESA project to move materials into and out of Manhattan) and will also facilitate railroad access and operations in the area. This restoration work includes excavation and removal of an underground tank, slope restoration, demolition of temporary concrete work and placement of a concrete slab.

The Contractor submitted a cost proposal of \$943,083 while MTACC's estimate was for \$692,744. Negotiations were held and the parties agreed to a cost of \$759,000 which is considered to be fair and reasonable.

Schedule I: Modifications to Purchase and Public Work Contracts



Item Number: 2

<b>Vendor Name (&amp; Location)</b> Schindler Elevator Corporation (New York, NY)
<b>Description</b> Vertical Circulation Elements for the East Side Access Project
<b>Contract Term (including Options, if any)</b> 2290 Days
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> n/a
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> East Side Access, A. Paskoff, P.E. 

<b>Contract Number</b> VM014	<b>AWO/Modification #</b> 6
<b>Original Board Approved Amount (Includes Phases and Options)</b>	\$ 70,199,432
<b>Original Award Amount:</b>	\$ 24,077,558
<b>Prior Modifications:</b>	\$ 0
<b>Prior Budgetary Increases:</b>	\$ 0
<b>Current Amount:</b>	\$ 24,077,558
<b>This Request</b>	\$ 340,775
<b>% of This Request to Current Amount:</b>	1.4 %
<b>% of Modifications (including This Request) to Original Amount:</b>	1.4 %

**Discussion:**

The work under this Contract is for the engineering support, fabrication, installation, and, interim and long term service and maintenance of elevators and escalators for the LIRR East Side Access Project at Grand Central Terminal. In accordance with Article IX of the All-Agency Procurement Guidelines, MTACC seeks Board approval of a Contract Modification to pay Impact Costs associated with the alignment of milestones and access restraints with those of CM012.

As part of Contract VM014, the Contractor will deliver and install escalators and elevators as a subcontractor to future contract CM012 Manhattan Structure Part II & Cavern Mechanical, Electrical and Plumbing Finishes. It is therefore necessary to revise the VM014 milestones and access restraints in order to align them with the revised schedule for CM012. These adjustments will increase VM014's duration by 660 days. Pursuant to its Contract, the VM014 Contractor is entitled to Impact Costs for this increase in the duration of its Contract. The Impact Costs include the following:

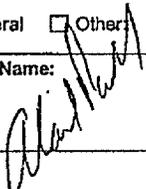
1. Increased wages attributable to work being performed by trades in a higher wage period
2. Increased costs to purchase materials
3. Cost of equipment

The Contractor submitted a cost proposal in the amount of \$980,085 and the MTACC estimate was \$324,229. Negotiations were held and the parties agreed to a cost of \$340,775 for the Impact Costs which is considered to be fair and reasonable.

Schedule I: Modifications to Purchase and Public Work Contracts



Item Numbers 3 - 5

<b>Vendor Name (&amp; Location)</b> Yonkers Contracting Company (Yonkers, New York)	<b>Contract Number</b> CM004	<b>AWO/Modification #</b> 59, 60 & 61
<b>Description</b> 44 <sup>th</sup> Street Vent Plant and 245 Park Avenue Entrance for the ESA Project	<b>Original Amount:</b>	\$ 40,765,000
<b>Contract Term (including Options, If any)</b> 737 Calendar Days	<b>Prior Modifications:</b>	1,361,168
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> n/a	<b>Prior Budgetary Increases:</b>	\$ 0
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	<b>Current Amount:</b>	\$ 42,126,168
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	<b>This Request</b>	\$ 1,831,500
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other	<b>% of This Request to Current Amount:</b>	4.3%
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> East Side Access, A. Paskoff, P.E. 	<b>% of Modifications (including This Request) to Original Amount:</b>	7.8%

**Discussion:**

The work under this Contract is for the construction of the 44<sup>th</sup> Street Vent Plant and the 245 Park Avenue Entrance for the East Side Access (ESA) project. In accordance with Article IX of the All-Agency Procurement Guidelines, MTACC seeks Board approval for the following Modifications:

Modification No. 59 – Additional Work Resulting from Steel Obstructions Encountered at Construction Site

During the course of excavating the construction site at 44<sup>th</sup> St., the Contractor encountered unanticipated and extensive steel obstructions. These obstructions caused broken drill bits and the need to utilize a specialized drill rig fitted with a core drill bit to core through the obstructions. The Contractor also claimed loss of productivity and a reduced work areas a result of the space occupied by the specialized drill rig.

The Contractor submitted a proposal in the amount of \$323,400 for the Impacts associated with the steel obstructions and the MTACC estimate was \$302,477. Negotiations were held and the parties agreed to \$295,000, which is considered fair and reasonable.

Modification No. 60 – Structural Steel Reinforcement for Gantry Crane

This modification involves changes to the permanent structural steel of the 44<sup>th</sup> Street Vent Plant to facilitate the use of a Gantry Crane for follow-on contractors. This Contractor has used a Gantry Crane as a part of its means and methods on this Contract but was scheduled to remove it prior to the completion of the vent plant structure. MTACC has determined that left in place, the Gantry Crane will provide a significant benefit to the project by facilitating materials delivery into Access Tunnel 1 (and to the GCT Caverns) and Madison Yard from 44th Street for future ESA contracts. In order to keep the Crane as part of the permanent Vent Plant, however, the structural steel must be modified and the crane purchased from the Contractor (see Modification No. 61 below).

The Contractor submitted a proposal in the amount of \$1,458,976 and the MTACC estimate was \$1,021,732. Negotiations were held and the parties agreed to \$1,120,000 for the work, which is considered fair and reasonable.

Modification No. 61 – Existing Gantry Crane Design Changes

This modification is for the purchase and modification of the existing gantry crane (see Modification No. 60 above) currently owned by and being used by the CM004 Contractor. This crane must be available and suitable for use by future Contracts to carry loads of up to 20 tons down to the bottom of Access Tunnel #1.

The Contractor submitted a proposal in the amount of \$547,827, and the MTACC estimate was \$481,581. Negotiations were held and the parties agreed to a cost of \$416,500 for the work, which is considered fair and reasonable.

Schedule I: Modifications to Purchase and Public Work Contracts



Item Numbers: 6 - 8

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

<b>Contract Number</b>	<b>AWO/Modification #</b>
CH053	74,76 & 80
<b>Original Amount:</b>	\$ 139,280,000
<b>Prior Modifications:</b>	\$ 41,291,666
<b>Prior Budgetary Increases:</b>	\$ 0
<b>Current Amount:</b>	\$ 180,571,666
<b>This Request</b>	\$ 14,927,712
<b>% of This Request to Current Amount:</b>	8.3%
<b>% of Modifications (Including This Request) to Original Amount:</b>	40.4%

**Discussion:**

This contract is for the construction of various civil infrastructure elements in Harold Interlocking and to expand the existing LIRR/AMTRAK right-of-way to enable mainline track diversions and facilitate the future construction of tunnels for the East Side Access ("ESA") Project. Pursuant to Article IX of the MTA All-Agency Procurement Guidelines, MTACC seeks Board approval for the following modifications related to these design changes:

Modification No. 73 -- Manhole & Ductbank Changes due to addition of Harold Aerial Utility Structure

Modification No. 71 revised the location of future Amtrak Signal and Communication Lines from a cable trough to an Aerial Utility Structure. This Modification incorporates additional Work associated with that modification, including the addition of a Negative Return Manhole (NRM) at Substation 44, and associated cable runs associated with rerouting the Motor Generator feeder over the Harold Aerial Utility Structure to tie into an existing transformer.

The Contractor submitted a cost proposal of \$2,545,248 while MTACC's project estimate was \$2,084,406. Negotiations were held, and the parties agreed to a cost of \$2,290,000, which is considered fair and reasonable.

Modification No. 74 -- Fabrication and Installation of Monopoles and Associated Foundations for the Motor Generator Set

This modification is for the fabrication and installation of four monopoles and their required foundations. The monopoles are for the Motor Generator sets which are required to accomplish Signal Power Separation in Sunnyside Yard. Signal Power Separation is a change from the original design and was not included in this Contract.

The Contractor submitted a cost proposal of \$1,340,611. MTACC's estimate was \$1,190,885. Negotiations were held, and both parties agreed to a cost of \$1,247,000, which is considered fair and reasonable.

Modification No. 76 -- 12kV Civil Work and Additions Inside Existing Substation 44

This modification is for the addition of cables, ducts and manholes as well as the removal and relocation of other manholes. This modification will also require the Contractor to perform additional work inside existing Amtrak Substation 44 and the Frequency Converter. This additional work is the result of changes in design made after this Contract was awarded.

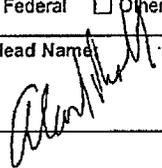
The Contractor submitted a cost proposal of \$12,120,578. MTACC's estimate was \$9,066,272. Negotiations were held, and both parties agreed to \$11,390,712, which is considered fair and reasonable.

To the extent that the above modifications are the result of errors and omissions in design, MTACC intends to seek compensation for any resulting damages from the designer.

Schedule I: Modifications to Purchase and Public Work Contracts



Item Number: 9

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

<b>Contract Number</b>	<b>AWO/Modification #</b>
CH053	77
<b>Original Amount:</b>	\$ 139,280,000
<b>Prior Modifications:</b>	\$ 41,291,666
<b>Prior Budgetary Increases:</b>	\$ 0
<b>Current Amount:</b>	\$ 180,571,666
<b>This Request</b>	\$ 1,848,910
<b>% of This Request to Current Amount:</b>	1%
<b>% of Modifications (including This Request) to Original Amount:</b>	31%

**Discussion:**

This contract is for the construction of various civil infrastructure elements in Harold Interlocking and to expand the existing LIRR/AMTRAK right-of-way to enable mainline track diversions and facilitate the future construction of tunnels for the East Side Access ("ESA") Project. Pursuant to Article IX of the MTA All-Agency Procurement Guidelines, MTACC seeks Board approval for the installation of 91.6 Signal Power. This is a scope and budget transfer.

Amtrak forces were to install the 91.6 Hz Signal Power to the F1 and F2 Central Instrument Huts (CIH's) in the F Interlocking; however Amtrak does not currently have the necessary resources to perform the work. Accordingly, this work is being transferred to Contract CH053. The CH053 Contractor is mobilized on-site and has the necessary resources to perform the work in a time frame to support the on-going construction activities.

The Contractor submitted a cost proposal of \$2,334,211 while MTACC's estimate was \$1,579,222. Negotiations were held, and both parties agreed to \$1,848,910 which is considered fair and reasonable. The budget for this work will be transferred from an existing Force Account budget line.

JULY 2012

METRO-NORTH RAILROAD

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Schedules Requiring Majority Vote:

**K. Ratification of Completed Procurement Actions**

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

1. **Aqua-Dyne, Inc** **\$78,451 (not-to-exceed)**  
**Overhaul of Two Aqua Dyne Rail Washers**

Ratification is requested of a non-competitive, negotiated and awarded miscellaneous service contract for the Overhaul of two Aqua Dyne Rail Washers which are used in the cleaning of track surfaces throughout MNR's East-of-Hudson territory. MNR's two rail washer units which are mounted on work trains require immediate overhaul maintenance prior to the start of the 2012 fall leaf season. The use of these washers has been an integral part of MNR's rail maintenance program to reduce the adverse effect of leaf residue on the rails. In an effort to avoid potentially unsafe, costly and out-of-service conditions, Aqua-Dyne, the Original Equipment Manufacturer (OEM), was directed to begin these services immediately and return the equipment back to MNR prior to the fall season.

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. The price to be paid for this procurement \$78,451, is 4.3% less than the internal estimate and is deemed to be fair and reasonable. This procurement is to be funded by the MNR Operating Budget.



**Metro-North Railroad**

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



# **MONTHLY OPERATING REPORT**

July 2012

Performance Summary			2012 Data			2011 Data		
			Annual Goal	June	YTD thru June	June	YTD thru June	
<b>On Time Performance</b> <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	<b>System</b>	<b>Overall</b>	<b>97.8%</b>	<b>96.8%</b>	<b>98.1%</b>	<b>96.8%</b>	<b>96.6%</b>	
		AM Peak	97.0%	97.1%	98.1%	97.6%	95.1%	
		AM Reverse Peak	97.6%	97.7%	98.3%	98.0%	95.8%	
		PM Peak	98.0%	95.3%	98.0%	95.1%	96.3%	
		<b>Total Peak</b>		<b>96.4%</b>	<b>98.1%</b>	<b>96.7%</b>	<b>95.7%</b>	
		Off Peak Weekday	97.9%	96.2%	97.9%	96.9%	97.2%	
		Weekend	97.9%	98.8%	98.5%	97.0%	97.2%	
		<b>Hudson Line</b>	<b>Overall</b>	<b>98.2%</b>	<b>97.8%</b>	<b>98.5%</b>	<b>97.7%</b>	<b>98.1%</b>
			AM Peak	98.0%	98.4%	99.1%	97.6%	97.3%
			AM Reverse Peak	98.5%	96.2%	98.5%	98.2%	97.8%
			PM Peak	98.4%	97.8%	98.6%	97.9%	98.8%
			<b>Total Peak</b>		<b>97.9%</b>	<b>98.8%</b>	<b>97.8%</b>	<b>98.0%</b>
			Off Peak Weekday	98.1%	97.6%	98.5%	97.6%	98.3%
			Weekend	98.2%	97.8%	98.1%	97.8%	98.1%
		<b>Harlem Line</b>	<b>Overall</b>	<b>98.3%</b>	<b>97.8%</b>	<b>98.5%</b>	<b>97.4%</b>	<b>97.9%</b>
			AM Peak	98.0%	98.3%	98.3%	97.6%	97.3%
			AM Reverse Peak	98.0%	98.9%	98.3%	98.5%	97.4%
			PM Peak	98.5%	96.5%	98.8%	96.6%	97.3%
			<b>Total Peak</b>		<b>97.7%</b>	<b>98.5%</b>	<b>97.4%</b>	<b>97.3%</b>
			Off Peak Weekday	98.4%	97.3%	98.3%	97.4%	98.1%
			Weekend	98.5%	99.2%	98.7%	97.6%	98.3%
	<b>New Haven Line</b>	<b>Overall</b>	<b>97.2%</b>	<b>95.5%</b>	<b>97.6%</b>	<b>95.8%</b>	<b>94.8%</b>	
		AM Peak	95.7%	95.3%	97.3%	97.6%	91.9%	
		AM Reverse Peak	96.8%	97.4%	98.1%	97.5%	93.0%	
		PM Peak	97.5%	92.6%	96.9%	92.2%	93.8%	
		<b>Total Peak</b>		<b>94.5%</b>	<b>97.3%</b>	<b>95.4%</b>	<b>92.8%</b>	
		Off Peak Weekday	97.5%	94.6%	97.3%	96.2%	95.9%	
		Weekend	97.4%	99.1%	98.7%	95.9%	95.8%	
<b>Operating Statistics</b>	<b>Trains Scheduled</b>			<b>17,702</b>	<b>106,361</b>	<b>17,719</b>	<b>103,471</b>	
	<b>Avg. Delay per Late Train (min)</b> <small>excluding trains canceled or terminated</small>			13.8	14.3	16.6	15.3	
	<b>Trains Over 15 min. Late</b> <small>excluding trains canceled or terminated</small>		1,000	131	476	174	974	
	<b>Trains Canceled</b>		160	5	81	10	182	
	<b>Trains Terminated</b>		160	19	103	49	193	
	<b>Percent of Scheduled Trips Completed</b>		99.8%	99.9%	99.8%	99.7%	99.6%	
<b>Consist Compliance</b> <i>(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)</i>	<b>System</b>	<b>Overall</b>	<b>98.6%</b>	<b>99.8%</b>	<b>99.8%</b>	<b>99.2%</b>	<b>98.5%</b>	
		AM Peak	97.7%	99.6%	99.6%	98.9%	97.2%	
		AM Reverse Peak	97.7%	99.8%	99.9%	99.1%	98.6%	
		PM Peak	97.3%	99.8%	99.9%	98.4%	97.0%	
		<b>Total Peak</b>		<b>99.7%</b>	<b>99.8%</b>	<b>98.7%</b>	<b>97.3%</b>	
		Off Peak Weekday	99.3%	99.9%	99.9%	99.5%	99.2%	
		Weekend	99.3%	99.9%	99.8%	99.6%	99.3%	
		<b>Hudson Line</b>	AM Peak	99.0%	100.0%	99.9%	100.0%	99.8%
			PM Peak	99.0%	100.0%	100.0%	99.6%	99.6%
		<b>Harlem Line</b>	AM Peak	99.0%	99.7%	99.9%	99.9%	99.6%
			PM Peak	99.0%	99.9%	99.9%	99.5%	99.0%
		<b>New Haven Line</b>	AM Peak	96.0%	99.2%	99.2%	97.4%	93.3%
			PM Peak	95.0%	99.5%	99.8%	96.9%	93.6%

Categories of Delay	2012 Data			2011 Data	
	May	June	YTD thru June	June	YTD thru June
<b>Train Delay Incidents Resulting in Late Trains.</b>					
<i>(Each delay incurred by a late train is considered a separate train delay incident. Therefore, the number of train delay incidents is higher than the number of late trains for the month.)</i>					
<b>Maintenance of Way</b>	341	236	924	197	922
<b>Capital Projects</b>	10	37	73	6	54
<b>Maintenance of Equipment</b>	152	161	656	221	1332
<b>Operations Services</b>	24	35	89	22	105
<b>Police Incidents</b>	32	64	198	48	244
<b>Other</b>	10	37	73	54	283
<b>Customers</b>	33	60	185	34	175
<b>3rd Party Operations</b> <i>(Other railroads, marine traffic, etc.)</i>	6	7	22	33	177
<b>Weather and Environmental</b>	31	78	171	44	816

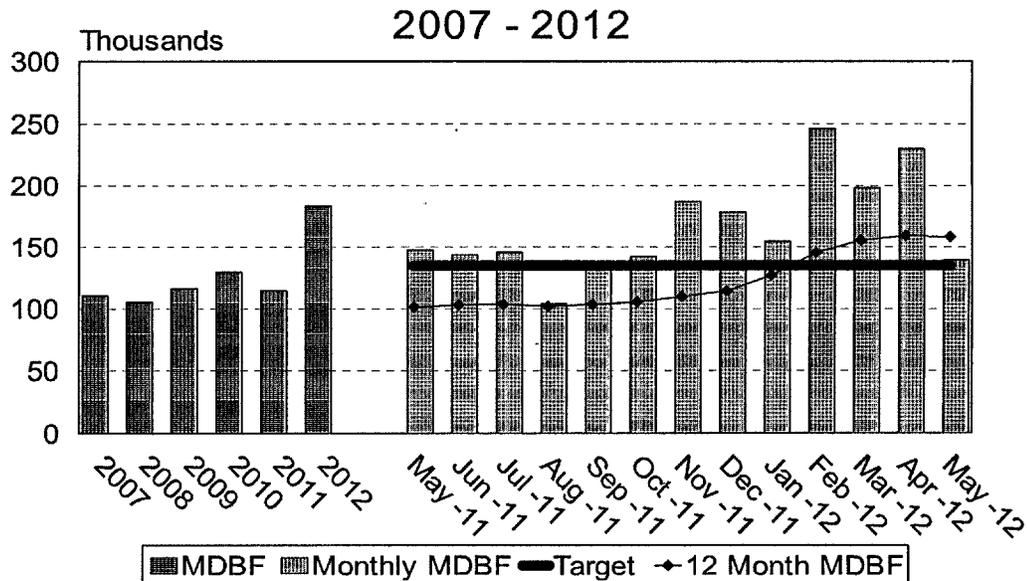
**EVENTS RESULTING IN 10 or MORE LATE (L), CANCELED (C) OR TERMINATED (T) TRAINS**

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			
06/15	Fri	Train 1325 terminated at CP4 account wheel slip alarm on engine 203, causing delays.	17	0	1	5	0	0	0	0	0	2	0	0	0	0	0	24	0	1
06/18	Mon	DH Train 2062 disabled routed track 6 to track 2 at cp5 with train 772 in behind being delayed, 772 had to make a reverse move, causing additional delays.	0	0	0	0	0	0	7	0	0	11	0	0	0	0	0	18	0	0
06/21	Thr	Police had hold from cp248 to cp255 account warehouse fire near tracks.	0	0	0	0	0	0	4	0	0	13	0	0	0	0	0	17	0	0
06/21	Thr	Speed restrictions due to excessive heat from cp241 to cp261.	14	0	0	0	0	0	0	0	0	2	0	0	0	0	0	16	0	0
06/21	Thr	Congestion from cp5 to cp1 account EF Track Circuit down with 321 switch flashing out of correspondence.	0	0	0	0	0	0	5	0	0	8	0	0	0	0	0	13	0	0
06/25	Mon	High water condition between CP106 - CP112, causing delays.	0	0	0	0	0	0	38	0	0	11	0	0	0	0	0	49	0	0
06/25	Mon	Train 1439 terminated at Bridgeport account in the section of grounded wire on track 3 between Cat633 - Cat744.	4	0	1	6	0	0	0	0	0	8	0	0	0	0	0	18	0	1
06/29	Fri	Train 1536 was terminated at CP 257 due to grounded wire from CAT736-814 with pantograph damage.	0	0	0	0	0	0	19	0	0	20	1	1	0	0	0	39	1	1
<b>TOTAL FOR MONTH</b>			35	0	2	11	0	0	73	0	0	75	1	1	0	0	0	194	1	3
<b>198</b>																				

	Equip-ment Type	Total Fleet Size	2012 Data						2011 Data		
			MDBF Goal (miles)	May MDBF (miles)	Primary Failure Goal	May No. of Primary Failures	YTD MDBF thru May (miles)	12 month MDBF Rolling Avg (miles)	May MDBF (miles)	May No. of Primary Failures	YTD MDBF thru May (miles)
<b>Mean Distance Between Failures</b>	M2	220	80,000	105,932	11	11	128,520	103,495	95,204	16	47,741
	M4/M6	102	60,000	107,989	8	5	103,622	70,475	104,445	5	32,521
	M8	104	200,000	119,476	3	6	177,460	160,907	62,172	2	161,851
	M3	140	120,000	272,003	3	0	1,396,954	480,027	139,888	2	175,061
	M7	336	440,000	641,447	4	3	609,950	657,608	897,483	2	512,803
	Coach	213	290,000	355,635	5	4	401,574	380,469	1,420,889	1	344,796
	P-32	31	35,000	18,376	5	11	40,691	36,822	27,477	7	36,089
	BL-20	12	12,000	4,547	3	5	9,375	11,638	7,392	5	7,373
	<b>Fleet</b>	<b>1158</b>	<b>135,000</b>	<b>139,240</b>	<b>42</b>	<b>45</b>	<b>183,787</b>	<b>158,482</b>	<b>147,369</b>	<b>40</b>	<b>87,903</b>
	M2/4/6/8		100,000	110,093	22	22	130,345	98,167	94,341	23	43,586
M3/7		300,000	732,114	7	3	659,138	626,531	518,685	4	404,725	
Diesel/Coach		120,000	82,371	13	20	134,589	141,646	126,937	13	119,240	

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 Performance Summary</b>			<b>2012 Data</b>			<b>2011 Data</b>	
			<b>Annual Goal</b>	<b>June</b>	<b>YTD thru June</b>	<b>June</b>	<b>YTD thru June</b>
<b>On Time Performance</b> <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	<b>West of Hudson Total</b>	<b>Overall</b>	<b>96.4%</b>	<b>98.3%</b>	<b>97.5%</b>	<b>96.4%</b>	<b>95.8%</b>
		AM Peak	97.3%	98.6%	98.0%	96.4%	94.5%
		PM Peak	96.8%	96.7%	98.5%	92.7%	95.1%
		<b>Total Peak</b>		<b>97.7%</b>	<b>98.2%</b>	<b>94.5%</b>	<b>94.8%</b>
		Off Peak Weekday	95.9%	98.5%	97.4%	97.2%	96.4%
		Weekend	95.9%	98.8%	96.7%	98.7%	96.6%
	<b>Pascack Line</b>	<b>Overall</b>	<b>97.0%</b>	<b>98.7%</b>	<b>98.3%</b>	<b>97.6%</b>	<b>97.5%</b>
	<b>Valley Line</b>	AM Peak	98.0%	98.8%	98.7%	99.0%	97.8%
		PM Peak	97.5%	98.6%	98.9%	92.2%	96.8%
		<b>Total Peak</b>		<b>98.7%</b>	<b>98.8%</b>	<b>96.0%</b>	<b>97.4%</b>
		Off Peak Weekday	96.5%	98.1%	98.3%	97.8%	97.7%
		Weekend	96.5%	100.0%	97.8%	100.0%	97.4%
	<b>Port Jervis Line</b>	<b>Overall</b>	<b>95.5%</b>	<b>97.6%</b>	<b>96.4%</b>	<b>94.7%</b>	<b>93.4%</b>
		AM Peak	96.0%	98.4%	97.0%	92.4%	89.6%
		PM Peak	96.0%	94.4%	98.1%	93.2%	93.6%
	<b>Total Peak</b>		<b>96.4%</b>	<b>97.6%</b>	<b>92.9%</b>	<b>91.8%</b>	
	Off Peak Weekday	95.0%	99.0%	96.2%	96.2%	94.2%	
	Weekend	95.0%	96.8%	94.9%	96.4%	95.2%	
<b>Operating Statistics</b>	<b>Trains Scheduled</b>		<b>1,623</b>	<b>9,829</b>	<b>1,646</b>	<b>9,784</b>	
	<b>Avg. Delay per Late Train (min)</b> <small>excluding trains canceled or terminated</small>		17.6	20.2	19.0	18.6	
	<b>Trains Over 15 min. Late</b> <small>excluding trains canceled or terminated</small>	80	9	90	26	167	
	<b>Trains Canceled</b>		0	8	2	15	
	<b>Trains Terminated</b>		6	21	9	39	
	<b>Percent of Scheduled Trips Completed</b>	99.8%	99.6%	99.7%	99.3%	99.4%	

## JUNE 2012 STANDEE REPORT

### East of Hudson

			JUNE 2011	YTD 2011	JUNE 2012	YTD 2012
<b>Daily Average</b>	<b>Hudson Line</b>	Program Standees	0	0	0	0
		Add'l Standees	0	3	0	0
		<b>Total Standees</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>
<b>AM Peak</b>	<b>Harlem Line</b>	Program Standees	0	0	0	0
		Add'l Standees	0	10	27	7
		<b>Total Standees</b>	<b>0</b>	<b>10</b>	<b>27</b>	<b>7</b>
	<b>New Haven Line</b>	Program Standees	0	109 **	0	0
		Add'l Standees	17	175	5	14
		<b>Total Standees</b>	<b>17</b>	<b>284</b>	<b>5</b>	<b>14</b>
<b>EAST OF HUDSON TOTAL - AM PEAK</b>			<b>17</b>	<b>297</b>	<b>32</b>	<b>21</b>
<b>Daily Average</b>	<b>Hudson Line</b>	Program Standees	0	0	0	0
		Add'l Standees	2	2	0	0
		<b>Total Standees</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>
<b>PM Peak</b>	<b>Harlem Line</b>	Program Standees	0	0	0	0
		Add'l Standees	6	7	1	1
		<b>Total Standees</b>	<b>6</b>	<b>7</b>	<b>1</b>	<b>1</b>
	<b>New Haven Line</b>	Program Standees	0	121 **	0	0
		Add'l Standees	66	148	17	15
		<b>Total Standees</b>	<b>66</b>	<b>269</b>	<b>17</b>	<b>15</b>
<b>EAST OF HUDSON TOTAL - PM PEAK</b>			<b>74</b>	<b>278</b>	<b>18</b>	<b>16</b>

			JUNE 2011	YTD 2011	JUNE 2012	YTD 2012
<b>Daily Average</b>	<b>Port Jervis Line</b>	Program Standees	0	0	0	0
		Add'l Standees	1	0	0	1
		<b>Total Standees</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>
<b>AM Peak</b>	<b>Pascack Valley Line</b>	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>WEST OF HUDSON TOTAL - AM PEAK</b>			<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>
<b>Daily Average</b>	<b>Port Jervis Line</b>	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>PM Peak</b>	<b>Pascack Valley Line</b>	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>WEST OF HUDSON TOTAL - PM PEAK</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

### Definitions

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

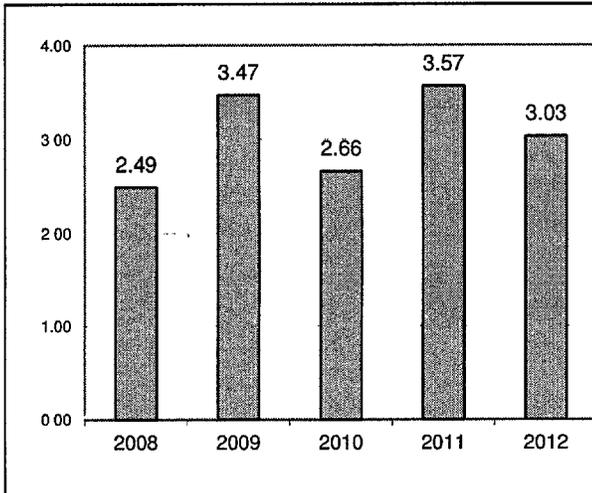
"Program Standees" is the average number of customers in excess of programmed seating capacity.

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

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

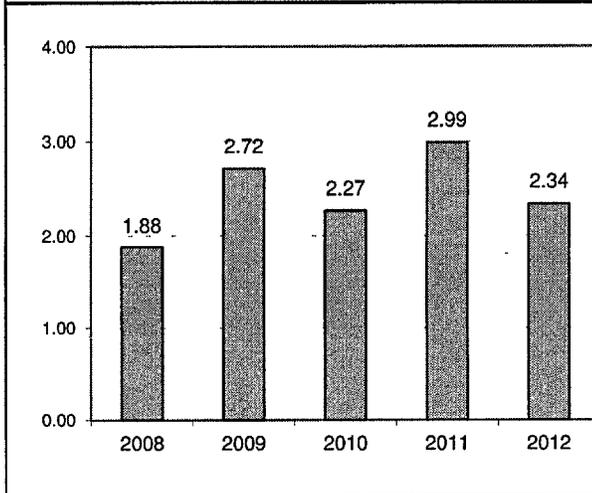
\*\* Programmed Standees based on reduced winter schedule effective February 7 through March 6, 2011 on the New Haven Line.

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



Year	Total	Total FI*
2008	65	2.49
2009	92	3.47
2010	68	2.66
2011	92	3.57
2012	79	3.03

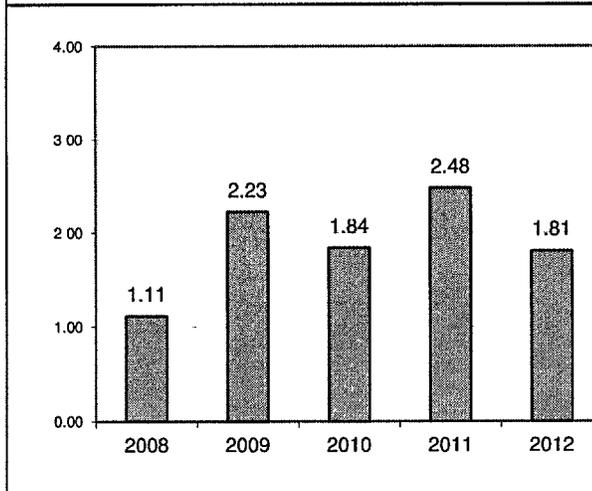
% change from last year: -15.0%  
2012 Total FI Goal 2.90



### Employee FRA Reportable Injuries

Year	Total	FRA FI*
2008	49	1.88
2009	72	2.72
2010	58	2.27
2011	77	2.99
2012	61	2.34

% change from last year: -21.6%  
2012 FRA FI Goal 2.50



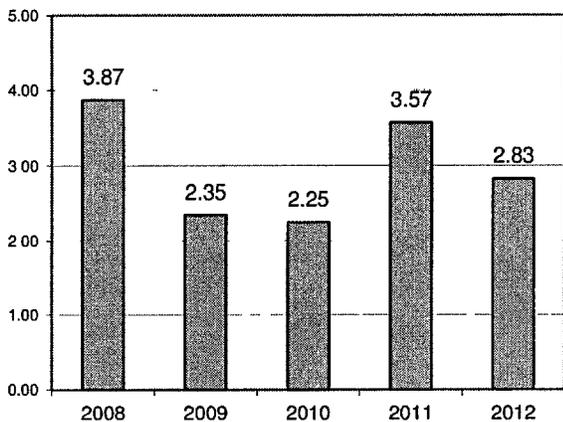
### Employee Lost Time and Restricted Duty Injuries

Year	LT	RD	LT FI*	RD FI*	LT&RD FI*
2008	20	9	0.77	0.35	1.11
2009	54	5	2.04	0.19	2.23
2010	39	8	1.53	0.31	1.84
2011	52	12	2.02	0.47	2.48
2012	45	2	1.73	0.08	1.81

% change from last year: -27.3%  
2012 LT&RD FI Goal 2.00

\* - Injuries per 200,000 hours worked

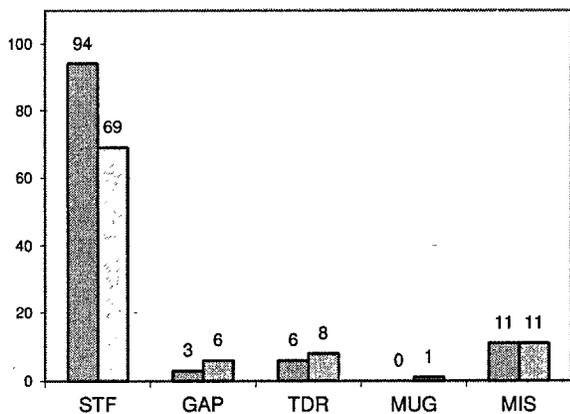
## MTA Metro-North Railroad Summary of Customer/Contractor Injuries thru May



Total Customer Injuries

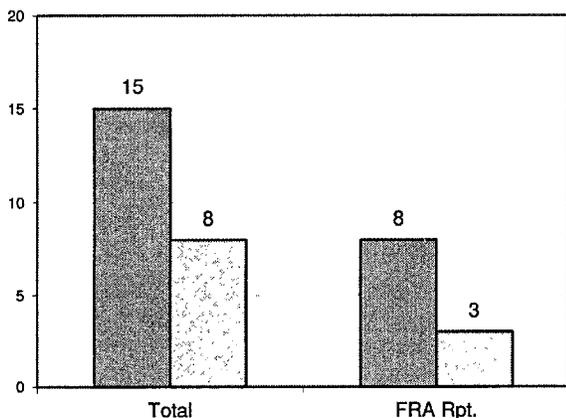
Year	Total	Total FI*
2008	127	3.87
2009	74	2.35
2010	71	2.25
2011	114	3.57
2012	95	2.83

% change from last year: -20.8%  
2012 Total FI Goal 2.70



Top 5 Customer Injuries by Type

Year	Slip/Trip/Fall	Gap	Train Doors	Mugging	Misc.
2011	94	3	6	0	11
2012	69	6	8	1	11



Contractor Injuries

Year	Total	FRA Rpt.
2011	15	8
2012	8	3
% Chg	-46.7%	-62.5%

\* - Injuries per 1,000,000 rides



# **Metro-North Railroad**

## **Financial and Ridership Report July 2012**

MTA METRO-NORTH RAILROAD

FINANCIAL STATEMENTS

MONTH ENDED: MAY 31, 2012

OFFICE OF VICE PRESIDENT OF FINANCE & INFORMATION SYSTEMS

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

Overall May year-to-date financial results were favorable vs. the Adopted Budget. Total operating revenue was 3.7% higher due to continued improvement in ridership and higher GCT retail and commissary revenues. Operating expenses were 6.7% lower than budget primarily due to timing in non-payroll service expenditures, vacancies, and lower overtime and material usage requirements due to on-going efforts to control these costs, as well as the impact of mild winter weather. Capital program expenditures (and reimbursements) were \$19.7 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 7.2 million for May and 34.3 million year-to-date which was a 4.9% increase over the same period of 2011. This was a reflection continued regional economic growth, of mild weather, as well as our consistently high levels of service reliability and on-time performance.

**East of Hudson**

- Month of May ridership of 7.1 million was 0.6% higher than budget and 1.8% higher than 2011.
- May year-to-date ridership was 33.6 million, or 2.6% higher than Budget and 3.9% above last year.
- Commutation ridership was 0.7% higher than budget for the month, and 1.5% better year-to-date. Compared to 2011, year-to-date commutation ridership was 2.4% higher.
- Non-commutation ridership for May was 0.5% higher than budget and 2.2% over last year; year-to-date was 4.3% above budget and 6.1% higher than 2011.

**West of Hudson**

- May year-to-date ridership was 4.5% lower than the Budget and 8.7% 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 \$331.5 million through May was \$10.5 million, or 3.1% lower than Budget.
- Fare Box Revenue of \$238.3 million was \$5.2 million higher than Budget due to increased ridership.
- Other Operating Revenue of \$21.3 million was \$4.0 million above budget due to higher GCT retail and event income, a delay in the start of several GCT revenue-funded renovation projects and higher advertising costs from than projected GCT digital displays.
- Capital and Other Reimbursements of \$71.9 million was \$19.7 million lower than budget due to timing differences in project scheduling (Port Jervis Line Reconstruction, various Track Programs, East Side Access work, the NH Component Change-out Shop, Ferry services, and the Danbury Branch Signal System).

**Expenses**

- Total non-reimbursable and reimbursable expenses of \$589.6 million through May were \$56.6 million lower than Budget. Most of this was due to a combination of timing differences and lower costs for Non-Payroll expenditures (\$32.0 million) for material (timing of capital expenditures and lower operating costs resulting from material management and strategic procurement efforts), contract services, and electric power costs (lower prices and consumption).
- Total Labor costs (operating and capital) were \$19.8 million (5.7%) below budget primarily due to vacancies, lower overtime requirements (due to mild winter weather and control efforts to reduce rolling stock and right-of-way 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 68.0% for May year-to-date was 7.3 percentage points better than budget due to the combined impact of the lower expenses and higher farebox revenues.
- Adjusted Cost per Passenger of \$11.59 for the period was \$1.28 lower than budget also due to the lower expenses and higher ridership levels.
- Revenue per Passenger of \$7.18 for the period was \$0.03 lower than the Budget.

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

**REVENUE**

**Revenue and Capital Funding** – May Year-to-Date result is \$331.5 million which is \$10.5 million (3.1%) lower than the Adopted Budget through May.

- **Farebox Revenue** – of \$238.3 million was \$5.2 million (2.2%) higher than Budget through May due to higher commutation and non-commutation ridership. This was largely a function of continued positive growth trends across all three East of Hudson commuter lines. For the month, farebox revenue was \$0.3 million (0.6%) higher than budget.
- **Other Operating Revenue** – May year-to-date total of \$21.3 million was \$4.0 (23.3%) million higher than the Adopted Budget, and \$1.1 million (32.5%) ahead of budget for the month. This was due to higher GCT retail and event income, combined with timing differences in the start of GCT revenue-funded renovation projects (GCT Trainshed, entrance canopies and doors) and higher advertising from GCT digital displays.
- **Capital and Other Reimbursements** – Timing and scheduling changes versus budget resulted in year-to-date reimbursements being lower than budget by \$19.7 million. Most of this was attributable to several capital projects: Port Jervis Line Reconstruction, various Track Programs, East Side Access work, the NH Component Change-out Shop, Ferry services, and the Danbury Branch Signal System. For the month of May, Capital and Other Reimbursements were \$0.8 million higher than budgeted.

**EXPENSES**

**Total Expenses** – Year-to-date non-reimbursable and reimbursable expense was \$589.6 million which was \$56.6 million lower than budget due primarily to vacancies, timing differences and savings in non-payroll expenses for material usage, contract services, and lower electric power costs. For the month, total expenses were \$3.3 million or 2.5% lower than budget.

- **Labor expense** (including fringe and overhead recoveries) was \$324.5 million, \$19.8 million (5.7%) lower than YTD Budget and \$2.8 million lower for the month primarily due to ongoing position vacancies, lower overtime costs, favorable healthcare premiums compared to the adopted budget, and fewer employee claim payments.
- **Non-Labor Expenses**  
Total non-labor expenses were \$149.0 million, \$32.0 million lower than budget year-to-date, and \$0.7 million higher than budget for the month.
  - **Electric Power** – \$5.2 million lower year-to-date and \$0.6 million lower than budget for the month due to lower traction power prices and consumption levels.
  - **Maintenance & Other Operating Contracts** – year-to-date expenses were \$44.5 million, \$9 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** – \$12.8 million year-to-date expense was \$0.4 million lower vs. budget mainly due to timing of engineering services and legal fees. For the month, expenses were on-target to budget (1% lower).
  - **Materials & Supplies** – \$31.5 million year-to-date expenses were \$16.8 million below budget due to timing differences in reimbursable capital project activity (\$11.0 million primarily due to 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 and car components for the older NHL car fleet, and strategic procurement initiatives that reduced costs, resulting in favorable inventory valuation adjustments.
  - **Other Business Expenses** – \$11.0 million, \$0.2 million higher than budget due to NJ Transit Subsidy Payments (inclusion of Tropical Storm Irene settlement).
- **Depreciation and Other Non Cash Liability Adjustments** – \$116.2 in total which was \$4.8 million below the Budget year-to-date and \$1.2 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 May of \$58.0 million was \$106.3 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**  
**May 2012**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$49,333	\$49,606	\$0,273	0.6	\$0,000	\$0,000	\$0,000	-	\$49,333	\$49,606	\$0,273	0.6
Vehicle Toll Revenue	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Other Operating Revenue	3,493	4,629	1,136	32.5	0,000	0,000	0,000	-	3,493	4,629	1,136	32.5
<i>Capital &amp; Other Reimbursements.</i>												
MTA	0,000	0,000	0,000	-	12,458	11,343	(1,115)	(9.0)	12,458	11,343	(1,115)	(9.0)
CDOT	0,000	0,000	0,000	-	6,261	8,052	1,791	28.6	6,261	8,052	1,791	28.6
Other	0,000	0,000	0,000	-	1,062	1,184	0,121	11.4	1,062	1,184	0,121	11.4
Total Capital and Other Reimbursements	0,000	0,000	0,000	-	19,781	20,578	0,797	4.0	19,781	20,578	0,797	4.0
<b>Total Revenue/Receipts</b>	<b>\$52,826</b>	<b>\$54,235</b>	<b>\$1,409</b>	<b>2.7</b>	<b>\$19,781</b>	<b>\$20,578</b>	<b>\$0,797</b>	<b>4.0</b>	<b>\$72,607</b>	<b>\$74,813</b>	<b>\$2,206</b>	<b>3.0</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$35,197	\$34,122	\$1,074	3.1	\$4,554	\$4,190	\$0,363	8.0	\$39,750	\$38,313	\$1,438	3.6
Overtime	3,947	4,434	(0,488)	(12.4)	1,835	1,881	(0,046)	(2.5)	5,782	6,316	(0,534)	(9.2)
Health and Welfare	7,866	6,856	1,010	12.8	1,377	1,238	0,139	10.1	9,243	8,094	1,149	12.4
OPEB Current Payment	1,333	1,525	(0,192)	(14.4)	0,000	0,000	0,000	-	1,333	1,525	(0,192)	(14.4)
Pensions	5,689	5,661	0,028	0.5	0,904	0,714	0,190	21.0	6,594	6,376	0,218	3.3
Other Fringe Benefits	8,082	7,347	0,735	9.1	1,075	1,139	(0,064)	(6.0)	9,157	8,486	0,671	7.3
Reimbursable Overhead	(4,121)	(3,821)	(0,300)	(7.3)	4,163	3,801	0,361	8.7	0,042	(0,019)	0,061	*
<b>Total Labor</b>	<b>\$57,993</b>	<b>\$56,126</b>	<b>\$1,867</b>	<b>3.2</b>	<b>\$13,908</b>	<b>\$12,965</b>	<b>\$0,943</b>	<b>6.8</b>	<b>\$71,901</b>	<b>\$69,090</b>	<b>\$2,811</b>	<b>3.9</b>
<i>Non-Labor:</i>												
Electric Power	\$6,806	\$6,164	\$0,642	9.4	\$0,000	\$0,016	(\$0,016)	-	\$6,806	\$6,179	\$0,627	9.2
Fuel	2,101	2,322	(0,221)	(10.5)	0,000	0,000	0,000	-	2,101	2,322	(0,221)	(10.5)
Insurance	0,929	0,914	0,014	1.6	0,534	0,435	0,099	18.5	1,463	1,349	0,113	7.8
Claims	0,054	0,005	0,050	91.4	0,000	0,000	0,000	-	0,054	0,005	0,050	91.4
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	7,498	7,376	0,121	1.6	2,122	3,731	(1,609)	(75.8)	9,620	11,108	(1,488)	(15.5)
Professional Service Contracts	2,356	1,725	0,631	26.8	0,618	1,219	(0,601)	(97.3)	2,974	2,943	0,031	1.0
Materials & Supplies	6,026	5,576	0,450	7.5	2,490	2,143	0,347	13.9	8,517	7,720	0,797	9.4
Other Business Expenses	1,980	2,624	(0,644)	(32.5)	0,109	0,070	0,039	36.1	2,089	2,693	(0,604)	(28.9)
<b>Total Non-Labor</b>	<b>\$27,751</b>	<b>\$26,706</b>	<b>\$1,045</b>	<b>3.8</b>	<b>\$5,874</b>	<b>\$7,614</b>	<b>(\$1,740)</b>	<b>(29.6)</b>	<b>\$33,625</b>	<b>\$34,320</b>	<b>(\$0,695)</b>	<b>(2.1)</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>\$85,744</b>	<b>\$82,832</b>	<b>\$2,912</b>	<b>3.4</b>	<b>\$19,781</b>	<b>\$20,578</b>	<b>(\$0,797)</b>	<b>(4.0)</b>	<b>\$105,526</b>	<b>\$103,410</b>	<b>\$2,115</b>	<b>2.0</b>
Depreciation	19,007	17,823	1,184	6.2	0,000	0,000	0,000	-	19,007	17,823	1,184	6.2
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>\$109,751</b>	<b>\$105,655</b>	<b>\$4,096</b>	<b>3.7</b>	<b>\$19,781</b>	<b>\$20,578</b>	<b>(\$0,797)</b>	<b>(4.0)</b>	<b>\$129,532</b>	<b>\$126,233</b>	<b>\$3,299</b>	<b>2.5</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$56,925)</b>	<b>(\$51,420)</b>	<b>\$5,506</b>	<b>9.7</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>(\$0,000)</b>	<b>-</b>	<b>(\$56,925)</b>	<b>(\$51,420)</b>	<b>\$5,506</b>	<b>9.7</b>
<i>Cash Conversion Adjustments.</i>												
Depreciation	19,007	17,823	(1,184)	(6.2)	0,000	0,000	0,000	-	19,007	17,823	(1,184)	(6.2)
Operating/Capital	(2,181)	(2,374)	(0,193)	(8.8)	0,000	0,000	0,000	-	(2,181)	(2,374)	(0,193)	(8.8)
Other Cash Adjustments	0,019	25,227	25,207	*	0,000	0,000	0,000	-	0,019	25,227	25,207	*
<b>Total Cash Conversion Adjustments</b>	<b>\$16,845</b>	<b>\$40,676</b>	<b>\$23,830</b>	<b>*</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>	<b>\$16,845</b>	<b>\$40,676</b>	<b>\$23,830</b>	<b>*</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$40,080)</b>	<b>(\$10,744)</b>	<b>\$29,336</b>	<b>73.2</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>(\$0,000)</b>	<b>-</b>	<b>(\$40,080)</b>	<b>(\$10,744)</b>	<b>\$29,336</b>	<b>73.2</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**  
**ACCURAL STATEMENT of OPERATIONS by CATEGORY**  
**May 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	\$233.134	\$238.288	\$5.155	2.2	\$0.000	\$0.000	\$0.000	-	\$233.134	\$238.288	\$5.155	2.2
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	17.275	21.308	4.033	23.3	0.000	0.000	0.000	-	17.275	21.308	4.033	23.3
<i>Capital &amp; Other Reimbursements</i>												
MTA	0.000	0.000	0.000	-	52.265	37.535	(14.730)	(28.2)	52.265	37.535	(14.730)	(28.2)
CDOT	0.000	0.000	0.000	-	34.315	29.237	(5.078)	(14.8)	34.315	29.237	(5.078)	(14.8)
Other	0.000	0.000	0.000	-	5.041	5.150	0.109	2.2	5.041	5.150	0.109	2.2
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	91.621	71.922	(19.699)	(21.5)	91.621	71.922	(19.699)	(21.5)
<b>Total Revenue/Receipts</b>	<b>\$250.408</b>	<b>\$259.596</b>	<b>\$9.187</b>	<b>3.7</b>	<b>\$91.621</b>	<b>\$71.922</b>	<b>(\$19.699)</b>	<b>(21.5)</b>	<b>\$342.029</b>	<b>\$331.518</b>	<b>(\$10.511)</b>	<b>(3.1)</b>
<b>Expenses</b>												
<i>Labor</i>												
Payroll	\$169.368	\$164.136	\$5.232	3.1	\$19.515	\$17.143	\$2.373	12.2	\$188.883	\$181.279	\$7.604	4.0
Overtime	22.075	20.420	1.655	7.5	7.118	7.359	(0.241)	(3.4)	29.193	27.779	1.414	4.8
Health and Welfare	38.223	32.561	5.662	14.8	5.652	5.034	0.619	10.9	43.875	37.595	6.281	14.3
OPEB Current Payment	6.667	7.616	(0.949)	(14.2)	0.000	0.000	0.000	-	6.667	7.616	(0.949)	(14.2)
Pensions	27.626	27.130	0.496	1.8	3.855	2.881	0.975	25.3	31.481	30.011	1.471	4.7
Other Fringe Benefits	39.591	35.473	4.108	10.4	4.477	4.730	(0.253)	(5.6)	44.058	40.203	3.855	8.7
Reimbursable Overhead	(16.488)	(14.580)	(1.908)	(11.6)	16.580	14.580	2.000	12.1	0.092	0.000	0.092	99.8
<b>Total Labor</b>	<b>\$287.053</b>	<b>\$272.756</b>	<b>\$14.296</b>	<b>5.0</b>	<b>\$57.198</b>	<b>\$51.726</b>	<b>\$5.472</b>	<b>9.6</b>	<b>\$344.251</b>	<b>\$324.482</b>	<b>\$19.768</b>	<b>5.7</b>
<i>Non-Labor</i>												
Electric Power	\$35.972	\$30.675	\$5.298	14.7	\$0.000	\$0.111	(\$0.111)	-	\$35.972	\$30.786	\$5.187	14.4
Fuel	12.353	12.366	(0.013)	(0.1)	0.000	0.000	0.000	-	12.353	12.366	(0.013)	(0.1)
Insurance	4.448	4.340	0.108	2.4	2.197	1.787	0.410	18.7	6.645	6.127	0.517	7.8
Claims	0.265	(0.071)	0.335	*	0.000	0.000	0.000	-	0.265	(0.071)	0.335	*
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	41.244	36.440	4.805	11.6	12.280	8.091	4.190	34.1	53.525	44.530	8.994	16.8
Professional Service Contracts	10.488	8.845	1.643	15.7	2.642	3.884	(1.242)	(47.0)	13.130	12.729	0.401	3.1
Materials & Supplies	31.505	25.723	5.782	18.4	16.838	5.808	11.030	65.5	48.343	31.531	16.812	34.8
Other Business Expenses	10.304	10.470	(0.167)	(1.6)	0.466	0.516	(0.049)	(10.6)	10.770	10.986	(0.216)	(2.0)
<b>Total Non-Labor</b>	<b>\$146.579</b>	<b>\$128.788</b>	<b>\$17.791</b>	<b>12.1</b>	<b>\$34.423</b>	<b>\$20.197</b>	<b>\$14.226</b>	<b>41.3</b>	<b>\$181.002</b>	<b>\$148.985</b>	<b>\$32.017</b>	<b>17.7</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 Adjts.</b>	<b>\$433.632</b>	<b>\$401.544</b>	<b>\$32.087</b>	<b>7.4</b>	<b>\$91.621</b>	<b>\$71.922</b>	<b>\$19.699</b>	<b>21.5</b>	<b>\$525.253</b>	<b>\$473.467</b>	<b>\$51.786</b>	<b>9.9</b>
Depreciation	94.303	90.841	3.462	3.7	0.000	0.000	0.000	-	94.303	90.841	3.462	3.7
OPEB Obligation	24.999	24.999	0.000	0.0	0.000	0.000	0.000	-	24.999	24.999	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>\$554.614</b>	<b>\$517.698</b>	<b>\$36.916</b>	<b>6.7</b>	<b>\$91.621</b>	<b>\$71.922</b>	<b>\$19.699</b>	<b>21.5</b>	<b>\$646.235</b>	<b>\$589.621</b>	<b>\$56.614</b>	<b>8.8</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$304.206)</b>	<b>(\$258.102)</b>	<b>\$46.103</b>	<b>15.2</b>	<b>\$0.000</b>	<b>(\$0.000)</b>	<b>(\$0.000)</b>	<b>-</b>	<b>(\$304.206)</b>	<b>(\$258.102)</b>	<b>\$46.103</b>	<b>15.2</b>
<i>Cash Conversion Adjustments:</i>												
Depreciation	94.303	90.841	(3.462)	(3.7)	0.000	0.000	0.000	-	94.303	90.841	(3.462)	(3.7)
Operating/Capital	(4.993)	(5.207)	(0.214)	(4.3)	0.000	0.000	0.000	-	(4.993)	(5.207)	(0.214)	(4.3)
Other Cash Adjustments	50.661	114.503	63.842	*	0.000	0.000	0.000	-	50.661	114.503	63.842	*
<b>Total Cash Conversion Adjustments</b>	<b>\$139.971</b>	<b>\$200.136</b>	<b>\$60.166</b>	<b>43.0</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$139.971</b>	<b>\$200.136</b>	<b>\$60.166</b>	<b>43.0</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$164.235)</b>	<b>(\$57.966)</b>	<b>\$106.269</b>	<b>64.7</b>	<b>\$0.000</b>	<b>(\$0.000)</b>	<b>(\$0.000)</b>	<b>-</b>	<b>(\$164.235)</b>	<b>(\$57.966)</b>	<b>\$106.269</b>	<b>64.7</b>

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

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

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Budget			Year to Date vs. Budget		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
OTHER OPERATING REVENUE	Non-Reimb	\$1.136	32.5%	Reflects higher GCT net retail revenue, timing differences in the start of the GCT Trained project (funded by GCT revenues) and higher advertising revenue.	\$4.033	23.3%	Reflects higher GCT net retail revenue, timing differences in the start of the GCT Trained project (funded by GCT revenues) and higher advertising and commissary revenue.
CAPITAL AND OTHER REIMBURSEMENTS	Reimb				(\$19.699)	(21.5%)	Lower reimbursements reflect scheduling changes in capital project expenditures primarily due to the following projects: Port Jervis Line Reconstruction, various Track Programs, East Side Access work, the NH Component Change-out Shop, Ferry services, and the Danbury Branch Signal System.
PAYROLL	Non-Reimb	\$1.074	3.1%	Primarily due to vacancies.	\$5.232	3.1%	Primarily due to vacancies and timing differences in the start of T&E training classes, and hiring staff required to support new M8 cars.
	Reimb	\$0.363	8.0%	Reflects lower than projected activity on the C-29 Track Project and the PT Jervis Reconstruction Phase II Project.	\$2.373	12.2%	Reflects lower than projected activity on the following projects: Track programs, GCT Fire Life Safety, NHL Stations-Phase 2, Miscellaneous I&C projects on the H&H and the M-8 car procurement project (project management costs).
OVERTIME	Non-Reimb	(\$0.488)	(12.4%)	Increased overtime requirements for the month due to holiday coverage (Op Services) and additional Yankee Stadium subway series coverage (Customer Service).	\$1.655	7.5%	Favorable results reflect mild weather conditions and lower overtime needs for right-of-way maintenance and car fleet maintenance (fewer traction motor failures due to a modification to component parts & a change in maintenance cycle for older NHL car fleet).
HEALTH AND WELFARE	Non-Reimb	\$1.010	12.8%	Primarily lower than projected labor and favorable healthcare premiums.	\$5.662	14.8%	Primarily lower than projected labor and favorable healthcare premiums.
	Reimb	\$0.139	10.1%	Reflects lower project activity and rates	\$0.619	10.9%	Reflects lower project activity and rates.
OPEB CURRENT PAYMENT	Non-Reimb	(\$0.192)	(14.4%)	Reflects additional retirees.	(\$0.949)	(14.2%)	Reflects additional retirees.
PENSIONS	Reimb	\$0.190	21.0%	Reflects lower project activity.	\$0.975	25.3%	Reflects lower project activity.
OTHER FRINGE BENEFITS	Non-Reimb	\$0.735	9.1%	Reflects lower employee claims payments (\$0.7 mil) and lower labor costs.	\$4.108	10.4%	Reflects lower employee claims payments (\$3.9 mil) and lower labor costs, partially offset by actuals for employee benefit allowances (shoes, tools, meals and uniforms) being charged to Other Fringe (budgeted under Other Business Expense) (-\$0.9 mil).
	Reimb	(\$0.064)	(6.0%)	Reflects rate differentials and lower project costs.	(\$0.253)	(5.6%)	Reflects rate differentials and lower project costs.

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

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Budget			Year to Date vs. Budget		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
REIMBURSABLE OVERHEAD	Non-Reimb	(\$0.300)	(7.3%)	Reflects lower capital project activity for: Track Programs, Mainline/High Speed Turnouts, and Pt. Jervis Reconstruction Phase 2.	(\$1.908)	(11.6%)	Reflects lower capital project activity for East Side Access, Track Programs, and Miscellaneous I&C work on the H&H.
	Reimb	\$0.361	8.7%	Reflects lower project activity.	\$2.000	12.1%	Reflects lower project activity.
ELECTRIC POWER	Non-Reimb	\$0.642	9.4%	Primarily lower than budgeted traction power usage on the H&H lines and favorable prices on the NH line, also lower electric utilities for buildings and facilities.	\$5.298	14.7%	Lower than budgeted traction power usage and prices on all lines, partially offset by higher electric charges for buildings and facilities.
	Reimb	(\$0.016)	NB	Reflects higher project activity.	(\$0.111)	NB	Reflects higher project activity.
FUEL	Non-Reim	(\$0.221)	(10.5%)	Unfavorable variance primarily due to higher revenue vehicle fuel prices and usage on the H&H lines, also higher gasoline prices.			
INSURANCE	Reimb	\$0.099	18.5%	Reflects lower project activity.	\$0.410	18.7%	Reflects lower project activity.
CLAIMS	Non-Reimb	\$0.050	91.4%	Primarily due to lower net claims expenses for the period.	\$0.335	(*)	Primarily due to lower net claims expenses for the period.
MAINTENANCE AND OTHER OPERATING CONTRACTS	Non-Reimb				\$4.805	11.6%	Lower than projected expenditures reflect timing differences for Genesis Locomotive Overhaul, lower cost for Harlem River Bridge repairs, building utilities, bus and transfer services, NH Shop improvements and environmental/hazardous waste removal services. These decreases were partially offset by higher MTA Police Services, ferry service expense, safety equipment and supplies purchases and environmental remediation services.
	Reimb	(\$1.609)	(75.8%)	Reflects higher activity on the Pt Jervis Reconstruction Phase 2 due to prior month charges, the West Haven Station project due to the delay in availability of the TLM, and the Cos Cob West Substation.	\$4.190	34.1%	Reflects lower activity on the following projects: Pt Jervis Reconstruction Phase 2, West Haven Station, Ferry Operations and the Design of Guard Booths at Stamford and Bridgeport.
PROFESSIONAL SERVICE CONTRACTS	Non-Reimb	\$0.631	26.8%	Favorable variance reflects lower medical services, fees for IT services and equipment, legal expenses, outside training, and financial services/bank fees, partially offsetting are higher outside audit services and temporary services.	\$1.643	15.7%	Favorable variance reflects lower legal expenses, bridge inspection services, IT services and equipment, medical services, outside training and financial services/bank fees. Partially offsetting these decreases are higher outside audit services and misc. professional service contracts.
	Reimb	(\$0.601)	(97.3%)	Reflects higher activity on the M-8 car procurement and the West Haven Station project partially offset by lower costs for MainLine Turnouts .	(\$1.242)	(47.0%)	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**  
**MAY, 2012**  
(\$ In millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Budget			Year to Date vs. Budget		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
MATERIAL AND SUPPLIES	Non-Reimb	\$0.450	7.5%	Primarily due to lower switch & signal material, favorable inventory valuation adjustments (\$.149 mil) and lower rolling stock parts & supplies usage (\$.128 mil). Partially offsetting are higher payments for roadway equipment, tools, shop equipment and lubrication material.	\$5.782	18.4%	Lower costs reflect mild weather, revised maintenance cycles on older NHL car fleet that reduced the usage and repair of rolling stock material, and strategic procurement initiatives which lower purchase prices and create favorable inventory valuation adjustments. Also lower costs for radio equipment and electrical supplies contributed to the favorable variance. Partially offsetting these decreases are higher payments for other material, structural steel, lubrication material and roadway equipment.
	Reimb	\$0.347	13.9%	Reflects timing differences in payments and scheduling changes on the Replacement of 3rd Rail Brackets and the Replacement Fiber/C&S Cables.	\$11.030	65.5%	Reflects timing differences in the purchase of materials for the Danbury Branch Signal System and the C-28 Track Program (\$6.9m paid in 2011) and the scheduling changes in the following projects: NH Rail Yard - Component Change Out Shop, Repl, 3rd Rail Sec. Switches, Replace Fiber / C&S Cables, and the C29 Track program.
OTHER BUSINESS EXPENSES	Non-Reimb	(\$0.644)	(32.5%)	Unfavorable variance reflects higher NJT Subsidy payments due to prior period service cost adjustments and lower revenue, partially offset by higher cost recoveries from Amtrak.			
	Reimb	\$0.039	36.1%	Reflects lower activity on the Positive Train Control project.	(\$0.049)	(10.6%)	Reflects higher activity on the Replace Fiber/C&S Cables.
DEPRECIATION	Non-Reimb	\$1.184	6.2%	Timing in completion of capital projects.	\$3.462	3.7%	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	(\$0.193)	(8.8%)	Reflects higher activity on the HI-Rail Cold Air Blower, M of W Equipment and the Snowmelter Cabinets partially offset by timing differences on the Replacement of CW 102 Wrecking Crane and the Harmon Material Distribution Center Roof Replacement.	(\$0.214)	(4.3%)	Reflects 2011 carryover costs for Hi-Rail Cold Air Blower, Snowmelter Cabinets and M of W equipment purchases, partially offset by timing differences on the Harmon Material Distribution Center Roof Replacement, Replacement of CW 102 Wrecking Crane, Hudson Rail Link Bus Replacement, and GCT Escalators Replacement projects.

\* Variance exceeds 100%.

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

	May 2012				Year-to-Date			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
Farebox Receipts	\$49.958	\$50.928	\$0.970	1.9	\$236.220	\$241.464	\$5.244	2.2
Toll Receipts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Receipts	5.136	6.395	1.259	24.5	28.008	36.317	8.309	29.7
<i>Capital &amp; Other Reimbursements:</i>								
MTA	10.390	10.273	(0.117)	(1.1)	66.985	72.574	5.589	8.3
CDOT	6.501	14.313	7.812	*	34.433	50.645	16.212	47.1
Other	1.107	3.300	2.193	*	4.608	9.393	4.785	*
Total Capital and Other Reimbursements	17.998	27.886	9.888	54.9	106.026	132.612	26.586	25.1
<b>Total Receipts</b>	<b>\$73.092</b>	<b>\$85.209</b>	<b>\$12.117</b>	<b>16.6</b>	<b>\$370.254</b>	<b>\$410.393</b>	<b>\$40.139</b>	<b>10.8</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	\$43.519	\$38.095	\$5.424	12.5	\$193.435	\$179.554	\$13.881	7.2
Overtime	6.741	6.491	0.250	3.7	30.939	28.337	2.602	8.4
Health and Welfare	9.002	8.847	0.155	1.7	45.133	46.654	(1.521)	(3.4)
OPEB Current Payment	1.333	2.009	(0.676)	(50.7)	6.667	8.099	(1.432)	(21.5)
Pensions	6.364	5.860	0.504	7.9	12.663	14.146	(1.483)	(11.7)
Other Fringe Benefits	8.556	7.421	1.135	13.3	47.090	41.265	5.825	12.4
GASB Account	0.729	0.729	0.000	0.0	3.645	3.645	0.000	0.0
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Labor</b>	<b>\$76.244</b>	<b>\$69.452</b>	<b>\$6.792</b>	<b>8.9</b>	<b>\$339.572</b>	<b>\$321.700</b>	<b>\$17.872</b>	<b>5.3</b>
<i>Non-Labor:</i>								
Electric Power	\$6.944	\$5.441	\$1.503	21.6	\$36.708	\$26.392	\$10.316	28.1
Fuel	2.101	1.762	0.339	16.1	12.352	8.952	3.400	27.5
Insurance	1.501	1.047	0.454	30.2	5.009	5.999	(0.990)	(19.8)
Claims	0.054	0.030	0.024	44.4	0.264	0.244	0.020	7.6
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	9.512	5.497	4.015	42.2	55.022	41.403	13.619	24.8
Professional Service Contracts	2.651	2.468	0.183	6.9	12.718	11.444	1.274	10.0
Materials & Supplies	8.807	6.869	1.938	22.0	51.089	35.164	15.925	31.2
Other Business Expenditures	5.358	3.387	1.971	36.8	21.755	17.061	4.694	21.6
<b>Total Non-Labor</b>	<b>\$36.928</b>	<b>\$26.501</b>	<b>\$10.427</b>	<b>28.2</b>	<b>\$194.917</b>	<b>\$146.659</b>	<b>\$48.258</b>	<b>24.8</b>
<i>Other Adjustments:</i>								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Post Employment Benefits	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenditures</b>	<b>\$113.172</b>	<b>\$95.953</b>	<b>\$17.219</b>	<b>15.2</b>	<b>\$534.489</b>	<b>\$468.359</b>	<b>\$66.130</b>	<b>12.4</b>
<b>Net Cash Deficit ( excludes Opening Cash Balance)</b>	<b>(\$40.080)</b>	<b>(\$10.744)</b>	<b>\$29.336</b>	<b>73.2</b>	<b>(\$164.235)</b>	<b>(\$57.966)</b>	<b>\$106.269</b>	<b>64.7</b>
<b>Subsidies</b>								
MTA	31.929	0.000	(31.929)	(100.0)	118.239	34.860	(83.379)	(70.5)
CDOT	8.151	3.817	(4.334)	(53.2)	45.996	34.420	(11.576)	(25.2)
<b>Total Subsidies</b>	<b>\$40.080</b>	<b>\$3.817</b>	<b>(\$36.263)</b>	<b>(90.5)</b>	<b>\$164.235</b>	<b>\$69.280</b>	<b>(\$94.955)</b>	<b>(57.8)</b>
<b>Cash Timing and Availability Adjustment</b>	<b>\$0.000</b>	<b>\$0.788</b>	<b>\$0.788</b>	<b>-</b>	<b>\$0.000</b>	<b>8.586</b>	<b>\$8.586</b>	<b>-</b>

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

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

Generic Receipt or Expense Category	May, 2012			Year-To-Date as of May 31, 2012		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
OTHER REVENUE	1.259	24.5%	Higher net GCT retail revenues and partially to payment timing of GCT retail expenses, as well as higher advertising revenues, partially offset by a payment timing difference in Amtrak reimbursements.	8.309	29.7%	Higher net GCT revenues due to payment timing of GCT retail expenses, higher Amtrak reimbursements, reimbursements for claims processing fees, higher advertising receipts, and other miscellaneous revenues for the period.
CAPITAL AND OTHER REIMBURSEMENTS: MTA				5.589	8.3%	Receipt timing difference, partially offset by lower project activity.
CDOT	7.812	*	Receipt timing differences, as well as higher project activity.	16.212	47.1%	Receipt timing differences, partially offset by lower project activity.
OTHER	2.193	*	Primarily due to receipt timing difference.	4.785	*	Receipt timing differences, as well as higher project activity for the period.
PAYROLL	5.424	12.5%	Higher vacancies than assumed in the budget, lower capital project activity, as well as timing in payments.	13.881	7.2%	Higher vacancies than assumed in the budget, lower capital project activity, as well as timing in payments.
OVERTIME				2.602	8.4%	Lower overtime requirements, primarily due to favorable weather conditions, reduced the need for right-of-way maintenance and car fleet maintenance on the older New Haven Line cars.
OPEB CURRENT PAYMENT	(0.676)	(50.7%)	Higher payments for retiree health benefits.	(1.432)	(21.5%)	Timing for payment of retiree health benefits.
PENSIONS	0.504	7.9%	Lower payments to the Defined Benefit Pension Plan.	(1.483)	(11.7%)	Timing of payment to the Defined Benefit Pension Plan.
OTHER FRINGE BENEFITS	1.135	13.3%	Primarily lower employee claim payments for the month.	5.825	12.4%	Lower railroad retirement tax payments as a result of lower payroll costs and lower employee claim payments.
ELECTRIC POWER	1.503	21.6%	Timing difference in payments for New Haven Line and Harlem/Hudson power, as well as lower usage.	10.316	28.1%	Timing difference in payments for Harlem/Hudson and New Haven Line power, as well as lower usage and price.
FUEL	0.339	16.1%	Payment timing for NHL Revenue Vehicle Fuel and lower consumption, partially offset by higher price for Revenue Vehicle and Non-Revenue Fuel.	3.400	27.5%	Lower consumption of Revenue Vehicle Fuel on all lines and timing difference in payment for NHL vehicle fuel, partially offset by higher price and higher Non-Revenue Fuel costs.

**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	May, 2012			Year-To-Date as of May 31, 2012		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
INSURANCE	0.454	30.2%	Timing difference in premium payment for automobile insurance.	(0.990)	(19.8%)	Net timing difference in payment for property, excess liability, and automobile insurance, as well as lower payments for force account.
MAINTENANCE & OTHER OPERATING CONTRACTS	4.015	42.2%	Payment timing differences for real estate rentals, various capital related expenses (Port Jervis Reconstruction, C-29 track work, Harmon Material Distribution Center Roof Replacement), and other miscellaneous payments, partially offset by higher payments in the month for fare equipment maintenance, weed control, environmental services, and facility maintenance & repairs.	13.619	24.8%	Payment timing differences for various capital related expenses (Port Jervis reconstruction, Harmon Material Distribution Center Roof Replacement, Ferry services), as well as lower vehicle maintenance and repairs, steam utility, bus & transfer service, facility maintenance & repairs, and other miscellaneous contract services.
PROFESSIONAL SERVICE CONTRACTS	0.183	6.9%	Payment timing difference for I.T. hardware, data center charges, medical services, and other miscellaneous services, partially offset by higher payments in the month for capital engineering services.	1,274	10.0%	Payment timing difference for New Haven Line BSC charges, medical services, as well as lower legal fees, and IT hardware costs, partially offset by higher IT maintenance & repairs, engineering services, and IT consulting services.
MATERIALS & SUPPLIES	1.938	22.0%	Lower material purchases for truck/suspension, power and propulsion, carbody, as well as timing in material purchases for capital projects.	15.925	31.2%	Delay 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 various track work programs), in addition to lower truck/suspension, propulsion/power material, carbody, communications material and radio equipment, and other various material purchases.
OTHER BUSINESS EXPENSES	1.971	36.8%	Payment timing difference for capital project activity ( Hi Rail Cold Air Snow Blower) and NJ Transit subsidy.	4,694	21.6%	Payment timing differences for New Jersey Transit subsidy, and capital related expenses, and other miscellaneous expenses.
MTA SUBSIDY RECEIPTS	(31.929)	(100.0%)	Lower subsidy draw due to lower net cash deficit, and a favorable change in the available bank balance, partially offset by lower CDOT receipts.	(83.379)	(70.5%)	Lower subsidy draw due to lower net cash deficit, partially offset by lower CDOT receipts, and the unfavorable change in available bank balance.
CDOT SUBSIDY RECEIPTS	(4.334)	(53.2%)	Lower due to adjustment for estimate to actual deficit for the month of February.	(11.576)	(25.2%)	Lower due to adjustment for estimate to actual deficit for the months of December 2011 and January and February 2012.
TOTAL SUBSIDY RECEIPTS	(36.263)	(90.5%)		(94.955)	(57.8%)	

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

	May 2012				Year-to-Date			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$0.625	\$1.322	\$0.697	*	\$3.086	\$3.176	\$0.089	2.9
Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	1.643	1.766	0.123	7.5	10.733	15.009	4.276	39.8
<i>Capital &amp; Other Reimbursements:</i>		0.000			0.000	0.000		
MTA	(2.068)	(1.070)	0.998	48.3	14.720	35.039	20.319	*
CDOT	0.240	6.261	6.021	*	0.118	21.408	21.290	*
Other	0.045	2.116	2.072	*	(0.433)	4.243	4.676	*
Total Capital and Other Reimbursements	(1.783)	7.308	9.091	*	14.405	60.690	46.285	*
<b>Total Revenue/Receipts</b>	<b>\$0.485</b>	<b>\$10.396</b>	<b>\$9.911</b>	<b>*</b>	<b>\$28.225</b>	<b>\$78.875</b>	<b>\$50.650</b>	<b>*</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	(\$3.769)	\$0.218	\$3.986	*	(\$4.552)	\$1.725	\$6.277	*
Overtime	(0.959)	(0.175)	0.784	81.7	(1.746)	(0.558)	1.188	68.1
Health and Welfare	0.242	(0.753)	(0.994)	*	(1.258)	(9.059)	(7.801)	*
OPEB Current Payment	0.000	(0.484)	0.000	-	0.000	(0.483)	(0.483)	-
Pensions	0.230	0.516	0.286	*	18.818	15.865	(2.954)	(15.7)
Other Fringe Benefits	0.801	1.065	0.464	77.2	(3.032)	(1.062)	1.970	65.0
GASB Account	(0.729)	(0.729)	0.000	0.0	(3.645)	(3.645)	0.000	0.0
Reimbursable Overhead	0.042	(0.019)	(0.061)	*	0.092	0.000	(0.092)	(99.8)
<b>Total Labor</b>	<b>(\$4.343)</b>	<b>(\$0.362)</b>	<b>\$3.981</b>	<b>91.7</b>	<b>\$4.679</b>	<b>\$2.782</b>	<b>(\$1.896)</b>	<b>(40.5)</b>
<i>Non-Labor:</i>								
Electric Power	(\$0.138)	\$0.738	\$0.876	*	(\$0.736)	\$4.394	\$5.129	*
Fuel	0.000	0.560	0.560	*	0.001	3.414	3.413	*
Insurance	(0.038)	0.302	0.341	*	1.636	0.128	(1.507)	(92.2)
Claims	0.000	(0.025)	(0.026)	*	0.001	(0.315)	(0.315)	*
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	0.108	5.611	5.503	*	(1.497)	3.127	4.625	*
Professional Service Contracts	0.323	0.475	0.152	47.2	0.412	1.285	0.873	*
Materials & Supplies	(0.290)	0.851	1.141	*	(2.746)	(3.633)	(0.887)	(32.3)
Other Business Expenses	(3.269)	(0.694)	2.575	78.8	(10.985)	(6.075)	4.910	44.7
<b>Total Non-Labor</b>	<b>(\$3.303)</b>	<b>\$7.819</b>	<b>\$11.122</b>	<b>*</b>	<b>(\$13.915)</b>	<b>\$2.326</b>	<b>\$16.241</b>	<b>*</b>
<i>Other Adjustments:</i>								
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 Adjs.</b>	<b>(\$7.646)</b>	<b>\$7.457</b>	<b>\$15.104</b>	<b>*</b>	<b>(\$9.236)</b>	<b>\$5.108</b>	<b>\$14.344</b>	<b>*</b>
Depreciation	19.007	17.823	(1.184)	(6.2)	94.303	90.841	(3.462)	(3.7)
OPEB Obligation	5.000	5.000	0.000	0.0	24.999	24.999	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>\$16.360</b>	<b>\$30.280</b>	<b>\$13.920</b>	<b>85.1</b>	<b>\$111.746</b>	<b>\$121.262</b>	<b>\$9.516</b>	<b>8.5</b>
<b>Total Cash Conversion Adjustments</b>	<b>\$16.845</b>	<b>\$40.676</b>	<b>\$23.830</b>	<b>*</b>	<b>\$139.971</b>	<b>\$200.136</b>	<b>\$60.166</b>	<b>43.0</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**  
**May 2012**  
**(\$ in millions)**

	May						May 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>	37,854	\$2.0	46,300	\$2.4	(8,446)	(\$0.4)	191,688	\$10.2	204,479	\$10.4	(12,791)	(\$0.2)
					-22.3%	-17.6%					-6.7%	-2.2%
<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>	18,534	\$0.8	15,631	\$0.7	2,903	\$0.1	109,342	\$4.8	68,551	\$3.0	40,791	\$1.8
					15.7%	15.2%					37.3%	37.6%
<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>	16,182	\$0.7	18,040	\$0.8	(1,858)	(\$0.1)	80,851	\$3.5	78,383	\$3.4	2,468	\$0.1
					-11.5%	-12.4%					3.1%	2.9%
<u>Weather Emergencies</u>	7,408	\$0.3	12,593	\$0.6	(5,185)	(\$0.2)	65,130	\$3.0	54,931	\$2.5	10,199	\$0.5
					-70.0%	-68.5%					15.7%	15.6%
<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>	1,497	\$0.1	(35)	(\$0.0)	1,532	\$0.1	12,708	\$0.5	23,389	\$1.0	(10,681)	(\$0.5)
					*	*					-84.0%	-92.9%
Subtotal	81,475	\$3.9	92,528	\$4.4	(11,053)	(\$0.5)	459,719	\$22.1	429,733	\$20.4	29,986	\$1.7
					-13.6%	-12.4%					6.5%	7.5%
<b>REIMBURSABLE OVERTIME</b>	39,759	\$1.8	38,844	\$1.9	915	(\$0.0)	153,464	\$7.1	145,361	\$7.4	8,103	(\$0.2)
					2.3%	-2.5%					5.3%	-3.4%
<b>TOTAL OVERTIME</b>	<b>121,234</b>	<b>\$5.8</b>	<b>131,373</b>	<b>\$6.3</b>	<b>(10,139)</b>	<b>(\$0.5)</b>	<b>613,183</b>	<b>\$29.2</b>	<b>575,093</b>	<b>\$27.8</b>	<b>38,089</b>	<b>\$1.4</b>
					-8.4%	-9.2%					6.2%	4.8%

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**  
**May 2012**  
**(\$ in millions)**

	May			May Year-to-Date		
	Var. - Fav./Unfav)		Explanations	Var. - Fav./Unfav)		Explanations
	Hours	\$		Hours	\$	
<b>NON-REIMBURSABLE OVERTIME</b>						
<u>Scheduled Service</u> <sup>1</sup>	(8,446)	(\$0.4)	Primarily coverage for train service absence to ensure sufficient staffing levels to meet revenue collection requirements.	(12,791)	(\$0.2)	Primarily coverage for train service absence to ensure sufficient staffing levels to meet revenue collection requirements.
	-22.3%	-17.6%		-6.7%	-2.2%	
<u>Unscheduled Service</u>	0	\$0.0		0	\$0.0	
<u>Programmatic/Routine Maintenance</u>	2,903	\$0.1		40,791	\$1.8	Better than anticipated rolling stock performance resulted in lower overtime requirements for car fleet maintenance (fewer traction motor failures due to a modification to component parts, change in maintenance cycle for older NHL car fleet and mild winter). Also, fewer right-of-way maintenance needs led to favorable results.
	15.7%	15.2%		37.3%	37.6%	
<u>Unscheduled Maintenance</u>	0	\$0.0		0	\$0.0	
<u>Vacancy/Absentee Coverage</u> <sup>2</sup>	(1,858)	(\$0.1)		2,468	\$0.1	Reflects positive results from Mechanical Department's vacation smoothing program.
	-11.5%	-12.4%		3.1%	2.9%	
<u>Weather Emergencies</u>	(5,185)	(\$0.2)		10,199	\$0.5	Favorable results due to lower than anticipated winter events.
	-70.0%	-68.5%		15.7%	15.6%	
<u>Safety/Security/Law Enforcement</u> <sup>3</sup>	0	\$0.0		0	\$0.0	
<u>Other</u> <sup>4</sup>	1,532	\$0.1	Includes a \$100k unfavorable variance in the Customer Service department primarily to cover unanticipated vacancies (which will be filled by mid-July) and for sufficient coverage over Memorial Day weekend. Also reflects timing differences related to payroll and calendar cutoff dates.	(10,681)	(\$0.5)	Reflects timing differences related to payroll and calendar cutoff dates.
	*	*		-84.0%	-92.9%	
<b>Subtotal</b>	<b>(11,053)</b>	<b>(\$0.5)</b>		<b>29,986</b>	<b>\$1.7</b>	
	-13.6%	-12.4%		6.5%	7.5%	
<b>REIMBURSABLE OVERTIME</b>	915	(0.0)		8,103	(0.2)	
	2.3%	-2.5%		5.3%	-3.4%	
<b>TOTAL OVERTIME</b>	<b>(10,139)</b>	<b>(\$0.5)</b>		<b>38,089</b>	<b>\$1.4</b>	

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

\* Exceeds 100%

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

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

<sup>3</sup> Not Applicable

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

**MTA METRO-NORTH RAILROAD**  
**2012 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)**  
**May 31, 2012**

<u>Department</u>	<u>2012 Authorized Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>
<b>Administration</b>			
President	3	3	-
Labor Relations	9	8	1
Safety	19	15	4
COS/Corporate & Public Affairs	17	13	4
Legal	17	16	1
Claims Services	14	13	1
Environmental Compliance & Svce	7	7	-
VP Administration	3	3	-
VP Human Resources	3	3	0
Human Resources	24	25	(1)
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	79	(1)
Information Technology & Project Mgt	97	90	7
Budget	18	15	3
Customer Service (2) (3)	45	47	(2)
Procurement & Material Mgmt (5)	41	36	5
<b>Total Administration</b>	<b>509</b>	<b>470</b>	<b>39</b>
<b>Operations</b>			
Operations Administration	55	49	6
Operations Services	1,769	1,687	82
Customer Service (2) (3)	236	218	18
Business Development, Facilities & I	38	37	1
Metro-North West	28	31	(3)
<b>Total Operations</b>	<b>2,126</b>	<b>2,022</b>	<b>104</b>
<b>Maintenance</b>			
GCT	375	361	14
Maintenance of Equipment	1,319	1,254	65
Maintenance of Way	1,749	1,586	163
Procurement & Material Mgmt (5)	120	114	6
<b>Total Maintenance</b>	<b>3,563</b>	<b>3,315</b>	<b>248</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>6,295</b>	<b>5,898</b>	<b>397</b>
<b>Non-Reimbursable</b>	<b>5,511</b>	<b>5,373</b>	<b>138</b>
<b>Reimbursable</b>	<b>784</b>	<b>525</b>	<b>259</b>
<b>Total Full-Time</b>	<b>6,294</b>	<b>5,897</b>	<b>397</b>
<b>Total Full-Time-Equivalents (of part-time positions)</b>	<b>1</b>	<b>1</b>	<b>-</b>

(1) Includes 232 projected vacancies that are reflected as a reduction in the budget for straight-time labor costs. Excluding projected vacancies reduces the favorable variance to 165 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**  
**May 31, 2012**

FUNCTION/OCCUPATION	2012 Authorized Budget	Actual	Favorable (Unfavorable) Variance
<b>Administration (1)</b>			
Managers/Supervisors	57	57	-
Professional, Technical, Clerical	452	413	39
Operational Hourlies	-	-	-
<b>Total Administration</b>	<b>509</b>	<b>470</b>	<b>39</b>
<b>Operations (1)</b>			
Managers/Supervisors	27	24	3
Professional, Technical, Clerical	505	458	47
Operational Hourlies	1,594	1,540	54
<b>Total Operations</b>	<b>2,126</b>	<b>2,022</b>	<b>104</b>
<b>Maintenance (1)</b>			
Managers/Supervisors	57	54	3
Professional, Technical, Clerical	1,027	953	74
Operational Hourlies	2,479	2,308	171
<b>Total Maintenance</b>	<b>3,563</b>	<b>3,315</b>	<b>248</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	160	8
Professional, Technical, Clerical	2,054	1,890	164
Operational Hourlies	4,073	3,848	225
<b>Total Positions</b>	<b>6,295</b>	<b>5,898</b>	<b>397</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**  
 May 31, 2012

<u>Agency-wide (Non-Reimbursable and Reimbursable)</u>	<u>2012 Authorized Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
<i>Functional Classification:</i>				
Operations (1)	2,126	2,022	104	Higher than projected vacancies primarily in on-board train service positions, car cleaners and customer service staff.
Maintenance (1)	3,563	3,315	248	Higher than projected vacancies primarily in Maintenance of Way reimbursable craft positions (electricians, trackmen, signalmen and building mechanics), M of E non-reimbursable as well as Engineers and Technical support positions.
Administration (1)	509	470	39	Higher than projected Professional and Technical position vacancies in various departments.
Engineering / Capital	97	91	6	Reflects vacant reimbursable managerial positions in the Engineering & Design Dept.
<b>Total Agency-wide Headcount</b>	<b>6,295</b>	<b>5,898</b>	<b>397</b>	
Non-Reimbursable	5,511	5,373	138	
Reimbursable	784	525	259	

**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)**

	<u>Month of May</u>		<u>Variance</u>		<u>Year-to-Date May</u>		<u>Variance</u>	
	<u>Budget</u>	<u>Actual</u>	<u>Fav (Unfav)</u>		<u>Budget</u>	<u>Actual</u>	<u>Fav (Unfav)</u>	
			<u>Amount</u>	<u>%</u>			<u>Amount</u>	<u>%</u>
<u>Farebox Revenue</u>								
Harlem Line	\$14.736	\$14.695	(\$0.041)	-0.3	\$70.580	\$71.361	\$0.781	1.1
Hudson Line	\$11.023	\$10.897	(\$0.125)	-1.1	\$51.682	\$51.679	(\$0.002)	0.0
New Haven Line	\$23.503	\$23.966	\$0.463	2.0	\$110.516	\$115.041	\$4.525	4.1
Total Farebox Revenue	\$49.261	\$49.559 <sup>(1)</sup>	\$0.297	0.6	\$232.777	\$238.081 <sup>(1)</sup>	\$5.304	2.3
<u>Ridership</u>								
Harlem Line	2.321	2.319	(0.002)	-0.1	10.912	11.078	0.166	1.5
Hudson Line	1.417	1.399	(0.018)	-1.3	6.498	6.508	0.010	0.2
New Haven Line	3.314	3.376	0.062	1.9	15.317	16.008	0.690	4.5
Total Ridership East of Hudson	7.052	7.094	0.042	0.6	32.727	33.594	0.866	2.6
West of Hudson	0.160	0.149	(0.011)	-7.1	0.733	0.700	(0.033)	-4.5
Total Ridership	7.212	7.243	0.031	0.4	33.460	34.294	0.834	2.5

(1) Excludes West of Hudson Mail & Ride revenue totaling \$0.047 million for the month and \$0.240 million year-to-date.

**East of Hudson:**

Through May, East of Hudson ridership continued to be favorable, reflecting the impact of continued regional economic growth, mild winter weather, as well as consistently high levels of service reliability and on-time performance. Year-to-date ridership was 33.6 million, 2.6% higher than Budget and 3.9% higher than 2011. For the month ridership of 7.1 million was 0.6% higher than budget and 1.8% higher than May 2011.

Commutation ridership was 1.5% higher year-to-date and 0.7% higher for the month vs. budget. Compared to 2011, May year-to-date commutation ridership was 2.4% higher. Non-commutation ridership was 4.3% above budget year-to-date and 6.1% higher than 2011. For the month non-commutation ridership was 0.5% higher than budget and 2.2% better than 2011.

**West of Hudson:**

West of Hudson ridership was 7.1% lower for the month and 4.5% 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 \*  
MAY 2012**

	<u>MONTH</u>			<u>VARIANCE</u>	
	<u>2012</u>	<u>BUDGET</u>	<u>2011</u>	<u>BUDGET</u>	<u>2011</u>
Farebox Operating Ratio					
Standard <sup>(1)</sup>	60.6%	58.4%	62.5%	2.2%	-1.9%
Adjusted <sup>(2)</sup>	67.7%	63.8%	69.8%	3.9%	-2.1%
Cost per Passenger					
Standard <sup>(1)</sup>	\$11.68	\$12.12	\$11.33	\$0.44	(\$0.35)
Adjusted <sup>(2)</sup>	\$11.51	\$11.98	\$11.20	\$0.47	(\$0.31)
Passenger Revenue/Passenger <sup>(3)</sup>	\$7.08	\$7.08	\$7.08	\$0.00	\$0.00
	<u>YEAR-TO-DATE</u>			<u>VARIANCE</u>	
	<u>2012</u>	<u>BUDGET</u>	<u>2011</u>	<u>BUDGET</u>	<u>2011</u>
Farebox Operating Ratio					
Standard <sup>(1)</sup>	61.0%	55.3%	58.7%	5.7%	2.3%
Adjusted <sup>(2)</sup>	68.0%	60.7%	66.1%	7.3%	1.9%
Cost per Passenger					
Standard <sup>(1)</sup>	\$11.77	\$13.02	\$12.13	\$1.25	\$0.36
Adjusted <sup>(2)</sup>	\$11.59	\$12.87	\$12.02	\$1.28	\$0.43
Passenger Revenue/Passenger <sup>(3)</sup>	\$7.18	\$7.21	\$7.12	(\$0.03)	\$0.06

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

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

(3) Includes Bar Car Services.

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

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**MTA METRO-NORTH RAILROAD**

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**MONTHLY RIDERSHIP REPORT**

**MAY 2012**

Operations Planning & Analysis Department  
July, 2012

# MAY 2012 RIDERSHIP REPORT MTA METRO-NORTH RAILROAD

## EXECUTIVE SUMMARY

### May

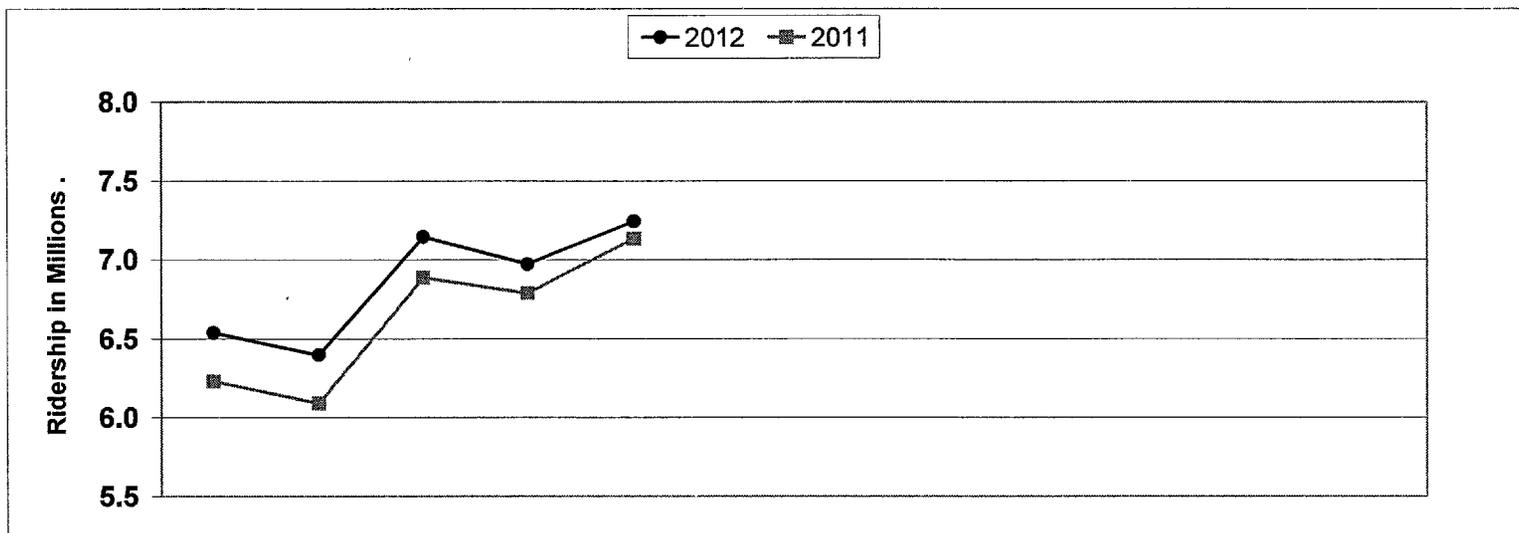
- May 2012 **Total MNR System Ridership** was 7.293 million vs. 7.184 million in May 2011, an increase of 108,914 passengers (+1.5%).
- May 2012 **Total Rail Ridership** was 7.243 million vs. 7.135 million in May 2011, an increase of 108,468 passengers (+1.5%).
  - **Rail Commutation Ridership** was +1.1% vs. 2011
  - **Rail Non-commutation Ridership** was +2.1% vs. 2011
- May 2012 **East of Hudson Ridership** was 7.094 million vs. 6.968 million in May 2011, an increase of 126,121 passengers (+1.8%).
- May 2012 **West of Hudson Ridership** was 0.148 million vs. 0.166 million in May 2011, a decrease of 17,653 passengers (-10.6%).
- May 2012 **Connecting Services Ridership** was 0.050 million vs. 0.049 million in May 2011, an increase of 446 passengers (+0.9%).
- May 2012 **Rail Revenue** was \$50.7 million vs. \$48.6 million in May 2011, an increase of \$2,067,537 (+4.3%).

### Year To Date

- 2012 YTD **Total MNR System Ridership** was 3.5% above '11 and 2.5% above budget.
- 2012 YTD **Total Rail Ridership** was 3.5% above '11 and 2.5% above budget.
- 2012 YTD **East of Hudson Ridership** was 3.9% above '11 and 2.6% above budget.
- 2012 YTD **West of Hudson ridership** was 10.2% below '11 and 4.5% below budget.
- 2012 YTD **Connecting Services Ridership** was 3.2% above '11 and 0.2% above budget.
- 2012 YTD **Rail Revenue** was 5.7% above '11 and 2.1% above budget.

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

• MAY's Total Rail Ridership was 1.5% above 2011 and 0.4% above budget.

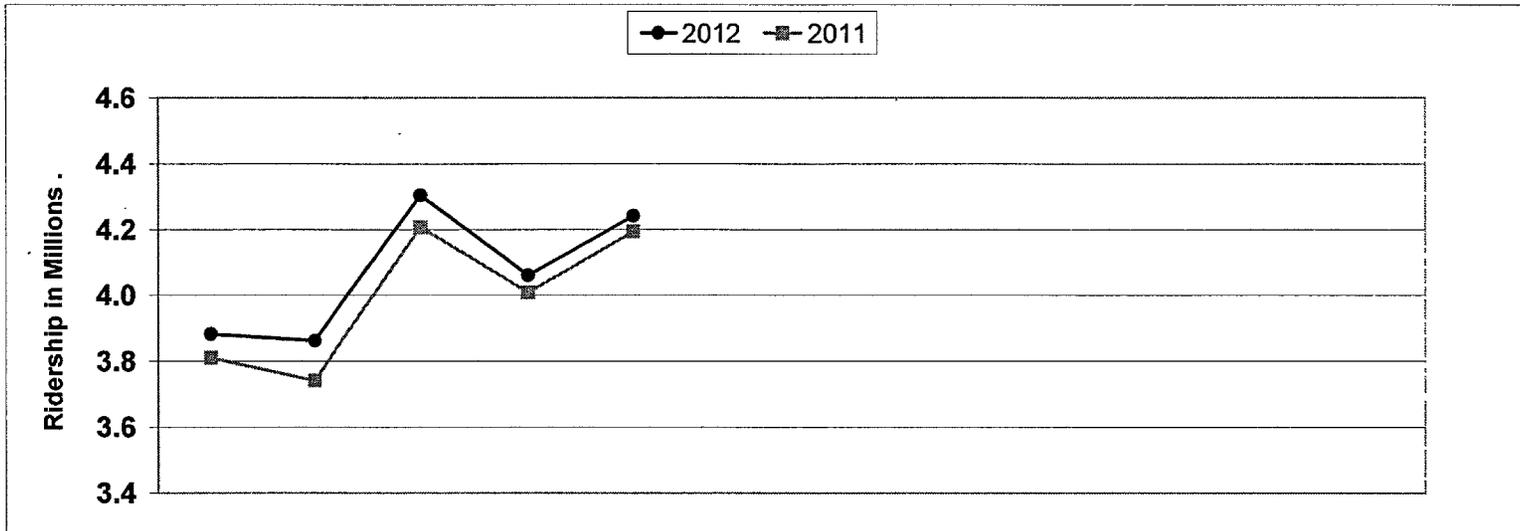


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2012</b>	6.5	6.4	7.1	7.0	7.2								<b>34.3</b>
<b>2011</b>	6.2	6.1	6.9	6.8	7.1								<b>33.1</b>
<b>PCT CHG.</b>	4.9%	5.1%	3.7%	2.7%	1.5%								<b>3.5%</b>

1) Includes East and West of Hudson

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

• MAY's Rail Commutation Ridership was 1.1% above 2011 and 0.4% above budget.

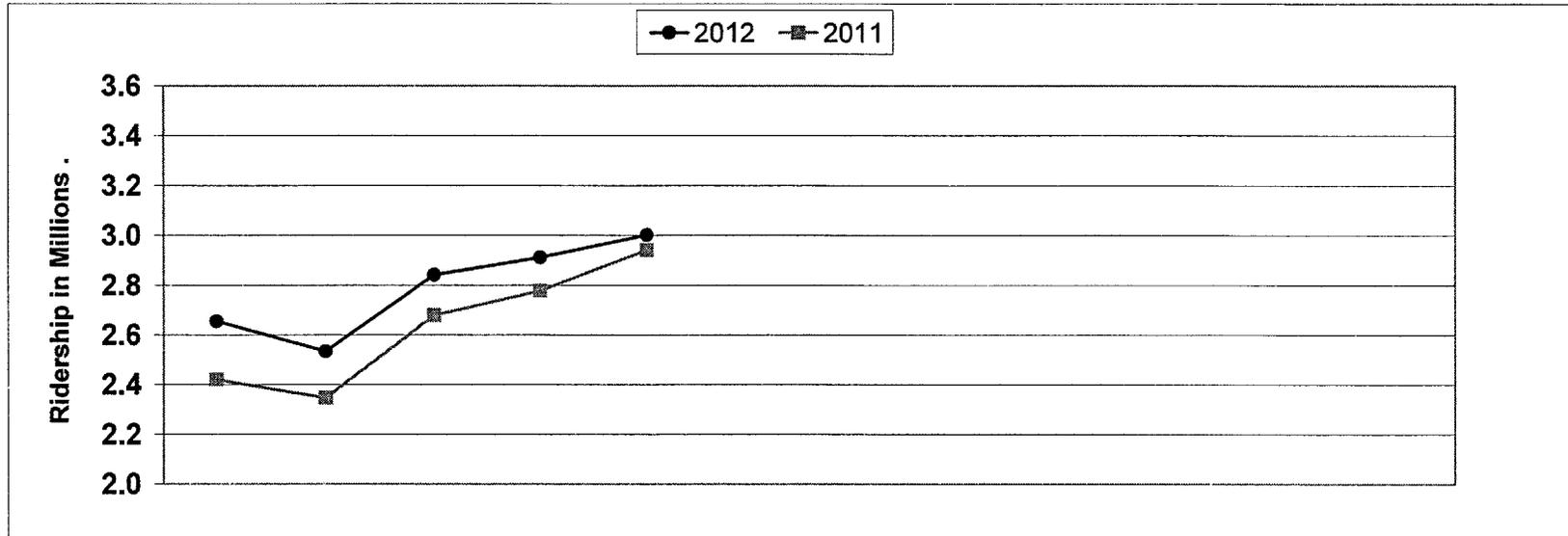


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2012	3.9	3.9	4.3	4.1	4.2								20.4
2011	3.8	3.7	4.2	4.0	4.2								20.0
PCT CHG.	1.9%	3.2%	2.3%	1.3%	1.1%								1.9%

1) Includes East and West of Hudson

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

- MAY's Rail Non-Commutation Ridership was 2.1% above 2011 and 0.5% above budget.

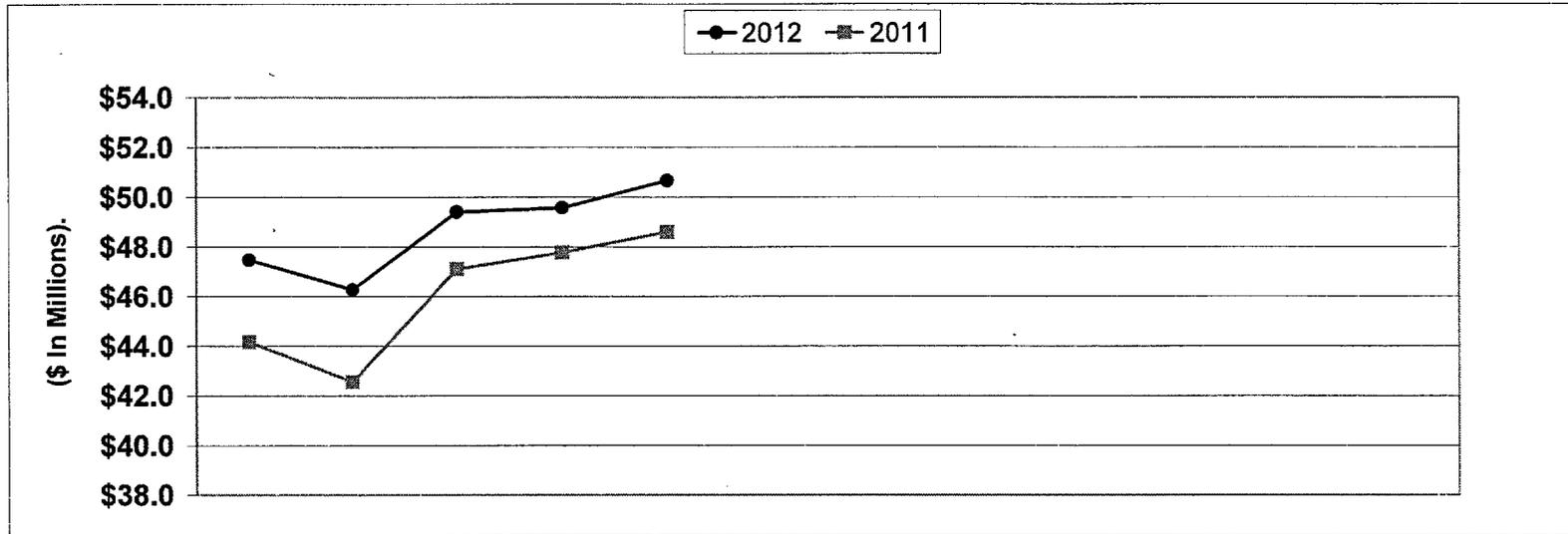


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2012</b>	2.7	2.5	2.8	2.9	3.0								13.9
<b>2011</b>	2.4	2.3	2.7	2.8	2.9								13.2
<b>PCT CHG.</b>	9.7%	8.0%	6.1%	4.8%	2.1%								5.9%

1) Includes East and West of Hudson.

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

- MAY's Total Rail Revenue was 4.3% above 2011 and 0.4% 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	\$50.7								\$243.4
2011	\$44.2	\$42.6	\$47.1	\$47.8	\$48.6								\$230.2
PCT CHG.	7.5%	8.7%	4.9%	3.8%	4.3%								5.7%

1) Includes East and West of Hudson

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

TICKET TYPE/SERVICE	MAY 2012	MAY 2011 (1)	CHANGE VS. 2011	
			AMOUNT	PERCENT
<b>RAIL COMMUTATION RIDERSHIP</b>				
East of Hudson	4,150,469	4,088,151	62,318	1.5%
West of Hudson	91,061	105,816	(14,755)	-13.9%
<b>Total Rail Commutation Ridership</b>	<b>4,241,530</b>	<b>4,193,967</b>	<b>47,563</b>	<b>1.1%</b>
<b>RAIL NON-COMMUTATION RIDERSHIP</b>				
East of Hudson	2,943,813	2,880,010	63,803	2.2%
West of Hudson	57,655	60,553	(2,898)	-4.8%
<b>Total Rail Non-Commutation Ridership</b>	<b>3,001,468</b>	<b>2,940,563</b>	<b>60,905</b>	<b>2.1%</b>
<b>TOTAL RAIL RIDERSHIP</b>				
East of Hudson	7,094,282	6,968,161	126,121	1.8%
West of Hudson	148,716	166,369	(17,653)	-10.6%
<b>TOTAL RAIL RIDERSHIP</b>	<b>7,242,998</b>	<b>7,134,530</b>	<b>108,468</b>	<b>1.5%</b>
<b>CONNECTING SERVICES RIDERSHIP (2)</b>	<b>49,892</b>	<b>49,446</b>	<b>446</b>	<b>0.9%</b>
<b>TOTAL MNR SYSTEM RIDERSHIP</b>	<b>7,292,890</b>	<b>7,183,976</b>	<b>108,914</b>	<b>1.5%</b>

Notes

- 1) 2011 ridership figures have been restated to eliminate calendar impacts on ridership  
2) Includes Hudson Rail Link, Haverstraw-Ossining Ferry and Newburgh-Beacon Ferry

**MTA METRO-NORTH RAILROAD  
RIDERSHIP SUMMARY  
2012 YEAR-TO-DATE**

TICKET TYPE/SERVICE	2012 YTD	2011 YTD (1)	CHANGE VS. 2011	
			AMOUNT	PERCENT
<b>RAIL COMMUTATION RIDERSHIP</b>				
East of Hudson	19,921,579	19,461,114	460,465	2.4%
West of Hudson	430,862	502,661	(71,799)	-14.3%
<b>Total Rail Commutation Ridership</b>	<b>20,352,441</b>	<b>19,963,775</b>	<b>388,666</b>	<b>1.9%</b>
<b>RAIL NON-COMMUTATION RIDERSHIP</b>				
East of Hudson	13,672,060	12,886,052	786,008	6.1%
West of Hudson	269,201	277,232	(8,031)	-2.9%
<b>Total Rail Non-Commutation Ridership</b>	<b>13,941,261</b>	<b>13,163,284</b>	<b>777,977</b>	<b>5.9%</b>
<b>TOTAL RAIL RIDERSHIP</b>				
East of Hudson	33,593,639	32,347,166	1,246,473	3.9%
West of Hudson	700,063	779,893	(79,830)	-10.2%
<b>TOTAL RAIL RIDERSHIP</b>	<b>34,293,702</b>	<b>33,127,059</b>	<b>1,166,643</b>	<b>3.5%</b>
<b>CONNECTING SERVICES RIDERSHIP (2)</b>	<b>237,431</b>	<b>230,051</b>	<b>7,380</b>	<b>3.2%</b>
<b>TOTAL MNR SYSTEM RIDERSHIP</b>	<b>34,531,133</b>	<b>33,357,110</b>	<b>1,174,023</b>	<b>3.5%</b>

Notes

- 1) 2011 ridership figures have been restated to eliminate calendar impacts on ridership  
2) Includes Hudson Rail Link, Haverstraw-Ossining Ferry and Newburgh-Beacon Ferry

**MTA METRO-NORTH RAILROAD  
RIDERSHIP BY LINE  
MAY 2012**

LINE	MAY 2012 ACTUAL	MAY 2012 BUDGET	VARIANCE VS. BUDGET		MAY 2011 RESTATE <sup>(1)</sup>	CHANGE FROM 2011	
			AMOUNT	PERCENT		AMOUNT	PERCENT
<b>EAST OF HUDSON</b>							
Harlem Line	2,318,904	2,320,671	(1,767)	-0.1%	2,284,245	34,659	1.5%
Hudson Line	1,399,291	1,417,458	(18,167)	-1.3%	1,384,597	14,694	1.1%
New Haven Line	3,376,087	3,313,770	62,317	1.9%	3,299,319	76,768	2.3%
<b>Total East of Hudson</b>	<b>7,094,282</b>	<b>7,051,899</b>	<b>42,383</b>	<b>0.6%</b>	<b>6,968,161</b>	<b>126,121</b>	<b>1.8%</b>
<b>WEST OF HUDSON</b>							
Port Jervis Line	93,989	109,403	(15,414)	-14.1%	115,631	(21,642)	-18.7%
Pascack Valley Line	54,727	50,636	4,091	8.1%	50,738	3,989	7.9%
<b>Total West of Hudson</b>	<b>148,716</b>	<b>160,039</b>	<b>(11,323)</b>	<b>-7.1%</b>	<b>166,369</b>	<b>(17,653)</b>	<b>-10.6%</b>
<b>TOTAL RAIL RIDERSHIP</b>	<b>7,242,998</b>	<b>7,211,938</b>	<b>31,060</b>	<b>0.4%</b>	<b>7,134,530</b>	<b>108,468</b>	<b>1.5%</b>
<b>CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS</b>							
Hudson Rail Link	32,433	33,919	(1,486)	-4.4%	32,931	(498)	-1.5%
Haverstraw-Ossining Ferry	10,247	10,382	(135)	-1.3%	10,079	168	1.7%
Newburgh-Beacon Ferry	7,212	6,629	583	8.8%	6,436	776	12.1%
<b>Total Connecting Services</b>	<b>49,892</b>	<b>50,930</b>	<b>(1,038)</b>	<b>-2.0%</b>	<b>49,446</b>	<b>446</b>	<b>0.9%</b>
<b>TOTAL MNR SYSTEM</b>	<b>7,292,890</b>	<b>7,262,868</b>	<b>30,022</b>	<b>0.4%</b>	<b>7,183,976</b>	<b>108,914</b>	<b>1.5%</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 YTD ACTUAL	2012 YTD BUDGET	VARIANCE VS. BUDGET		2011 YTD RESTATE <sup>(1)</sup>	CHANGE FROM 2011	
			AMOUNT	PERCENT		AMOUNT	PERCENT
<b>EAST OF HUDSON</b>							
Harlem Line	11,078,258	10,912,161	166,097	1.5%	10,743,771	334,487	3.1%
Hudson Line	6,507,804	6,497,923	9,881	0.2%	6,351,055	156,749	2.5%
New Haven Line	16,007,577	15,317,119	690,458	4.5%	15,252,340	755,237	5.0%
<b>Total East of Hudson</b>	<b>33,593,639</b>	<b>32,727,203</b>	<b>866,436</b>	<b>2.6%</b>	<b>32,347,166</b>	<b>1,246,473</b>	<b>3.9%</b>
<b>WEST OF HUDSON</b>							
Port Jervis Line	439,055	488,766	(49,711)	-10.2%	537,164	(98,109)	-18.3%
Pascack Valley Line	261,008	244,032	16,976	7.0%	242,729	18,279	7.5%
<b>Total West of Hudson</b>	<b>700,063</b>	<b>732,798</b>	<b>(32,735)</b>	<b>-4.5%</b>	<b>779,893</b>	<b>(79,830)</b>	<b>-10.2%</b>
<b>TOTAL RAIL RIDERSHIP</b>	<b>34,293,702</b>	<b>33,460,001</b>	<b>833,701</b>	<b>2.5%</b>	<b>33,127,059</b>	<b>1,166,643</b>	<b>3.5%</b>
<b>CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS</b>							
Hudson Rail Link	152,996	163,098	(10,102)	-6.2%	158,347	(5,351)	-3.4%
Haverstraw-Ossining Ferry	50,281	46,498	3,783	8.1%	45,144	5,137	11.4%
Newburgh-Beacon Ferry	34,154	27,357	6,797	24.8%	26,560	7,594	28.6%
<b>Total Connecting Services</b>	<b>237,431</b>	<b>236,953</b>	<b>478</b>	<b>0.2%</b>	<b>230,051</b>	<b>7,380</b>	<b>3.2%</b>
<b>TOTAL MNR SYSTEM</b>	<b>34,531,133</b>	<b>33,696,954</b>	<b>834,179</b>	<b>2.5%</b>	<b>33,357,110</b>	<b>1,174,023</b>	<b>3.5%</b>

Notes

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



**Metro-North Railroad**

**Capital Program Report**  
**July 2012**

**CAPITAL PROGRAM  
HIGHLIGHTS  
July 23, 2012**

**STATIONS**

**Tarrytown Station Improvements**

*Work in Progress:*

Punch-list work is nearing completion.

*Work Complete:*

Substantial Completion achieved May 31, 2012.

**Croton-Harmon/Peekskill Improvements**

*Croton-Harmon Station Status:*

*Work in Progress:*

- New canopy deck being installed.
- Final sections of the platform concrete is being poured.

*Work Complete:*

- Precast platform deck pieces are installed.

*Peekskill Station Status:*

*Work in Progress:*

- New inbound stair treads being mounted.
- Overpass deck reconstruction.
- Existing outbound canopy roof and deck reconstruction commenced.
- Outbound platform rub board being installed.

*Work Complete:*

- Forming for the new platform outbound platform edge.

**Poughkeepsie Station Improvements**

***Pedestrian Walkway and Pavilion Repair:***

*Work in Progress:*

- Steel modification to the columns are ongoing.
- Concrete scheduled for second week in July 2012.
- Painting scheduled for third week in July 2012.

## **New Haven Line Station Improvements**

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

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

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

- Final approval of platform guardrail shop drawings is in progress.
- Reviewed mock-up of replacement platform guardrail.

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

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

- A contract award for construction improvements is progressing. Award is anticipated in July 2012.

## **POWER**

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

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

- Bid packages have been reviewed and a qualified electrical contractor has been selected. The New York Power Authority and MNR have signed off on the Customer Installation Agreement for construction.
- Fabrication of the long lead equipment continues. Factory acceptance testing of the SF-6 Switchgear is scheduled for September 2012.

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

- Acquisition of real estate for the Pelham Circuit Breaker House.
- Factory acceptance testing of the main traction power transformers.

## **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 June 30, 2012, a total of 10,732 ties installed and 30.1 miles of track surfaced. Currently, crews are installing ties between Croton Falls and Southeast on the Harlem Line.

### **Bridge Rehabilitation – Moodna (Work Complete) and Woodbury Viaducts**

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

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

- Bid solicitation for construction is expected in July 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, United States Coast Guard and NYS Department of State permit approvals have been received for the new wall at milepost HU43.8 (North of Peekskill).

#### *Work Complete:*

- 100% plans and specifications have been submitted and reviewed by MNR.

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

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

- Contractor's revised Health and Safety Plan was submitted for MNR review in June 2012.

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

- A consultant was selected to perform the design of 5 undergrade bridges. Award is underway.

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

The final contract documents are being assembled for advertisement. Requisition for construction was approved.

### **Undergrade Bridges – West of Hudson**

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

The requisition to procure a consultant to perform the design of 7 undergrade bridges located on the Port Jervis Line is circulating for approvals.

## **SHOPS AND YARDS**

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

#### *Work in Progress:*

- Grading and raising of manhole covers at the signal storage pens at the south yard.

#### *Work Complete:*

- Installation of fencing for south yard storage pens.
- Miscellaneous electrical work at the Maintenance of Way Building #33.

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

#### *Work in Progress:*

- Scraping underside of deck.
- Skylight and roofing has commenced.
- New roofing is being installed on main roof, approximately 8% complete.

#### *Work Complete:*

- Fall protection plan is approved.

## **GRAND CENTRAL TERMINAL**

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

#### *Work in Progress:*

- MNR comments on the draft report of train shed inspection findings, results and recommendations were submitted to the consultant.
- Bids were received for the tunnel rehabilitation project, which includes the performance of priority repairs in the train shed. The contract award package for the low bid contractor is circulating for approval with anticipated award in July, 2012.

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

- The repairs to the stairs located at the east side of 59<sup>th</sup> Street are complete.
- The repairs to the stairs located at the west side of 59<sup>th</sup> Street will commence on July 2, 2012.

## **ROLLING STOCK**

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

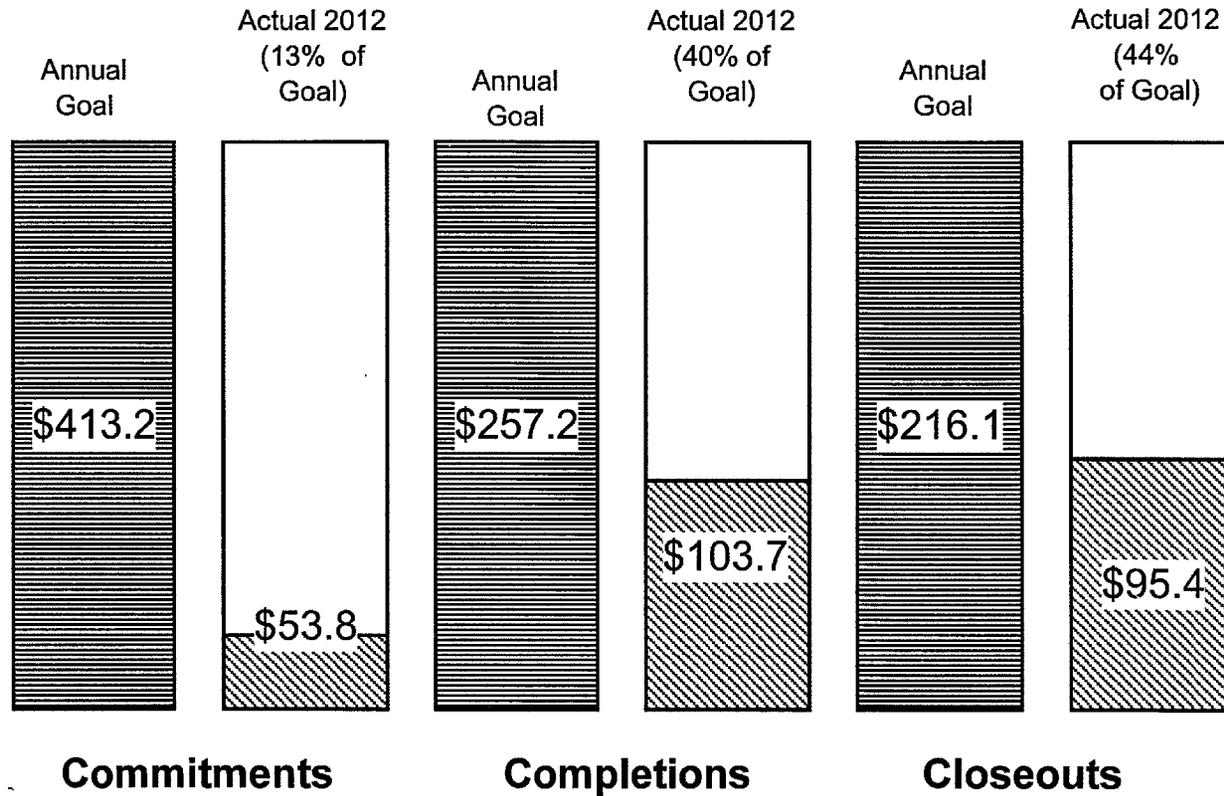
#### *Work in Progress:*

- As of June 30, 2012, 112 Cars have been conditionally accepted and were placed into revenue service.

# 2012 MNR Capital Program Goals

As of June 30, 2012

In Millions



Forecast - July 2012 - December 2012  
 Actual as of June 30, 2012  
 2012 Goals



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# LONG ISLAND RAIL ROAD

A graphic for the Monthly Operating Report. It features a grid of dotted lines forming a square. A diagonal dotted line runs from the bottom-left corner to the top-right corner. The words "MONTHLY OPERATING REPORT" are written in large, bold, black, sans-serif capital letters across the center of the grid.

# MONTHLY OPERATING REPORT

## JUNE 2012

Helena E. Williams  
President

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07/23/12 \*\*\*\*\*

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Performance Summary			2012 Data			2011 Data	
			Annual	YTD thru		YTD thru	
			Goal	Jun	Jun	Jun	Jun
<b>On Time Performance</b> <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	<b>System</b>	<b>Overall</b>	<b>95.1%</b>	<b>92.6%</b>	<b>95%</b>	<b>93.7%</b>	<b>93.9%</b>
		AM Peak		93.3%	95.0%	96.1%	92.8%
		PM Peak		86.8%	92.6%	88.9%	91.2%
		<b>Total Peak</b>		<b>90.2%</b>	<b>93.9%</b>	<b>92.7%</b>	<b>92.1%</b>
		Off Peak Weekday		93.3%	95.7%	94.4%	94.1%
		Weekend		94.2%	96.6%	93.6%	96.1%
	<b>Babylon Branch</b>	<b>Overall</b>	<b>95.1%</b>	<b>92.6%</b>	<b>94.9%</b>	<b>94.5%</b>	<b>93.9%</b>
		AM Peak		94.9%	96.4%	98.6%	93.4%
		PM Peak		87.8%	91.9%	90.6%	90.6%
		<b>Total Peak</b>		<b>91.7%</b>	<b>94.4%</b>	<b>95.0%</b>	<b>92.1%</b>
		Off Peak Weekday		92.9%	94.7%	93.9%	93.6%
		Weekend		93.0%	96.4%	95.2%	97.2%
	<b>Far Rockaway Branch</b>	<b>Overall</b>	<b>95.1%</b>	<b>96.0%</b>	<b>97.7%</b>	<b>95.8%</b>	<b>96.8%</b>
		AM Peak		96.5%	96.1%	94.6%	93.9%
		PM Peak		90.5%	94.7%	93.9%	96.1%
		<b>Total Peak</b>		<b>93.8%</b>	<b>95.4%</b>	<b>94.3%</b>	<b>94.9%</b>
		Off Peak Weekday		97.3%	98.4%	96.0%	96.8%
		Weekend		95.6%	98.6%	96.9%	98.8%
	<b>Huntington Branch</b>	<b>Overall</b>	<b>95.1%</b>	<b>92.4%</b>	<b>95.0%</b>	<b>92.8%</b>	<b>92.7%</b>
	AM Peak		91.8%	94.2%	96.4%	92.1%	
	PM Peak		83.3%	89.7%	84.1%	87.3%	
	<b>Total Peak</b>		<b>87.7%</b>	<b>92.0%</b>	<b>90.4%</b>	<b>89.8%</b>	
	Off Peak Weekday		92.4%	95.8%	94.4%	92.2%	
	Weekend		96.3%	96.5%	92.6%	95.9%	
<b>Hempstead Branch</b>	<b>Overall</b>	<b>95.1%</b>	<b>95.8%</b>	<b>97.5%</b>	<b>97.1%</b>	<b>96.9%</b>	
	AM Peak		95.7%	96.8%	97.7%	95.6%	
	PM Peak		90.5%	94.4%	95.0%	94.7%	
	<b>Total Peak</b>		<b>93.2%</b>	<b>95.7%</b>	<b>96.4%</b>	<b>95.1%</b>	
	Off Peak Weekday		96.7%	97.9%	97.6%	97.0%	
	Weekend		96.4%	98.3%	96.6%	98.4%	
<b>Long Beach Branch</b>	<b>Overall</b>	<b>95.1%</b>	<b>94.9%</b>	<b>96.8%</b>	<b>94.9%</b>	<b>96.0%</b>	
	AM Peak		96.1%	96.8%	94.6%	94.2%	
	PM Peak		89.5%	94.5%	92.3%	94.6%	
	<b>Total Peak</b>		<b>93.0%</b>	<b>95.7%</b>	<b>93.5%</b>	<b>94.4%</b>	
	Off Peak Weekday		95.7%	97.1%	95.2%	96.0%	
	Weekend		95.5%	97.3%	95.7%	97.7%	
<b>Montauk Branch</b>	<b>Overall</b>	<b>95.1%</b>	<b>86.6%</b>	<b>92.5%</b>	<b>87.5%</b>	<b>89.1%</b>	
	AM Peak		92.3%	94.2%	92.6%	91.4%	
	PM Peak		77.9%	87.9%	80.2%	88.1%	
	<b>Total Peak</b>		<b>86.0%</b>	<b>91.5%</b>	<b>87.2%</b>	<b>90.0%</b>	
	Off Peak Weekday		88.0%	93.0%	92.8%	90.1%	
	Weekend		84.4%	92.3%	76.6%	86.5%	
<b>Oyster Bay Branch</b>	<b>Overall</b>	<b>95.1%</b>	<b>95.0%</b>	<b>95.9%</b>	<b>93.8%</b>	<b>93.7%</b>	
	AM Peak		92.5%	95.8%	94.8%	92.3%	
	PM Peak		92.1%	92.9%	83.3%	87.8%	
	<b>Total Peak</b>		<b>92.3%</b>	<b>94.5%</b>	<b>89.5%</b>	<b>90.2%</b>	
	Off Peak Weekday		95.0%	95.9%	95.7%	94.6%	
	Weekend		98.9%	98.1%	95.6%	96.6%	

Performance Summary		2012 Data			2011 Data	
		Annual	YTD thru		YTD thru	
		Goal	Jun	Jun	Jun	Jun
<b>Port Jefferson Branch</b>	<b>Overall</b>	<b>95.1%</b>	<b>88.1%</b>	<b>92.5%</b>	<b>92.1%</b>	<b>90.2%</b>
	AM Peak		88.7%	92.4%	94.3%	90.4%
	PM Peak		82.3%	88.2%	85.7%	84.8%
	<b>Total Peak</b>		<b>85.7%</b>	<b>90.5%</b>	<b>90.3%</b>	<b>87.8%</b>
	Off Peak Weekday		85.1%	91.5%	91.3%	90.0%
	Weekend		97.2%	97.2%	96.9%	93.5%
<b>Port Washington Branch</b>	<b>Overall</b>	<b>95.1%</b>	<b>93.3%</b>	<b>96.1%</b>	<b>94.0%</b>	<b>95.4%</b>
	AM Peak		92.6%	94.6%	96.2%	93.7%
	PM Peak		87.7%	94.4%	87.8%	92.5%
	<b>Total Peak</b>		<b>90.1%</b>	<b>94.5%</b>	<b>91.9%</b>	<b>93.1%</b>
	Off Peak Weekday		94.5%	96.6%	94.5%	95.9%
	Weekend		94.9%	97.9%	97.4%	98.4%
<b>Ronkonkoma Branch</b>	<b>Overall</b>	<b>95.1%</b>	<b>88.7%</b>	<b>93.3%</b>	<b>91.5%</b>	<b>91.5%</b>
	AM Peak		89.7%	91.5%	95.2%	89.9%
	PM Peak		83.7%	94.1%	88.3%	91.4%
	<b>Total Peak</b>		<b>87.1%</b>	<b>92.6%</b>	<b>92.2%</b>	<b>90.5%</b>
	Off Peak Weekday		88.6%	93.6%	90.8%	90.9%
	Weekend		91.7%	93.5%	92.2%	94.3%
<b>West Hempstead Branch</b>	<b>Overall</b>	<b>95.1%</b>	<b>96.4%</b>	<b>97.3%</b>	<b>96.8%</b>	<b>96.4%</b>
	AM Peak		95.2%	96.7%	94.6%	94.5%
	PM Peak		88.1%	93.8%	93.9%	94.3%
	<b>Total Peak</b>		<b>91.3%</b>	<b>95.1%</b>	<b>94.2%</b>	<b>94.4%</b>
	Off Peak Weekday		99.2%	98.5%	98.3%	97.6%
	Weekend		100.0%	100.0%	100.0%	96.2%
<b>Operating Statistics</b>	<b>Trains Scheduled</b>		<b>19,733</b>	<b>117,056</b>	<b>19,364</b>	<b>114,111</b>
	<b>Avg. Delay per Late Train (min)</b> excluding trains canceled or terminated		-13.1	-12.5	-12.0	-13.4
	<b>Trains Over 15 min. Late</b> excluding trains canceled or terminated		325	1,083	303	1,452
	<b>Trains Canceled</b>		90	273	74	565
	<b>Trains Terminated</b>		44	170	43	284
	<b>Percent of Scheduled Trips Completed</b>		99.3%	99.6%	99.4%	99.3%
	<b>Consist Compliance</b> <i>(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)</i>					
	AM Peak		99.4%			
	PM Peak		98.7%			
	<b>Total Peak</b>		99.1%			



**OPERATING REPORT  
FOR MONTH OF JUNE 2012**

Categories Of Delay		2012 Data			2011 Data		YTD 2012 Vs 2011
		May	Jun	YTD Thru Jun	Jun	YTD Thru Jun	
Late Train Incidents	<b>National Rail Passenger Corp</b>	27	130	393	108	607	(214)
	<b>Capital Programs</b>	1	27	62	63	129	(67)
	<b>Engineering</b>	56	189	687	154	820	(133)
	<b>Penn Station Central Control</b>	7	16	48	9	47	1
	<b>Maintenance of Equipment</b>	138	141	841	166	1,332	(491)
	<b>** Other / Miscellaneous</b>	130	422	874	265	1,777	(903)
	<b>Public</b>	493	467	2,173	347	1,647	526
	<b>Transportation</b>	60	45	238	65	370	(132)
	<b>Vandalism</b>	2	12	57	16	109	(52)
	<b>Maintenance of Way (Sched.)</b>	27	11	61	22	86	(25)



**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	Cxd	Ter		
			L	C	T	L	C	T	L	C	T					
6/2	Sat	Track circuit failure west of Dunton Interlocking									29			<b>29</b>		
6/10	Sun	Heavy loading system wide									10			<b>10</b>		
6/11	Mon	Train 2004 struck a motor vehicle west of Central Islip Station	14	12	7						6		10	<b>20</b>	<b>12</b>	<b>17</b>
6/12	Tue	Track circuit failure at Brook 2 Interlocking	2		2						8	1		<b>10</b>	<b>1</b>	<b>2</b>
6/12	Tue	Train 886 with equipment trouble at Nostrand Avenue									17		1	<b>17</b>		<b>1</b>
6/13	Wed	Motor vehicle on tracks at Syosset (Woodbury Road)				1					10	2		<b>11</b>	<b>2</b>	
6/15	Fri	Heavy loading system wide				6					7			<b>13</b>		
6/20	Wed	Switch trouble in West Side Yard				40	2				14			<b>54</b>	<b>2</b>	
6/21	Thu	Disabled drill move in Hall Interlocking				9					2			<b>11</b>		
6/22	Fri	Signal trouble at Babylon due to Vandalism									10			<b>10</b>		
6/22	Fri	Weather related event				56	19				70	7	5	<b>126</b>	<b>26</b>	<b>5</b>
6/24	Sun	Track condition east of Farm Interlocking									12			<b>12</b>		
6/24	Sun	Heavy Loading									10			<b>10</b>		
6/25	Mon	Track condition in Line 1				20	10				11	1		<b>31</b>	<b>11</b>	
6/25	Mon	Under-grade bridge strike at Nassau Blvd. Station	21								2			<b>23</b>		
6/25	Mon	Weather related event	11			3					75	6		<b>89</b>	<b>6</b>	
6/27	Wed	Track condition in Line 1	27		1									<b>27</b>		<b>1</b>
6/28	Thu	Loss of supervisory signal systems - Port Washington Branch	6	6							1	2		<b>7</b>	<b>8</b>	
6/29	Fri	Train 601 struck unauthorized pedestrian at Huntington Station	27	2							5	2		<b>32</b>	<b>4</b>	
6/29	Fri	Amtrak train 42 disabled in Line 1				33	7				13			<b>46</b>	<b>7</b>	
6/30	Sat	Temporary platforms at Woodside/Kew Gardens/Forest Hills									11			<b>11</b>		
6/30	Sat	Crossing protection out of order on Main Line									17			<b>17</b>		
<b>TOTAL FOR MONTH</b>			<b>108</b>	<b>20</b>	<b>10</b>	<b>168</b>	<b>38</b>	<b>0</b>	<b>340</b>	<b>21</b>	<b>16</b>	<b>616</b>	<b>79</b>	<b>26</b>	<b>721</b>	

## Long Island Rail Road

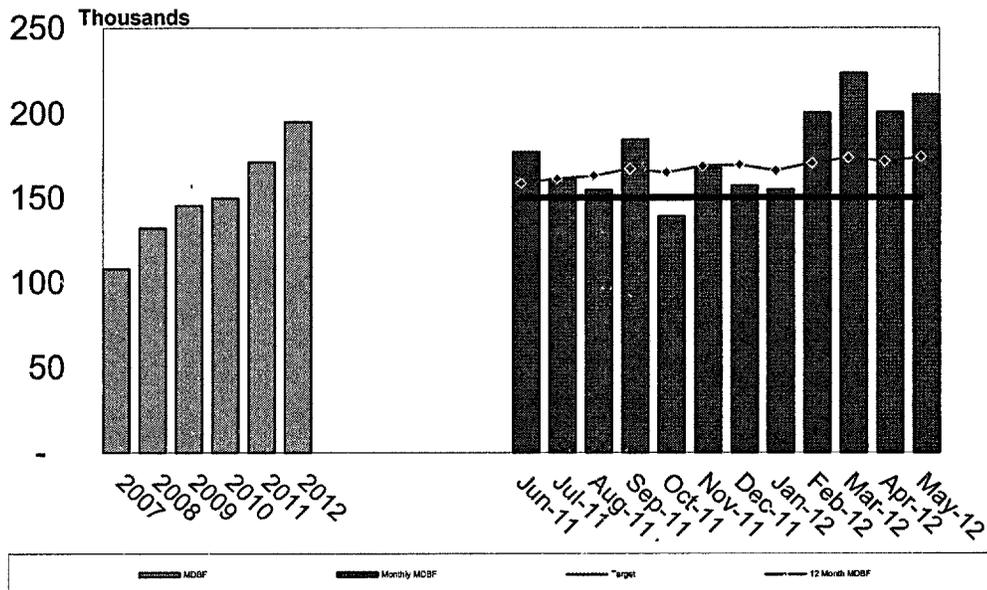
### MEAN DISTANCE BETWEEN FAILURES

	Equipment Type / Total Fleet Size		2012 Data					2011 Data		
			MDBF Goal (miles)	May MDBF (miles)	May No. of Primary Failures	YTD MDBF thru May (miles)	12 month MDBF Rolling Avg (miles)	May MDBF (miles)	May No. of Primary Failures	YTD MDBF thru May (miles)
<b>Mean Distance Between Failures</b>	M-3	150	55,000	63,963	9	72,359	73,128	72,060	7	62,333
	M-7	836	350,000	450,391	11	445,356	425,862	485,607	10	459,668
	DM	22	18,000	37,005	2	31,567	19,838	19,477	4	25,506
	DE	23	18,000	43,703	2	18,350	20,445	25,659	3	23,007
	C-3	134	70,000	108,201	6	99,250	72,651	57,606	11	71,987
	Diesel	179	44,000	81,062	10	59,170	47,995	43,809	18	51,667
	<b>Fleet</b>	<b>1,165</b>	<b>150,000</b>	<b>211,353</b>	<b>30</b>	<b>195,190</b>	<b>174,294</b>	<b>175,687</b>	<b>35</b>	<b>182,109</b>

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

### ALL FLEETS Mean Distance Between Failure

2007 - 2012





Standee Report

East Of Jamaica

			2012 Data	
			June	
			AM Peak	PM Peak
<b>Daily Average</b>	<b>Babylon Branch</b>	Program Standees	0	0
		Add'l Standees	2	11
		<b>Total Standees</b>	<b>2</b>	<b>11</b>
	<b>Far Rockaway Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>Huntington Branch</b>	Program Standees	40	0
		Add'l Standees	14	5
		<b>Total Standees</b>	<b>54</b>	<b>5</b>
	<b>Hempstead Branch</b>	Program Standees	0	0
		Add'l Standees	0	6
		<b>Total Standees</b>	<b>0</b>	<b>6</b>
	<b>Long Beach Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>Montauk Branch</b>	Program Standees	0	0
		Add'l Standees	0	1
		<b>Total Standees</b>	<b>0</b>	<b>1</b>
	<b>Oyster Bay Branch</b>	Program Standees	0	0
		Add'l Standees	11	0
		<b>Total Standees</b>	<b>11</b>	<b>0</b>
	<b>Port Jefferson Branch</b>	Program Standees	0	0
		Add'l Standees	0	6
		<b>Total Standees</b>	<b>0</b>	<b>6</b>
	<b>Port Washington Branch</b>	Program Standees	0	0
		Add'l Standees	8	43
		<b>Total Standees</b>	<b>8</b>	<b>43</b>
	<b>Ronkonkoma Branch</b>	Program Standees	0	28
		Add'l Standees	0	17
		<b>Total Standees</b>	<b>0</b>	<b>45</b>
	<b>West Hempstead Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
<b>System Wide PEAK</b>			<b>75</b>	<b>117</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.



Standee Report

West Of Jamaica

		2012 Data	
		June	
		AM Peak	PM Peak
<b>Daily Average</b>	<b>Babylon Branch</b>	Program Standees	0
		Add'l Standees	27
		<b>Total Standees</b>	<b>27</b>
	<b>Far Rockaway Branch</b>	Program Standees	0
		Add'l Standees	0
		<b>Total Standees</b>	<b>0</b>
	<b>Huntington Branch</b>	Program Standees	40
		Add'l Standees	33
		<b>Total Standees</b>	<b>73</b>
	<b>Hempstead Branch</b>	Program Standees	0
		Add'l Standees	13
		<b>Total Standees</b>	<b>13</b>
	<b>Long Beach Branch</b>	Program Standees	78
		Add'l Standees	0
		<b>Total Standees</b>	<b>78</b>
	<b>Montauk Branch</b>	Program Standees	0
		Add'l Standees	0
		<b>Total Standees</b>	<b>0</b>
	<b>Oyster Bay Branch</b>	Program Standees	0
		Add'l Standees	0
		<b>Total Standees</b>	<b>0</b>
	<b>Port Jefferson Branch</b>	Program Standees	0
		Add'l Standees	4
		<b>Total Standees</b>	<b>4</b>
	<b>Port Washington Branch</b>	Program Standees	0
		Add'l Standees	43
		<b>Total Standees</b>	<b>43</b>
	<b>Ronkonkoma Branch</b>	Program Standees	0
		Add'l Standees	20
		<b>Total Standees</b>	<b>20</b>
	<b>West Hempstead Branch</b>	Program Standees	0
		Add'l Standees	0
		<b>Total Standees</b>	<b>0</b>
		<b>System Wide PEAK</b>	<b>178</b>

Definitions

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

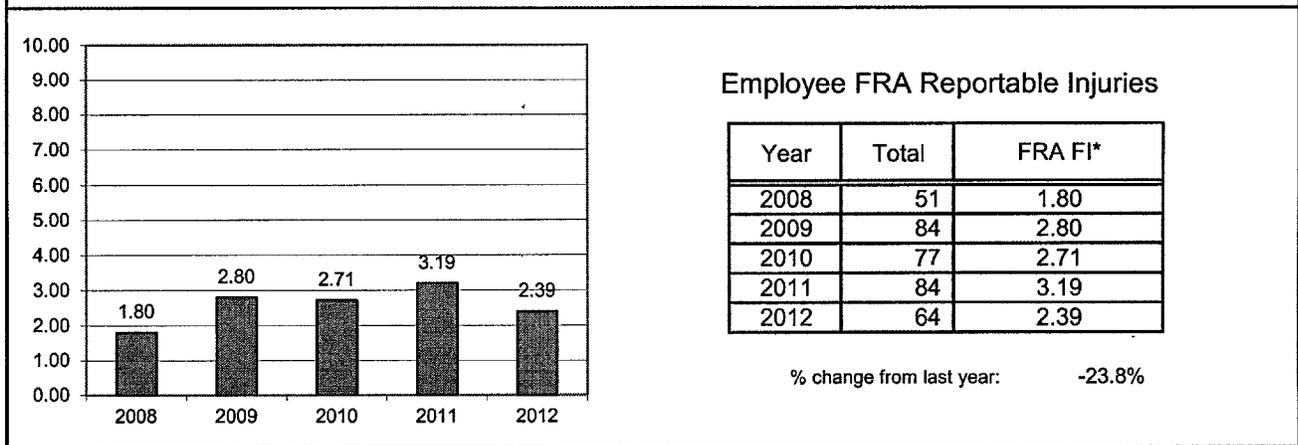
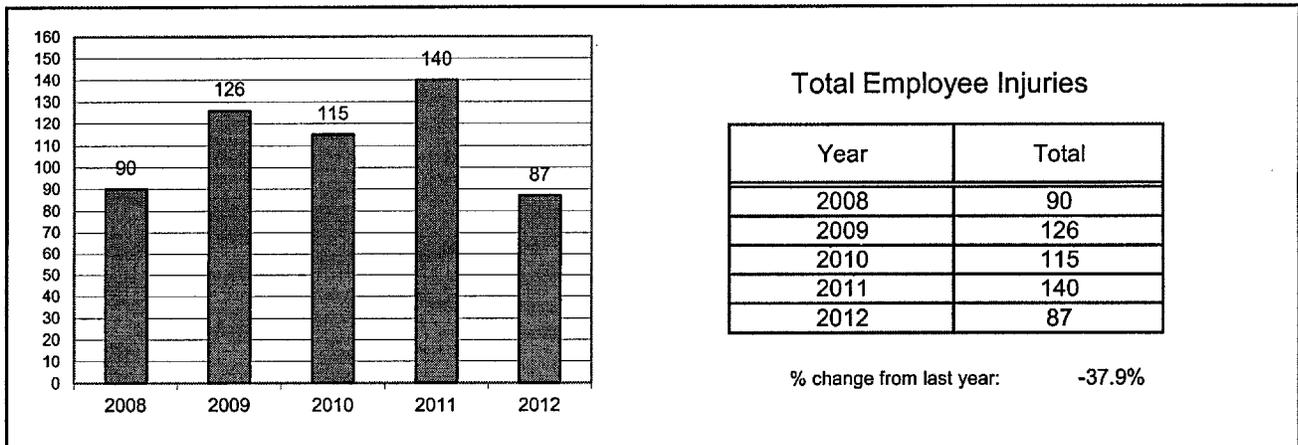
"Program Standees" is the average number of customers in excess of programmed seating capacity.

"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.

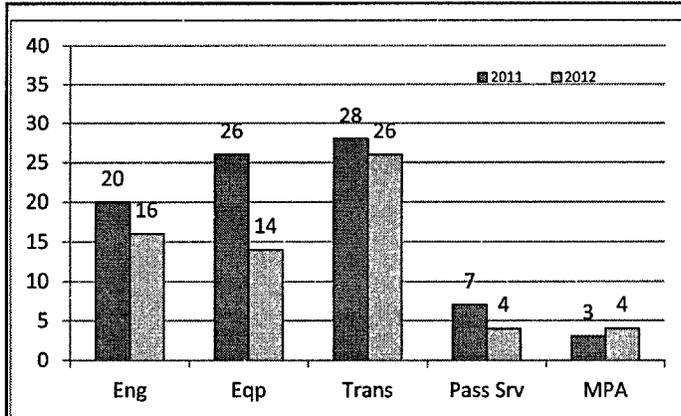
### MTA Long Island Rail Road Summary of Employee Injuries thru May



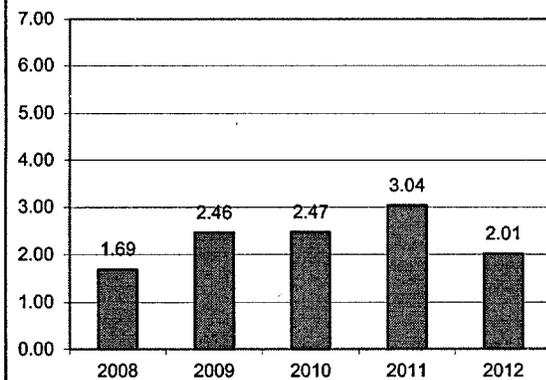
\* Federal Railroad Administration Frequency Index

**OPERATING REPORT  
FOR MONTH OF JUNE 2012**

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



Employee Reportable Accidents Comparison by Department			
Department	2011	2012	% Change
Engineering	20	16	-20%
Equipment	26	14	-46%
Transportation	28	26	-7%
Pass Serv	7	4	-43%
MPA	3	4	33%

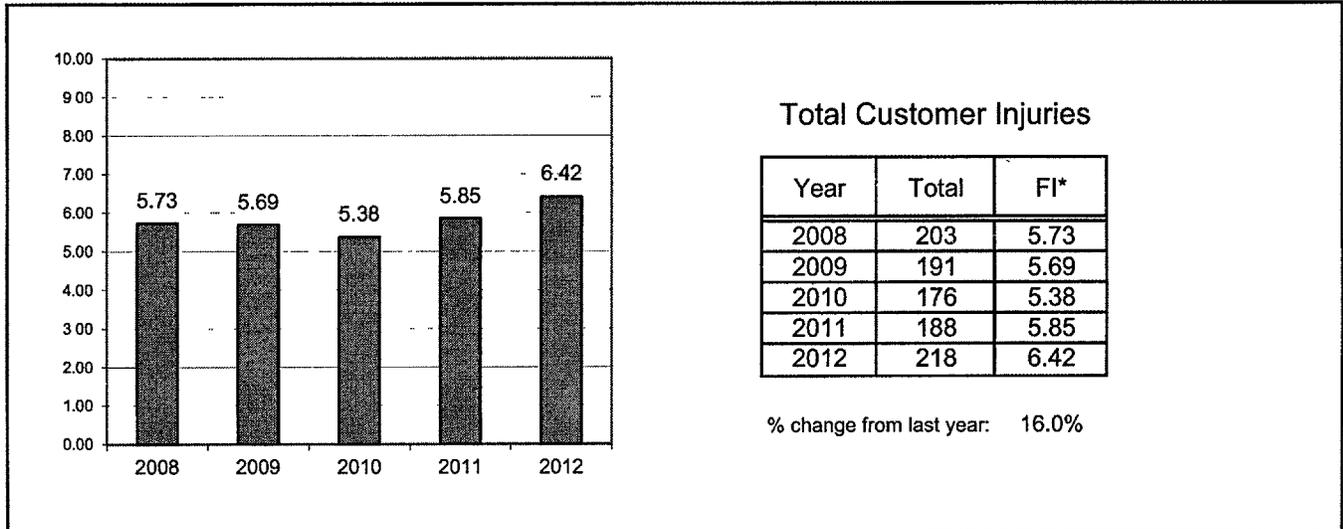


Employee Lost Time and Restricted Duty Injuries					
Year	LT	RD	LT FI*	RD FI*	LT&RD FI*
2008	48	0	1.69	0.00	1.69
2009	73	1	2.43	0.03	2.46
2010	68	2	2.40	0.07	2.47
2011	78	2	2.96	0.08	3.04
2012	54	0	2.01	0.00	2.01

% change from last year: -33.9%

\* - Injuries per 200,000 hours worked

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

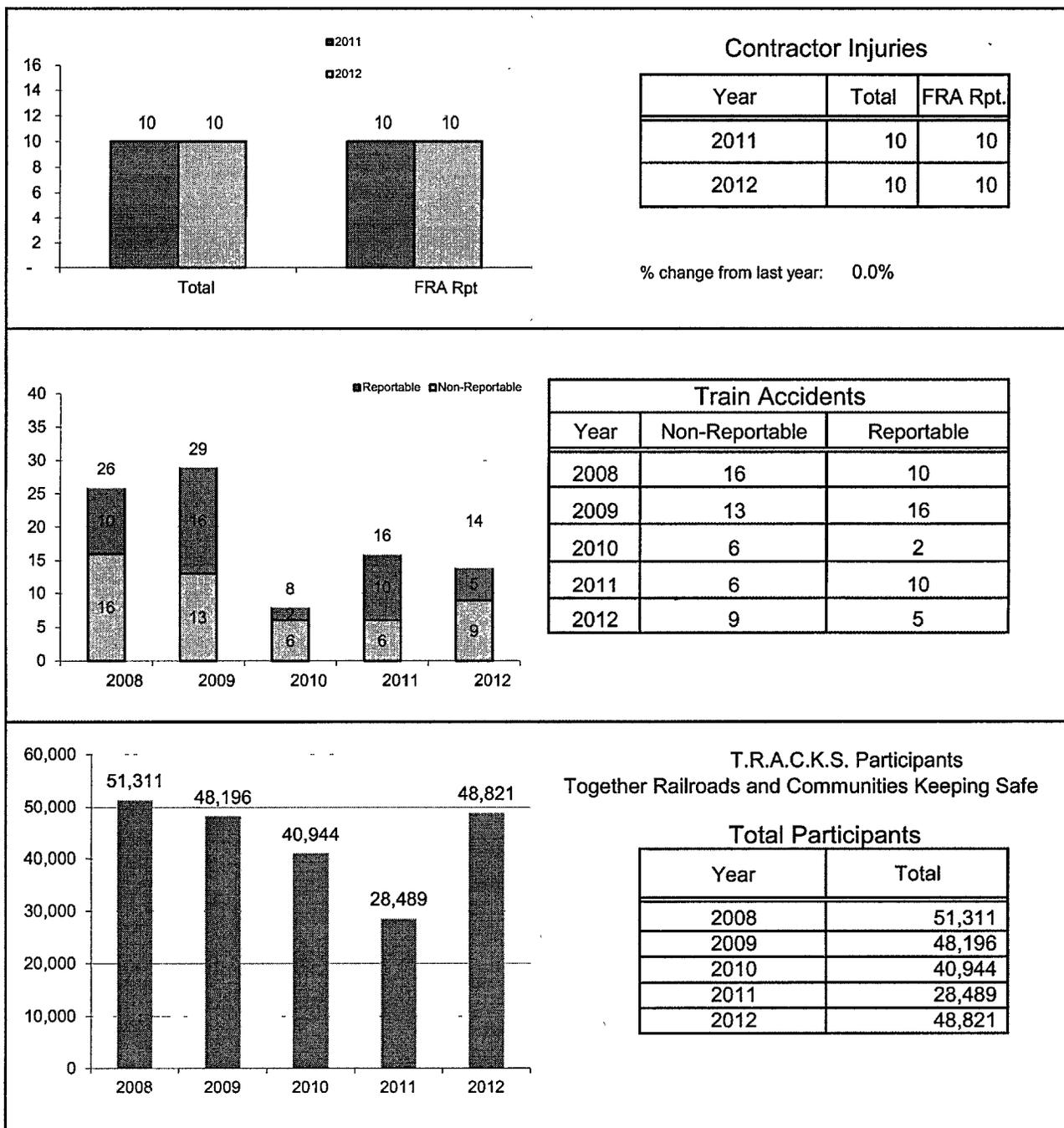


\*- Injuries per 1,000,000 rides

**OPERATING REPORT  
FOR MONTH OF JUNE 2012**

**MTA Long Island Rail Road**

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





# **Long Island Rail Road**

## **Monthly Financial Report**

**May 2012**

# MTA LONG ISLAND RAIL ROAD

## May Ridership and Financial Report

### Executive Summary

July 23, 2012

#### Ridership

- During the month of May, total ridership was 7.2 million, which was 4.1% higher than May 2011 (adjusted for same number of work days) and 3.0% above the adopted budget. This represents the ninth consecutive month of growth and the largest year-to-year growth since 2008.
- 2012 Total ridership through May was 33.9 million. This was 4.5% higher than 2011 and 4.1% higher than the 2012 budget.
- Through May 2012, commutation ridership was 2.8% higher than 2011 (work day adjusted) and 2.2% above the 2012 adopted budget, likely reflecting recent employment growth in the professional and financial sectors.
- Through May 2012, non-commutation ridership was 7.2% higher than 2011 and 7.0% above the adopted budget. Warmer temperatures and the improving economy are the primary drivers.

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#### Revenues

- Farebox revenue through May totaling \$236.5 million was \$9.4 million above the budget, reflecting continued strong ridership growth.
- Capital & Other Revenue of \$95.6 million was \$(8.7) million less than budget due to timing of project activity.
- In summary, total LIRR revenue of \$332.1 million was \$0.7 million higher than budget.

#### Expenses

- Through May 2012, total expenses of \$735.1 million were \$49.9 million less than budget.
- Straight-time payroll spending was \$4.9 million favorable to budget due to vacant positions and timing of retiree sick/vacation payouts, constructive allowance payments and other accruals. 141 of 6,567 positions were vacant. These vacancies consisted primarily of management/supervisor positions and operational vacancies in Maintenance of Equipment. There is a hiring plan in place to fill these operational positions by fourth quarter 2012.
- Overtime hours increased by 1.2% in 2012 compared to 2011.
- Overtime hours worked was 5.7% 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 \$12.8 million, Electric Power and Fuel \$8.0 million, non-cash items Depreciation and OPEB \$3.5 million, benefits associated with vacant positions and timing of various other expenses.

#### Financial Performance Measures

- Through May, the Adjusted Farebox Operating Ratio was 60.7%, which is favorable to budget due to lower expenses and higher revenue.
- Through May, the Adjusted Cost per Passenger was \$12.29, which is less than expected due to lower expenses and higher ridership.
- Through May, the Revenue per Passenger was \$7.00, slightly favorable to budget.

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

**REVENUE**

Year-to-date May **Total Revenues** (including Capital and Other Reimbursements) of \$332.1 were \$0.7 or 0.2% favorable to the budget. The month of April of \$74.0 was favorable to budget by \$0.3 million or 0.4%.

- **Y-T-D Farebox Revenues** were \$9.4 favorable to the budget. The month was \$1.6 favorable to budget due to higher ridership and yield per passenger.
- **Y-T-D Other Operating Revenues** were \$0.1 favorable to budget. The month was \$0.2 favorable due to timing.
- **Y-T-D Capital and Other Reimbursements** were \$(8.8) unfavorable to the budget. The month was \$(1.5) unfavorable due to timing of project activity.

**OPERATING EXPENSES**

Year-to-date May **Total Expenses** (including depreciation and other) of \$735.1 were favorable to the budget by \$49.9 or 6.4%. The total expenses for the month of \$121.2 were favorable to the budget by \$6.6 or 5.2%.

**Labor Expenses**, \$13.6 favorable Y-T-D; \$3.0 favorable for the month.

- **Payroll**, \$4.9 favorable Y-T-D; \$1.6 favorable for the month (primarily vacant positions, constructive allowance payments and timing of retiree sick/vacation payments).
- **Overtime**, \$(2.8) unfavorable Y-T-D; \$(1.3) unfavorable for the month (primarily open jobs in Maintenance of Equipment due to higher than expected attrition in 2011, higher project activity and lower availability in Transportation, and higher coverage needs in Customer Service, partially offset by lower maintenance-related overtime).
- **Health & Welfare**, \$4.1 favorable Y-T-D; \$0.9 favorable for the month (lower rates and vacant positions).
- **OPEB Current Payment**, \$2.3 favorable Y-T-D; \$0.7 favorable for the month (lower rates and retirees).
- **Other Fringe**, \$5.0 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**, \$32.8 favorable Y-T-D; \$3.6 favorable for the month.

- **Electric Power**, \$7.9 favorable Y-T-D; \$1.9 favorable for the month (lower rates and consumption).
- **Fuel**, \$0.1 favorable Y-T-D; \$0.1 favorable for the month (lower rates and consumption).
- **Insurance**, \$0.8 favorable Y-T-D; \$0.2 favorable for the month (primarily Force Account Insurance).
- **Claims**, \$0.3 favorable Y-T-D; on budget for the month.
- **Maintenance and Other Operating Contracts**, \$4.9 favorable Y-T-D; \$(0.8) unfavorable for the month (primarily timing of joint facilities and project activity, partially offset by timing of IESS and waste maintenance).
- **Professional Services**, \$5.0 favorable Y-T-D; \$1.0 favorable for the month (primarily prior period accrual adjustments and timing of various IT related expenses).
- **Materials and Supplies**, \$12.8 favorable Y-T-D; \$1.1 favorable for the month (primarily timing of capital activity, pooled material charge-outs and inventory adjustments).
- **Other Business Expenses**, \$1.0 favorable Y-T-D; \$0.1 favorable for the month (primarily timing of expenses).

**Depreciation and Other**, \$3.5 favorable Y-T-D; \$0.5 favorable for the month (primarily timing of Depreciation).

**FAREBOX OPERATING RATIO**

The year-to-date Farebox Operating Ratio was 48.0%, 1.1 percentage points higher than April. The Farebox Operating Ratio for the month of May of 49.1% was 4.0 percentage points above the budget resulting from higher revenue and lower expenses. The adjusted year-to-date Farebox Operating Ratio was 60.7%. The adjusted Farebox Operating Ratio reflects the removal of the UAAL associated with the LIRR's closed pension plan and OPEB retiree expenses and the inclusion of Other Operating Revenue to reflect operational actions at the Rail Road.

TABLE 1

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

	Nonreimbursable				Reimbursable				Total			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$47.691	\$49.308	\$1.617	3.4	\$0.000	\$0.000	\$0.000	-	\$47.691	\$49.308	\$1.617	3.4
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	3.984	4.189	0.205	5.2	0.000	0.000	0.000	-	3.984	4.189	0.205	5.2
Capital & Other Reimbursements	0.000	0.000	0.000	-	22.070	\$20.538	(1.532)	(6.9)	22.070	20.538	(1.532)	(6.9)
<b>Total Revenue</b>	<b>\$51.675</b>	<b>\$53.497</b>	<b>\$1.822</b>	<b>3.5</b>	<b>\$22.070</b>	<b>\$20.538</b>	<b>(\$1.532)</b>	<b>(6.9)</b>	<b>\$73.745</b>	<b>\$74.035</b>	<b>\$0.290</b>	<b>0.4</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$34.369	\$33.738	\$0.631	1.8	\$7.592	\$6.654	\$0.938	12.4	\$41.961	\$40.393	\$1.568	3.7
Overtime	6.087	7.020	(0.933)	(15.3)	1.155	1.484	(0.329)	(28.5)	7.242	8.504	(1.262)	(17.4)
Health and Welfare	7.518	6.711	0.807	10.7	1.321	1.273	0.048	3.6	8.839	7.984	0.855	9.7
OPEB Current Payment	5.078	4.374	0.704	13.9	0.000	0.000	0.000	-	5.078	4.374	0.704	13.9
Pensions	16.005	15.592	0.413	2.6	2.003	2.416	(0.413)	(20.6)	18.008	18.007	0.001	0.0
Other Fringe Benefits	10.015	8.978	1.037	10.4	1.591	1.469	0.122	7.6	11.606	10.447	1.159	10.0
Reimbursable Overhead	(3.144)	(2.469)	(0.675)	(21.5)	3.144	2.469	0.675	21.5	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$75.928</b>	<b>\$73.944</b>	<b>\$1.984</b>	<b>2.6</b>	<b>\$16.806</b>	<b>\$15.765</b>	<b>\$1.041</b>	<b>6.2</b>	<b>\$92.734</b>	<b>\$89.709</b>	<b>\$3.025</b>	<b>3.3</b>
<i>Non-Labor:</i>												
Electric Power	\$8.574	\$6.596	\$1.978	23.1	\$0.000	\$0.048	(\$0.048)	-	\$8.574	\$6.645	\$1.929	22.5
Fuel	2.369	2.316	0.053	2.3	0.000	0.000	0.000	-	2.369	2.316	0.053	2.3
Insurance	1.359	1.345	0.014	1.0	0.576	0.412	0.164	28.5	1.935	1.757	0.178	9.2
Claims	0.283	0.262	0.021	7.3	0.000	0.000	0.000	-	0.283	0.262	0.021	7.3
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	4.801	5.195	(0.394)	(8.2)	0.959	1.397	(0.438)	(45.7)	5.760	6.593	(0.833)	(14.5)
Professional Service Contracts	2.786	2.005	0.781	28.0	0.244	(0.002)	0.246	*	3.030	2.003	1.027	33.9
Materials & Supplies	8.373	7.909	0.464	5.5	3.477	2.832	0.645	18.6	11.850	10.741	1.109	9.4
Other Business Expenses	1.216	1.058	0.158	13.0	0.008	0.085	(0.077)	*	1.224	1.143	0.081	6.6
<b>Total Non-Labor Expenses</b>	<b>\$29.761</b>	<b>\$26.686</b>	<b>\$3.075</b>	<b>10.3</b>	<b>\$6.264</b>	<b>\$4.773</b>	<b>\$0.491</b>	<b>9.3</b>	<b>\$35.025</b>	<b>\$31.459</b>	<b>\$3.566</b>	<b>10.2</b>
<i>Other Expense Adjustments:</i>												
Other	\$0.000	\$0.000	(\$0.000)	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	(\$0.000)	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$0.000)</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$0.000)</b>	<b>-</b>
<b>Total Expenses before Depreciation &amp; Other Post Employment Benefits</b>	<b>\$105.689</b>	<b>\$100.630</b>	<b>\$5.059</b>	<b>4.8</b>	<b>\$22.070</b>	<b>\$20.538</b>	<b>\$1.532</b>	<b>6.9</b>	<b>\$127.759</b>	<b>\$121.168</b>	<b>\$6.591</b>	<b>5.2</b>
Depreciation	\$26.422	\$26.035	\$0.387	1.5	\$0.000	\$0.000	\$0.000	-	\$26.422	\$26.035	\$0.387	1.5
Other Post Employment Benefits	6.438	6.367	0.071	1.1	0.000	0.000	0.000	-	6.438	6.367	0.071	1.1
Environmental Remediation	0.167	0.167	0.000	0.2	0.000	0.000	0.000	-	0.167	0.167	0.000	0.2
<b>Total Expenses</b>	<b>\$138.716</b>	<b>\$133.198</b>	<b>\$5.518</b>	<b>4.0</b>	<b>\$22.070</b>	<b>\$20.538</b>	<b>\$1.532</b>	<b>6.9</b>	<b>\$160.786</b>	<b>\$163.736</b>	<b>\$7.050</b>	<b>4.4</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$87.041)</b>	<b>(\$79.701)</b>	<b>\$7.340</b>	<b>8.4</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$87.041)</b>	<b>(\$79.701)</b>	<b>\$7.340</b>	<b>8.4</b>
<i>Cash Conversion Adjustments</i>												
Depreciation	26.422	26.035	(0.387)	(1.5)	0.000	0.000	0.000	-	26.422	26.035	(0.387)	(1.5)
Operating/Capital	(0.618)	(0.221)	0.397	64.3	0.000	0.000	0.000	-	(0.618)	(0.221)	0.397	64.3
Other Cash Adjustments	(3.488)	6.511	9.999	*	0.000	0.000	0.000	-	(3.488)	6.511	9.999	*
<b>Total Cash Conversion Adjustments</b>	<b>\$22.316</b>	<b>\$32.325</b>	<b>\$10.009</b>	<b>44.9</b>	<b>0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$22.316</b>	<b>\$32.325</b>	<b>\$10.009</b>	<b>44.9</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$64.725)</b>	<b>(\$47.376)</b>	<b>\$17.349</b>	<b>26.8</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$64.725)</b>	<b>(\$47.376)</b>	<b>\$17.349</b>	<b>26.8</b>

TABLE 2

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

	Nonreimbursable				Reimbursable				Total			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$227.107	\$236.515	\$9.408	4.1	\$0.000	\$0.000	\$0.000	-	\$227.107	\$236.515	\$9.408	4.1
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	16.542	16.652	0.110	0.7	0.000	0.000	0.000	-	16.542	16.652	0.110	0.7
Capital & Other Reimbursements	0.000	0.000	0.000	-	87.726	78.945	(8.781)	(10.0)	87.726	78.945	(8.781)	(10.0)
<b>Total Revenue</b>	<b>\$243.649</b>	<b>\$253.167</b>	<b>\$9.518</b>	<b>3.9</b>	<b>\$87.726</b>	<b>\$78.945</b>	<b>(\$8.781)</b>	<b>(10.0)</b>	<b>\$331.375</b>	<b>\$332.112</b>	<b>\$0.737</b>	<b>0.2</b>
<b>Expenses</b>												
<i>Labor</i>												
Payroll	\$173.043	\$170.888	\$2.155	1.2	\$29.501	\$26.717	\$2.784	9.4	\$202.544	\$197.605	\$4.939	2.4
Overtime	29.104	31.834	(2.730)	(9.4)	4.358	4.461	(0.103)	(2.4)	33.462	36.295	(2.833)	(8.5)
Health and Welfare	38.927	34.955	3.972	10.2	5.112	4.955	0.157	3.1	44.039	39.910	4.129	9.4
OPEB Current Payment	25.390	23.061	2.329	9.2	0.000	0.000	0.000	-	25.390	23.061	2.329	9.2
Pensions	82.295	80.668	1.627	2.0	7.742	9.369	(1.627)	(21.0)	90.037	90.037	0.000	0.0
Other Fringe Benefits	46.779	42.223	4.556	9.7	6.155	5.695	0.460	7.5	52.934	47.918	5.016	9.5
Reimbursable Overhead	(11.941)	(9.525)	(2.416)	(20.2)	11.941	9.525	2.416	20.2	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$383.597</b>	<b>\$374.104</b>	<b>\$9.493</b>	<b>2.5</b>	<b>\$64.809</b>	<b>\$60.721</b>	<b>\$4.088</b>	<b>6.3</b>	<b>\$448.406</b>	<b>\$434.825</b>	<b>\$13.581</b>	<b>3.0</b>
<i>Non-Labor</i>												
Electric Power	\$43.007	\$35.025	\$7.982	18.6	\$0.000	\$0.096	(\$0.096)	-	\$43.007	\$35.121	\$7.886	18.3
Fuel	10.895	10.815	0.080	0.7	0.000	0.000	0.000	-	10.895	10.815	0.080	0.7
Insurance	6.619	6.331	0.288	4.3	2.083	1.567	0.516	24.8	8.702	7.898	0.804	9.2
Claims	1.415	1.125	0.290	20.5	0.000	0.000	0.000	-	1.415	1.125	0.290	20.5
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	24.903	18.649	6.254	25.1	3.745	5.147	(1.402)	(37.4)	28.648	23.797	4.851	16.9
Professional Service Contracts	13.565	9.038	4.527	33.4	1.144	0.667	0.477	41.7	14.709	9.704	5.005	34.0
Materials & Supplies	41.964	34.526	7.438	17.7	15.912	10.517	5.395	33.9	57.876	45.042	12.834	22.2
Other Business Expenses	6.080	4.848	1.232	20.3	0.033	0.230	(0.197)	*	6.113	5.078	1.035	16.9
<b>Total Non-Labor Expenses</b>	<b>\$148.448</b>	<b>\$120.358</b>	<b>\$28.090</b>	<b>18.9</b>	<b>\$22.917</b>	<b>\$18.224</b>	<b>\$4.693</b>	<b>20.5</b>	<b>\$171.365</b>	<b>\$138.582</b>	<b>\$32.783</b>	<b>19.1</b>
<i>Other Expense Adjustments</i>												
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>\$532.045</b>	<b>\$494.462</b>	<b>\$37.583</b>	<b>7.1</b>	<b>\$87.726</b>	<b>\$78.945</b>	<b>\$8.781</b>	<b>10.0</b>	<b>\$619.771</b>	<b>\$573.407</b>	<b>\$46.364</b>	<b>7.5</b>
<i>Depreciation</i>												
Depreciation	\$132.110	\$130.173	1.937	1.5	\$0.000	\$0.000	\$0.000	-	\$132.110	\$130.173	\$1.937	1.5
Other Post Employment Benefits	32.190	30.642	1.548	4.8	0.000	0.000	0.000	-	32.190	30.642	1.548	4.8
Environmental Remediation	0.835	0.833	0.002	0.2	0.000	0.000	0.000	-	0.835	0.833	0.002	0.2
<b>Total Expenses</b>	<b>\$697.180</b>	<b>\$656.111</b>	<b>\$41.069</b>	<b>5.9</b>	<b>\$87.726</b>	<b>\$78.945</b>	<b>\$8.781</b>	<b>10.0</b>	<b>\$784.906</b>	<b>\$736.056</b>	<b>\$48.850</b>	<b>6.4</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$453.531)</b>	<b>(\$402.944)</b>	<b>\$50.587</b>	<b>11.2</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$453.531)</b>	<b>(\$402.944)</b>	<b>\$50.587</b>	<b>11.2</b>
<i>Cash Conversion Adjustments</i>												
Depreciation	132.110	130.173	(1.937)	(1.5)	0.000	0.000	0.000	-	132.110	130.173	(1.937)	(1.5)
Operating/Capital	(3.138)	(0.505)	2.633	83.9	0.000	0.000	0.000	-	(3.138)	(0.505)	2.633	83.9
Other Cash Adjustments	11.989	19.917	7.928	66.1	0.000	0.000	0.000	-	11.989	19.917	7.928	66.1
<b>Total Cash Conversion Adjustments</b>	<b>\$140.961</b>	<b>\$149.585</b>	<b>\$8.624</b>	<b>6.1</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$140.961</b>	<b>\$149.585</b>	<b>\$8.624</b>	<b>6.1</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$312.570)</b>	<b>(\$253.359)</b>	<b>\$59.211</b>	<b>18.9</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$312.570)</b>	<b>(\$253.359)</b>	<b>\$59.211</b>	<b>18.9</b>

TABLE 3

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

Generic Revenue or Expense Category	Non Reimb. Or Reimb.	MAY 2012		Reason for Variance	Year-to-Date MAY 2012		Reason for Variance
		Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		
		\$	%		\$	%	
<b>Revenue</b>							
Farebox Revenue	Non Reimb.	1.617	3.4	Higher ridership \$1.408 and yield \$0.209.	9.408	4.1	Higher ridership \$9.262 and yield \$0.146.
Other Operating Revenue	Non Reimb.	0.205	5.2	Primarily due to higher advertising and rental revenue, partially offset by timing of miscellaneous sale of scrap and freight revenue.	0.110	0.7	Primarily due to higher rental revenue, partially offset by timing of advertising, miscellaneous and freight revenue.
Capital & Other Reimbursements	Reimb.	(1.532)	(6.9)	Primarily due to the timing of project activity and other reimbursements.	(8.781)	(10.0)	Primarily due to the timing of project activity and other reimbursements.
<b>Expenses</b>							
Payroll	Non Reimb.	0.631	1.8	Vacant positions, lower work rule payments and timing of retiree vacation buyouts, partially offset by Engineering workforce performing maintenance activity instead of project activity.	2.155	1.2	Vacant positions and lower work rule payments, rates, sick/vacation retiree payments and vacation pay accruals.
	Reimb.	0.938	12.4		2.784	9.4	
Overtime	Non Reimb.	(0.933)	(15.3)	Higher vacancy/absentee coverage, partially offset by lower maintenance-related overtime.	(2.730)	(9.4)	Higher vacancy/absentee coverage and rates, partially offset by lower weather-related, maintenance and unscheduled service overtime.
	Reimb.	(0.329)	(28.5)		(0.103)	(2.4)	
Health and Welfare	Non Reimb.	0.807	10.7	Primarily lower rates and vacant positions	3.972	10.2	Primarily lower rates and vacant positions
	Reimb.	0.048	3.6		0.157	3.1	
OPEB Current Payment	Non Reimb.	0.704	13.9	Lower rates and fewer retirees/beneficiaries.	2.329	9.2	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**

Generic Revenue or Expense Category	Non Reimb. Or Reimb.	MAY 2012		Reason for Variance	Year-to-Date MAY 2012		Reason for Variance
		Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		
		\$	%		\$	%	
Pensions	Non Reimb.	0.413	2.6	Total pension actual to forecast variance is on plan, however the estimated percentage of pension allocated to reimbursable was under-estimated.	1.627	2.0	Total pension actual to forecast variance is on plan, however the estimated percentage of pension allocated to reimbursable was under-estimated.
	Reimb.	(0.413)	(20.6)		(1.627)	(21.0)	
Other Fringe Benefits	Non Reimb.	1.037	10.4	Lower Railroad Retirement taxes and FELA indemnity payments. Primarily due to timing of project activity.	4.556	9.7	Lower FELA indemnity payments, Railroad Retirement taxes and Unemployment Insurance. Primarily due to timing of project activity.
	Reimb.	0.122	7.6		0.460	7.5	
Electric Power	Non Reimb.	1.978	23.1	Primarily due to lower rates and consumption. VD Yard	7.982	18.6	Primarily due to lower rates and consumption. VD Yard
	Reimb.	(0.048)	-		(0.096)	-	
Fuel	Non Reimb.	0.053	2.3	Primarily lower rates and consumption.	0.080	0.7	Primarily due to lower consumption, partially offset by higher rates.
Insurance	Non Reimb.	0.014	1.0	Force Account Insurance associated with project activity.	0.288	4.3	Lower premium. Force Account Insurance associated with project activity.
	Reimb.	0.164	28.5		0.516	24.8	
Claims	Non Reimb.	0.021	7.3	Primarily timing of payments.	0.290	20.5	Primarily timing of payments.
Maintenance & Other Operating Contracts	Non Reimb.	(0.394)	(8.2)	Timing of payments for joint facilities, partially offset by the timing of IESS and other security related contracts. Primarily due to timing of project activity.	6.254	25.1	Timing of activities and payments for vegetation management, security initiatives (IESS), toilet servicing and telephone/data services, partially offset by timing of payments for joint facilities. Primarily due to timing of project activity.
	Reimb.	(0.438)	(45.7)		(1.402)	(37.4)	

TABLE 3

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

Generic Revenue or Expense Category	Non Reimb. Or Reimb.	MAY 2012		Reason for Variance	Year-to-Date MAY 2012		Reason for Variance
		Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		
		\$	%		\$	%	
Professional Service Contracts	Non Reimb.	0.781	28.0	Primarily due to timing of payments for IT software and hardware and advertising/marketing promotions.	4.527	33.4	Timing of activities and payments for IT hardware and software, legal fees, and various consulting contracts.
	Reimb.	0.246	*	Primarily due to timing of project activity.	0.477	41.7	Primarily due to timing of project activity.
Materials & Supplies	Non Reimb.	0.464	5.5	Primarily timing of pool material chargeouts and corporate inventory adjustments.	7.438	17.7	Primarily due to lower usage of running repair material in the Support and Car Shops, RCM material for the diesel fleet, timing of charge outs for pool material in the Equipment Department, and the timing of corporate inventory adjustments, partially offset by higher chargeouts of non-stock and sundry items.
	Reimb.	0.645	18.6	Primarily due to timing of project activity and timing of payments for project material.	5.395	33.9	Primarily due to timing of project activity and timing of payments for project material.
Other Business Expenses	Non Reimb.	0.158	13.0	Primarily due to timing of expenses, bad debt and debit/credit card fees.	1.232	20.3	Primarily due to timing of expenses, bad debt and debit/credit card fees.
	Reimb.	(0.077)	*	Primarily due to timing of project activity.	(0.197)	*	Primarily due to timing of project activity.
Depreciation	Non Reimb.	0.387	1.5	Primarily timing.	1.937	1.5	Primarily timing.
Other Post Employment Benefits	Non Reimb.	0.071	1.1	Lower GASB adjustment to reflect the value associated with unfunded accrued liability for post employment benefits.	1.548	4.8	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**  
**May 2012**  
(\$ in millions)

	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$50.108	\$51.689	\$1.581	3.2	\$239.191	\$248.171	\$8.980	3.8
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	4.990	3.951	(1.039)	(20.8)	21.266	17.653	(3.613)	(17.0)
Capital & Other Reimbursements	16.616	18.020	1.404	8.4	84.669	71.309	(13.360)	(15.8)
<b>Total Receipts</b>	<b>\$71.714</b>	<b>\$73.660</b>	<b>\$1.946</b>	<b>2.7</b>	<b>\$345.126</b>	<b>\$337.133</b>	<b>(\$7.993)</b>	<b>(2.3)</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	\$43.873	\$41.094	\$2.779	6.3	\$200.613	\$196.355	\$4.258	2.1
Overtime	6.942	8.341	(1.399)	(20.2)	33.460	37.122	(3.662)	(10.9)
Health and Welfare	8.839	8.027	0.812	9.2	44.035	40.548	3.487	7.9
OPEB Current Payment	5.078	4.362	0.716	14.1	25.390	23.023	2.367	9.3
Pensions	18.007	17.984	0.023	0.1	90.035	89.968	0.067	0.1
Other Fringe Benefits	10.036	8.308	1.728	17.2	54.322	44.657	9.665	17.8
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>\$92.775</b>	<b>\$88.116</b>	<b>\$4.659</b>	<b>5.0</b>	<b>\$447.855</b>	<b>\$431.675</b>	<b>\$16.180</b>	<b>3.6</b>
<i>Non-Labor:</i>								
Electric Power	\$10.324	\$7.666	\$2.658	25.7	\$50.504	\$30.847	\$19.657	38.9
Fuel	2.851	1.892	0.959	33.6	12.902	10.566	2.336	18.1
Insurance	2.473	2.148	0.325	13.2	11.151	7.880	3.271	29.3
Claims	0.344	0.520	(0.176)	(51.1)	1.720	2.955	(1.235)	(71.8)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	7.286	6.844	0.442	6.1	35.773	25.792	9.981	27.9
Professional Service Contracts	2.466	1.436	1.030	41.8	14.212	7.127	7.085	49.9
Materials & Supplies	14.296	9.849	4.447	31.1	65.565	58.165	7.400	11.3
Other Business Expenses	1.207	0.762	0.445	36.9	5.929	4.149	1.780	30.0
<b>Total Non-Labor Expenditures</b>	<b>\$41.247</b>	<b>\$31.117</b>	<b>\$10.130</b>	<b>24.6</b>	<b>\$197.756</b>	<b>\$147.480</b>	<b>\$50.276</b>	<b>25.4</b>
<i>Other Expenditure Adjustments:</i>								
Other	2.417	2.194	0.223	9.2	12.085	11.060	1.025	8.5
<b>Total Other Expenditure Adjustments</b>	<b>\$2.417</b>	<b>\$2.194</b>	<b>\$0.223</b>	<b>9.2</b>	<b>\$12.085</b>	<b>\$11.060</b>	<b>\$1.025</b>	<b>8.5</b>
<b>Total Expenditures</b>	<b>\$136.439</b>	<b>\$121.427</b>	<b>\$15.012</b>	<b>11.0</b>	<b>\$657.696</b>	<b>\$590.215</b>	<b>\$67.481</b>	<b>10.3</b>
Cash Timing and Availability Adjustment	0.000	0.392	0.392	-	0.000	(0.276)	(0.276)	-
<b>Net Cash Deficit</b> <b>(excludes opening balance)</b>	<b>(\$64.725)</b>	<b>(\$47.376)</b>	<b>\$17.349</b>	<b>26.8</b>	<b>(\$312.570)</b>	<b>(\$253.359)</b>	<b>\$59.211</b>	<b>18.9</b>
<b>Subsidies</b>								
<b>MTA</b>	<b>64.725</b>	<b>47.370</b>	<b>(17.355)</b>	<b>(26.8)</b>	<b>312.570</b>	<b>250.105</b>	<b>(62.465)</b>	<b>(20.0)</b>

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

**Table 5**

Page 144

Generic Revenue or Expense Category	May 2012		Reason for Variance	Year-to-Date as of May 31, 2012		Reason for Variance
	Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		
	\$	%		\$	%	
<b>Receipts</b>						
Farebox Revenue	\$1.581	3.2	Higher ridership \$1.408, yields \$0.209 and advance sales impact \$0.137, partially offset by lower Metrocard/AirTrain sales \$(0.173).	\$8.980	3.8%	Higher ridership \$9.262, advance sales impact \$0.806 and yields \$0.146, partially offset by lower Metrocard/AirTrain sales \$(1.234).
Other Operating Revenue	(\$1.039)	(20.8)	Primarily due to the timing of rental and freight revenue.	(\$3.613)	-17.0%	Primarily due to the timing of rental, freight and miscellaneous revenue.
Capital and Other Reimbursements	\$1.404	8.4	Timing of activity and reimbursement for capital and other reimbursements.	(\$13.360)	-15.8%	Timing of activity and reimbursement for capital and other reimbursements.
<b>Expenditures</b>						
<b>Labor:</b>						
Payroll	\$2.779	6.3	Primarily due to vacant positions.	\$4.258	2.1%	Primarily due to vacant positions, lower work rule payments, rates and retiree sick/vacation payments.
Overtime	(\$1.399)	(20.2)	Primarily higher vacancy/absentee coverage and project overtime, partially offset by lower maintenance overtime.	(\$3.662)	-10.9%	Primarily higher vacancy/absentee coverage, partially offset by lower weather-related, maintenance and unscheduled service overtime.
Health and Welfare	\$0.812	9.2	Primarily due to lower rates and vacant positions.	\$3.487	7.9%	Primarily due to lower rates and vacant positions.
OPEB Current Payment	\$0.716	14.1	Primarily due to lower rates and fewer retirees/beneficiaries.	\$2.367	9.3%	Primarily due to lower rates and fewer retirees/beneficiaries.
Other Fringe Benefits	\$1.728	17.2	Primarily lower FELA indemnity payments.	\$9.665	17.8%	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**

Page 145

Generic Revenue or Expense Category	May 2012			Year-to-Date as of May 31, 2012		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Non-Labor:						
Electric Power	\$2.658	25.7	Primarily due to lower consumption, rates and the timing of payments.	\$19.657	38.9%	Primarily due to the timing of payments, lower rates and lower consumption.
Fuel	\$0.959	33.6%	Primarily the timing of fuel payments.	\$2.336	18.1%	Timing of payments and lower consumption, partially offset by higher rates.
Insurance	\$0.325	13.2	Timing of payments.	\$3.271	29.3%	Timing of payments.
Claims	(\$0.176)	(51.1)	Timing of payment for claims.	(\$1.235)	-71.8%	Timing of payment for claims.
Maintenance and Other Operating Contracts	\$0.442	6.1	Timing of payments.	\$9.981	27.9%	Timing of payments.
Professional Service Contracts	\$1.030	41.8	Timing of MTA chargeback payments and the timing of and payment for consulting services.	\$7.085	49.9%	Timing of MTA chargeback payments and the timing of and payment for consulting services.
Materials and Supplies	\$4.447	31.1	Primarily the timing of program, production plan, and operating funded capital material and supplies.	\$7.400	11.3%	Primarily the timing of program, production plan, and operating funded capital material and supplies.
Other Business Expenses	\$0.445	36.9%	Primarily due to the timing of payments.	\$1.780	30.0%	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)**  
**May 2012**  
(\$ in millions)

	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$2.417	\$2.380	(\$0.037)	(1.5)	\$12.084	\$11.656	(\$0.428)	(3.5)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	1.006	(0.238)	(1.244)	*	4.724	1.000	(3.724)	(78.8)
Capital & Other Reimbursements	(5.454)	(2.518)	2.936	53.8	(3.057)	(7.636)	(4.579)	*
<b>Total Receipts</b>	<b>(\$2.031)</b>	<b>(\$0.376)</b>	<b>\$1.655</b>	<b>81.5</b>	<b>\$13.751</b>	<b>\$5.020</b>	<b>(\$8.731)</b>	<b>(63.5)</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	(\$1.912)	(\$0.702)	\$1.210	63.3	\$1.931	\$1.249	(\$0.682)	(35.3)
Overtime	0.300	0.163	(0.137)	(45.7)	0.002	(0.828)	(0.830)	*
Health and Welfare	0.000	(0.043)	(0.043)	-	0.004	(0.638)	(0.642)	*
OPEB Current Payment	0.000	0.012	0.012	-	0.000	0.037	0.037	-
Pensions	0.001	0.024	0.023	*	0.002	0.068	0.066	*
Other Fringe Benefits	1.570	2.139	0.569	36.2	(1.388)	3.261	4.649	*
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>(\$0.041)</b>	<b>\$1.593</b>	<b>\$1.634</b>	<b>*</b>	<b>\$0.551</b>	<b>\$3.150</b>	<b>\$2.599</b>	<b>*</b>
<i>Non-Labor:</i>								
Electric Power	(\$1.750)	(\$1.022)	\$0.728	41.6	(\$7.497)	\$4.274	\$11.771	*
Fuel	(0.482)	0.423	0.905	*	(2.007)	0.249	2.256	*
Insurance	(0.538)	(0.391)	0.147	27.3	(2.449)	0.018	2.467	*
Claims	(0.061)	(0.257)	(0.196)	*	(0.305)	(1.829)	(1.524)	*
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	(1.526)	(0.251)	1.275	83.5	(7.125)	(1.995)	5.130	72.0
Professional Service Contracts	0.564	0.567	0.003	0.5	0.497	2.578	2.081	*
Materials & Supplies	(2.446)	0.891	3.337	*	(7.689)	(13.122)	(5.433)	(70.7)
Other Business Expenses	0.017	0.382	0.365	*	0.184	0.929	0.745	*
<b>Total Non-Labor Expenditures</b>	<b>(\$6.222)</b>	<b>\$0.342</b>	<b>\$6.564</b>	<b>*</b>	<b>(\$26.391)</b>	<b>(\$8.898)</b>	<b>\$17.493</b>	<b>66.3</b>
<i>Other Expenditure Adjustments:</i>								
Other	(2.417)	(2.194)	0.223	9.2	(12.085)	(11.060)	1.025	8.5
<b>Total Other Expenditure Adjustments</b>	<b>(\$2.417)</b>	<b>(\$2.194)</b>	<b>\$0.223</b>	<b>9.2</b>	<b>(\$12.085)</b>	<b>(\$11.060)</b>	<b>\$1.025</b>	<b>8.5</b>
<b>Total Expenditures before Depreciation</b>	<b>(\$8.680)</b>	<b>(\$0.259)</b>	<b>\$8.421</b>	<b>97.0</b>	<b>(\$37.925)</b>	<b>(\$16.808)</b>	<b>\$21.117</b>	<b>55.7</b>
Depreciation Adjustment	26.422	26.035	(0.387)	(1.5)	132.110	130.173	(1.937)	(1.5)
Other Post Employment Benefits	6.438	6.367	(0.071)	(1.1)	32.190	30.642	(1.548)	(4.8)
Environmental Remediation	0.167	0.167	(0.000)	(0.2)	0.835	0.833	(0.002)	(0.2)
<b>Total Expenditures</b>	<b>\$24.347</b>	<b>\$32.309</b>	<b>\$7.962</b>	<b>32.7</b>	<b>\$127.210</b>	<b>\$144.841</b>	<b>\$17.631</b>	<b>13.9</b>
Cash Timing and Availability Adjustment	0.000	0.392	0.392	-	0.000	(0.276)	(0.276)	-
<b>Total Cash Conversion Adjustments</b>	<b>\$22.316</b>	<b>\$32.325</b>	<b>\$10.009</b>	<b>44.9</b>	<b>\$140.961</b>	<b>\$149.585</b>	<b>\$8.624</b>	<b>6.1</b>

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

Page 147

	May 2012						May 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>												
Scheduled Service <sup>1</sup>	30,518	\$1.5	30,796	\$1.6	(278)	(\$0.0)	161,375	\$8.1	163,141	\$8.2	(1,766)	(\$0.1)
					-0.9%	-1.2%					-1.1%	-0.7%
Unscheduled Service	10,153	\$0.5	12,389	\$0.6	(2,236)	(\$0.1)	48,615	\$2.5	41,478	\$2.2	7,137	\$0.4
					-22.0%	-20.8%					14.7%	17.1%
Programmatic/Routine Maintenance	46,637	\$2.2	39,876	\$1.8	6,762	\$0.4	197,794	\$9.1	183,762	\$8.5	14,032	\$0.6
					14.5%	16.6%					7.1%	7.1%
Unscheduled Maintenance	625	\$0.0	711	\$0.0	(86)	(\$0.0)	2,750	\$0.1	2,442	\$0.1	308	\$0.0
					-13.8%	-13.8%					11.2%	12.7%
Vacancy/Absentee Coverage	34,870	\$1.7	55,052	\$2.7	(20,182)	(\$1.0)	149,223	\$7.2	225,195	\$10.9	(75,973)	(\$3.7)
					-57.9%	-61.1%					-50.9%	-33.7%
Weather Emergencies	1,675	\$0.1	160	\$0.0	1,515	\$0.1	35,872	\$1.7	20,081	\$0.9	15,792	\$0.8
					90.4%	91.6%					44.0%	84.4%
Safety/Security/Law Enforcement <sup>2</sup>												
Other <sup>3</sup>	1,493	\$0.1	1,637	\$0.3	(144)	(\$0.2)	7,416	\$0.3	6,755	\$1.1	661	(\$0.8)
					-9.7%	*					8.9%	*
Subtotal	125,971	\$6.1	140,620	\$7.0	(14,649)	(\$0.9)	603,045	\$29.1	642,854	\$31.8	(39,808)	(\$2.7)
					-11.6%	-15.3%					-6.6%	-8.6%
<b>REIMBURSABLE OVERTIME</b>	22,060	\$1.2	28,554	\$1.5	(6,494)	(0.3)	85,879	\$4.4	85,624	\$4.5	255	(\$0.1)
					-29.4%	-28.5%					0.3%	-2.3%
<b>TOTAL OVERTIME</b>	<b>148,031</b>	<b>\$7.2</b>	<b>169,173</b>	<b>\$8.5</b>	<b>(21,142)</b>	<b>(\$1.3)</b>	<b>688,924</b>	<b>\$33.5</b>	<b>728,478</b>	<b>\$36.3</b>	<b>(39,554)</b>	<b>(\$2.8)</b>
					-14.3%	-17.4%					-5.7%	-7.8%

<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	(278)	(0.0)		(1,766)	(0.1)	
	-0.9%	-1.2%		-1.1%	-0.7%	
Unscheduled Service	(2,236)	(0.1)		7,137	0.4	Favorable on-time-performance resulted in lower unscheduled service overtime.
	-22.0%	-20.8%		14.7%	17.1%	
Programmatic/Routine Maintenance	6,762	0.4	Primarily due to Maintenance of Equipment aggressive management oversight.	14,032	0.6	Primarily due to Maintenance of Equipment aggressive management oversight.
	14.5%	16.6%		7.1%	7.1%	
Unscheduled Maintenance	(86)	(0.0)		308	0.0	
	-13.8%	-13.8%		11.2%	12.7%	
Vacancy/Absentee Coverage	(20,182)	(1.0)	Primarily vacant craft and foreman positions in Maintenance of Equipment Department.	(75,973)	(3.7)	Primarily an average of 88 craft and foreman positions vacant in Maintenance of Equipment Department. Hiring plan in place to fill by year-end 2012. Lower availability in Train Operations (train and engine).
	-57.9%	-61.1%		-50.9%	-33.7%	
Weather Emergencies	1,515	0.1		15,792	0.8	
	90.4%	91.6%		44.0%	84.4%	
Safety/Security/Law Enforcement						
Other	(144)	(0.2)		661	(0.8)	
	-9.7%	*		8.9%	*	
<b>Subtotal</b>	<b>(14,649)</b>	<b>(\$0.9)</b>		<b>(39,808)</b>	<b>(\$2.7)</b>	
	-11.6%	-15.3%		-6.6%	-8.6%	
<b>REIMBURSABLE OVERTIME</b>	(6,494)	(0.3)	Timing of Annual Track Program resulting from latest project schedule requirements.	255	(0.1)	
	-29.4%	-28.5%		0.3%	-2.3%	
<b>TOTAL OVERTIME</b>	<b>(21,142)</b>	<b>(\$1.3)</b>		<b>(39,554)</b>	<b>(\$2.8)</b>	
	-14.3%	-17.4%		-5.7%	-7.8%	
* Exceeds 100%						

Page 148

**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 MAY 2012**

	Budget	Actual	Favorable/ (Unfavorable) Variance
<b>Administration</b>			
Executive VP	2	3	(1)
Labor Relations	10	10	0
Procurement & Logistics (excl. Stores)	82	85	(3)
Human Resources	32	29	3
Sr VP Administration	2	2	0
Strategic Investments	39	23	16
President	4	4	0
VP & CFO/Pension	9	8	1
Information Technology	160	155	5
Controller	41	38	3
Management & Budget	18	18	0
Process Re-Engineering	6	7	(1)
VP - East Side Access & Special Projects	26	20	6
Market Dev. & Public Affairs	61	58	3
Gen. Counsel & Secretary	30	30	0
Diversity Management	2	1	1
System Safety/Training	64	71	(7)
Security	5	6	(1)
Sr VP Operations/Oper. S/A & Serv Planning	39	21	18
<b>Total Administration</b>	<b>632</b>	<b>589</b>	<b>43</b>
<b>Operations</b>			
Train Operations	1,847	1,841	6
Customer Services	287	288	(1)
<b>Total Operations</b>	<b>2,134</b>	<b>2,129</b>	<b>5</b>
<b>Maintenance</b>			
Engineering	1,554	1,528	26
Equipment	2,041	1,974	67
Procurement (Stores)	94	92	2
<b>Total Maintenance</b>	<b>3,689</b>	<b>3,594</b>	<b>95</b>
<b>Engineering/Capital</b>			
Department of Project Management	112	114	(2)
<b>Total Engineering/Capital</b>	<b>112</b>	<b>114</b>	<b>(2)</b>
<b>Baseline Total Positions</b>	<b>6,567</b>	<b>6,426</b>	<b>141</b>
<i>Non-Reimbursable</i>	<i>5,714</i>	<i>5,731</i>	<i>(17)</i>
<i>Reimbursable</i>	<i>853</i>	<i>695</i>	<i>158</i>
<b>Total Full-Time</b>	<b>6,567</b>	<b>6,426</b>	<b>141</b>
<b>Total Full-Time-Equivalents</b>	<b>-</b>	<b>-</b>	<b>-</b>

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

Explanation of Variances
<b>NON-REIMBURSABLE POSITIONS</b> - Unfavorable (17) positions due to shift of Engineering's labor force from project to maintenance, partially offset by hiring delays in the Maintenance of Equipment Department.
<b>REIMBURSABLE POSITIONS</b> - Favorable 158 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 MAY 2012**

	<b>Budget</b>	<b>Actual</b>	<b>Favorable/ (Unfavorable) Variance</b>
<b>Administration</b>			
Managers/Supervisors	328	277	51
Professional, Technical, Clerical	304	312	(8)
Operational Hourlies	-	-	-
<b>Total Administration</b>	<b>632</b>	<b>589</b>	<b>43</b>
<b>Operations</b>			
Managers/Supervisors	304	294	10
Professional, Technical, Clerical	156	165	(9)
Operational Hourlies	1,674	1,670	4
<b>Total Operations</b>	<b>2,134</b>	<b>2,129</b>	<b>5</b>
<b>Maintenance</b>			
Managers/Supervisors	700	649	51
Professional, Technical, Clerical	261	245	16
Operational Hourlies	2,728	2,700	28
<b>Total Maintenance</b>	<b>3,689</b>	<b>3,594</b>	<b>95</b>
<b>Engineering/Capital</b>			
Managers/Supervisors	94	102	(8)
Professional, Technical, Clerical	18	12	6
Operational Hourlies	-	-	-
<b>Total Engineering/Capital</b>	<b>112</b>	<b>114</b>	<b>(2)</b>
<b>Total Positions</b>			
Managers/Supervisors	1,426	1,322	104
Professional, Technical, Clerical	739	734	5
Operational Hourlies	4,402	4,370	32
<b>Total Positions</b>	<b>6,567</b>	<b>6,426</b>	<b>141</b>

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

RIDERSHIP	May 2012				Year-to-date May 2012			
	Budget	Actual	Favorable/ (Unfavorable) Variance	%	Budget	Actual	Favorable/ (Unfavorable) Variance	%
Monthly	3.985	4.080	0.095	2.4%	19.121	19.528	0.406	2.1%
Weekly	0.123	0.129	0.006	5.0%	0.616	0.642	0.025	4.1%
Total Commutation	4.108	4.209	0.101	2.5%	19.738	20.169	0.432	2.2%
One-Way Full Fare	0.646	0.702	0.055	8.6%	2.917	3.176	0.259	8.9%
One-Way Off-Peak	1.451	1.460	0.009	0.6%	6.482	6.817	0.336	5.2%
All Other	0.762	0.802	0.040	5.3%	3.472	3.775	0.303	8.7%
Total Non-Commutation	2.859	2.964	0.105	3.7%	12.871	13.769	0.898	7.0%
Total	6.967	7.173	0.206	3.0%	32.608	33.938	1.330	4.1%

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

	<u>MONTH</u>			<u>VARIANCE</u>	
	<u>2012</u>	<u>Adopted Budget</u>	<u>2011</u>	<u>vs. Budget</u>	<u>vs. 2011</u>
Farebox Operating Ratio					
Standard <sup>(1)</sup>	49.1%	45.1%	49.2%	4.0%	-0.1%
Adjusted <sup>(2)</sup>	62.3%	57.2%	60.9%	5.1%	1.4%
Cost Per Passenger					
Standard <sup>(1)</sup>	\$14.07	\$15.26	\$14.21	\$1.19	\$0.14
Adjusted <sup>(2)</sup>	\$11.97	\$12.97	\$12.29	\$1.00	\$0.32
Passenger Revenue/Passenger <sup>(3)</sup>	\$6.91	\$6.88	\$7.00	\$0.03	(\$0.09)
	<u>YEAR-TO-DATE</u>			<u>VARIANCE</u>	
	<u>2012</u>	<u>Adopted Budget</u>	<u>2011</u>	<u>vs. Budget</u>	<u>vs. 2011</u>
Farebox Operating Ratio					
Standard <sup>(1)</sup>	48.0%	42.6%	46.2%	5.4%	1.8%
Adjusted <sup>(2)</sup>	60.7%	53.7%	56.4%	7.0%	4.3%
Cost Per Passenger					
Standard <sup>(1)</sup>	\$14.59	\$16.41	\$15.27	\$1.82	(\$0.68)
Adjusted <sup>(2)</sup>	\$12.29	\$13.92	\$13.21	\$1.63	(\$0.92)
Passenger Revenue/Passenger <sup>(3)</sup>	\$7.00	\$6.99	\$7.05	\$0.01	(\$0.05)

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

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

(3) Passenger Revenue/Passenger includes Bar Car Services

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**MTA LONG ISLAND RAIL ROAD**

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**MONTHLY RIDERSHIP REPORT**

**MAY 2012**

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

**May**

- May 2012 total ridership was 7.2 million vs. 6.9 million in May 2011, an increase of 276,124 passengers, or a 4.0% increase compared to May 2011.
- May 2012 commutation ridership was 4.2 million vs. 4.1 million in May 2011, an increase of 112,673 passengers, or an increase of 2.8%.
- May 2012 non-commutation ridership was 3.0 million vs. 2.8 million in May 2011, an increase of 163,451 passengers, or an increase of 5.8%.
- May 2012 revenue was \$49.3 million vs. \$46.9 million, an increase of \$2,367,111 or an increase of 5.0% compared to May 2011.

**Year-To-Date**

- 2012 YTD total ridership was 33.9 million vs. 32.5 million in 2011, an increase of 1,463,687 or a 4.5% increase compared to 2011, and 4.1% above budget.
- 2012 YTD commutation ridership was 20.2 million vs. 19.6 million in 2011, an increase of 545,773 or a 2.8% increase compared to 2011, and 2.2% above budget.
- 2012 YTD non-commutation ridership was 13.8 million vs. 12.8 million in 2011, an increase of 917,914 or an increase of 7.1% compared to 2011, and 7.0% above budget.
- 2012 YTD revenue was \$236.5 million vs. \$225.8 million in 2011, an increase of \$10,763,945 or an increase of 4.8% compared to 2011 and 4.1% above budget.









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

TICKET TYPE/SERVICE	MAY 2012	MAY 2011	CHANGE VS. 2011	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	4,208,767	4,096,094	112,673	2.8%
NON-COMMUTATION RIDERSHIP	2,960,311	2,796,860	163,451	5.8%
<b>TOTAL RIDERSHIP</b>	<b>7,169,078</b>	<b>6,892,954</b>	<b>276,124</b>	<b>4.0%</b>

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

TICKET TYPE/SERVICE	MAY 2012	MAY 2011	CHANGE VS. 2011	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	20,169,235	19,623,462	545,773	2.8%
NON-COMMUTATION RIDERSHIP	13,765,037	12,847,123	917,914	7.1%
<b>TOTAL RIDERSHIP</b>	<b>33,934,272</b>	<b>32,470,585</b>	<b>1,463,687</b>	<b>4.5%</b>

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

REVENUE	MAY 2012	MAY 2011	CHANGE VS. 2011	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$25,548,365	\$24,828,240	\$720,125	2.9%
NON-COMMUTATION REVENUE	\$23,759,889	\$22,112,903	\$1,646,986	7.4%
<b>TOTAL REVENUE</b>	<b>\$49,308,254</b>	<b>\$46,941,143</b>	<b>\$2,367,111</b>	<b>5.0%</b>

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

REVENUE	MAY 2012	MAY 2011	CHANGE VS. 2011	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$127,505,564	\$124,119,326	\$3,386,238	2.7%
NON-COMMUTATION REVENUE	\$109,009,505	\$101,631,798	\$7,377,707	7.3%
<b>TOTAL REVENUE</b>	<b>\$236,515,069</b>	<b>\$225,751,124</b>	<b>\$10,763,945</b>	<b>4.8%</b>

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

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**HIGHLIGHTS**

**PN-EA**

**LIRR / SUTPHIN BOULEVARD UNDERPASS REHABILITATION**

Project Budget: \$1.20M [LIRR portion]

Milestone: Beneficial Use

The rehabilitation and upgrade on the east side of the LIRR Sutphin Boulevard underpass has been completed. The LIRR worked jointly with the Greater Jamaica Development Corporation (GJDC) and its contractor. The LIRR project work scope was performed under a \$1.2m force account agreement with GJDC funded by CPRB. The work included the demolition of the LIRR existing print shop, commissary, locker room, bathroom, and loading dock. Under a separate \$12.8m FTA grant directly to GJDC, the corporation's contractor constructed a new 500 KW Emergency generator, new loading dock, new commissary facilities, new sidewalk, new lighting, and glass-front retail shops. An anticipated increase in pedestrian traffic flow, along with better lighting and enhanced functionality, will bolster economic activities and opportunities in Jamaica. The LIRR met all schedule and budget commitments.

**PROJECT UPDATES**

**EAST SIDE ACCESS - LIRR ACTIVITIES**

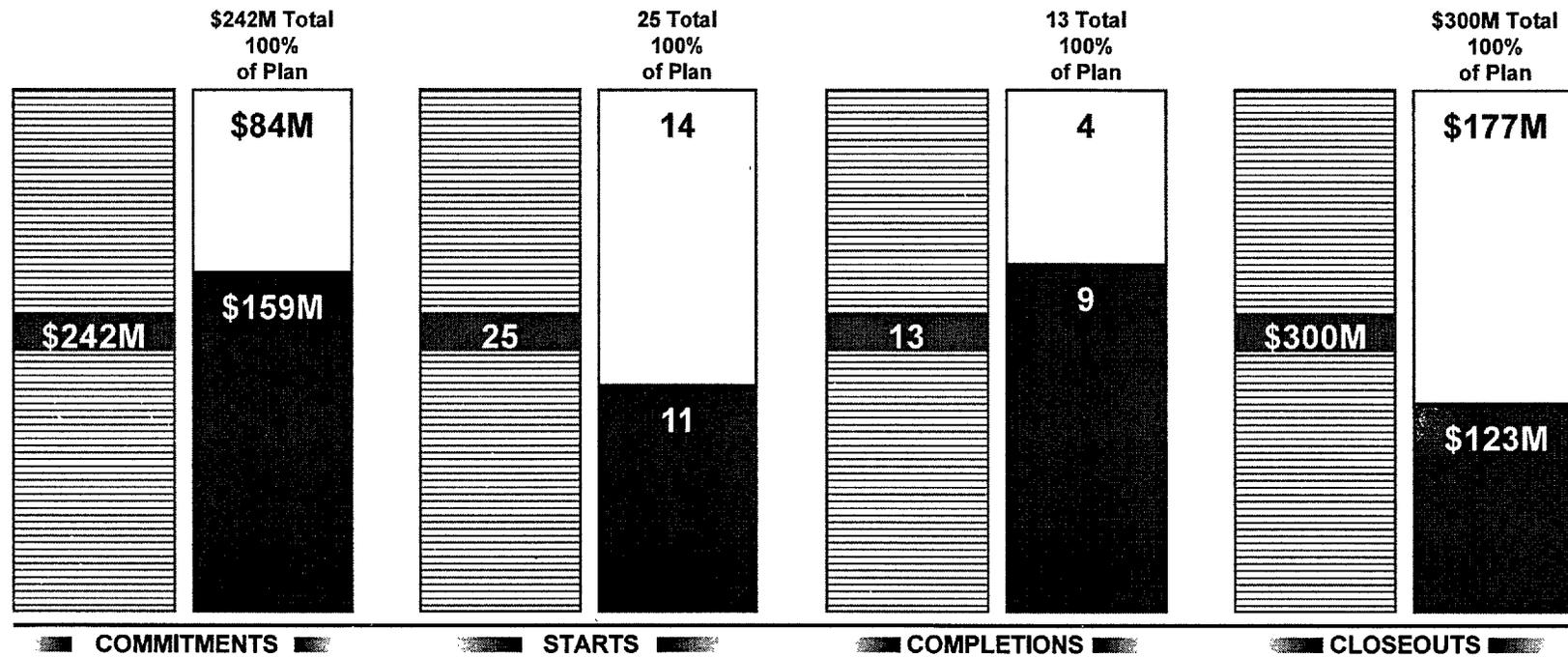
- The Harold Interlocking Central Instrument Locations (CIL) and Harold Tower Supervisory Control Systems (HTSCS) development continues with an updated delivery and cutover schedule to be an integral part of the new rebaselined ESA Integrated Project Schedule (IPS). Equipment delivery for F Interlocking Harold Interlocking Alternate Control Room (FHACS) is complete and installation continuing. Testing and cutover planned for July 2012. Cutover of HTSC planned for August 2012. FHACS 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 continued cable pulls and terminations at Point CIL, hand digging, and trough and pull box installations along PW 1 track and conduits crossings under PW 1, ML3, and ML1 to track circuits east of 39<sup>th</sup> Street. Signal continued 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 continued temporary 60Hz power supply to F2 CIH and F2E [brackets, poles, and cables]. Communications continued installation of temporary communication cables from Q Tower to Harold Communication Hut.

**MENTORING ACTIVITIES**

- Hillside Support Facility Platform Elevator Replacements: Installation of north elevator continued.
- Richmond Hill Sheridan Shop Roof Replacement: Construction Contract awarded to Dragan-Djordje Construction Corp for \$0.74M on Jun 21.
- Richmond Hill Storage Facility Fitout: Work continued.
- Jamaica Main Office Building Roof and Communication Building Roof replacement: Substantially complete.

# 2012 LIRR Capital Program Goals

Page 163



 2012 PLAN

 ACTUAL as of June 30, 2012

 FORECAST as of December 31, 2012