



Metropolitan Transportation Authority

Meeting of Metro-North and Long Island Committees

September 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



MEETING AGENDA

METRO-NORTH/LONG ISLAND COMMITTEES

September 24, 2012 – 8:30 a.m.

347 Madison Avenue

Fifth Floor Board Room
New York, NY

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Date of next meeting: **Monday, October 29, 2012 at 8:30 AM**

**Minutes of the Regular Meeting
Long Island Committee
Monday, July 23, 2012
Meeting held at
347 Madison Avenue
New York, New York 10017
8:30 a.m.**

The following members were present:

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

The following members were absent:

Hon. Andrew M. Saul, Vice Chairman, MTA
Hon. James F. Blair
Hon. Ira R. Greenberg
Hon. Jeffrey Kay
Hon. Susan G. Metzger
Hon. David A. Paterson
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 Sedore called the joint meeting to order.

There were four public speakers, two of whom spoke on LIRR-related matters. Sonny Chang spoke in favor of the project to install a third track serving the Floral Park ridership, to alleviate congestion and bottlenecks on that branch. Mr. Chang requested that Chairman Lhota and President Williams start a campaign of seat drops and promotional materials, asking riders to contact their representatives in support of this project.

William Henderson of PCAC, on behalf of the riders, thanked MTA, LIRR and Metro-North for the service restoration packages that were instituted. He appreciated the staff work that went into developing the packages and acknowledged the Board Members who kept this issue alive before the Board. Mr. Henderson stated that all in all it was a positive package. He further stated that the previous cuts were due to a \$141 million cut in State funding in 2010 and a \$100 million cut in 2011. He stated that our public officials need to realize that transportation is an essential service that should be funded as such.

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

MTA METRO-NORTH RAIL ROAD

President Permut stated that the Board would be asked to approve changes in the Railroads' ticket validity and refund policy. In December 2010, when the Railroads faced severe fiscal challenges, a new validity and refund policy was adapted, the goal of which was to reduce revenue lost from the re-use of uncollected tickets. This led to numerous complaints from customers and elected officials that the policies were too harsh. Now, with the upturn in the economic climate, and under the leadership of the Chairman and the Board, it has become time to revisit these specific policies. After review, the Railroads are proposing a series of modifications to their policies. The Railroads propose to increase the validity of one-way and round trip tickets from 14 to 60 days and also to increase the refund period from 30 to 60 days. For 10-trip tickets, the Railroads propose to increase the refund period from 30 days to six months, to match the ticket validity period. President Permut said that this proposal is a much more understandable policy for our customers and can eliminate a lot of the concerns that they have raised. The \$10.00 transaction fee applicable to refunds will remain unchanged, as it costs significantly more than that to process refunds. President Permut noted that these changes in the ticket validity and refund policy do not require a public hearing and will go into effect on September 4th of this year. Overall, there will be a fiscal impact of about \$6 million dollars for the two Railroads combined, but given the improved fiscal circumstances, the Railroads believe it is a good investment from a customer service standpoint.

President Williams echoed President Permut's comments that the current policy has been extremely unpopular with customers. She stated that LIRR is very excited about the opportunity to put the proposed policy in effect. It gives customers more flexibility and in particular it shows that the Railroads are being responsive to its customers and to elected officials.

Other 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 thanked the Board for its action in restoring funds for service. President Williams stated that LIRR has had ridership increases for the last 10 months and LIRR is trying to respond to that customer demand by providing better and more frequent service. LIRR total ridership has increased this year compared to this time last year, 41.2 million versus 39.5 million. She stated that the Committee is very familiar with the decline in Long Island ridership that occurred in 2009 and 2010. While clearly some of the ridership decline was attributable to the recession, the dramatic service cuts that LIRR had to institute, with over \$11 million in service cuts in those two years, has had a dramatic impact on the number of customers LIRR is serving. President Williams stated that she is very excited about the opportunities to restore some service; to make some new investments; and to respond to the new market for LIRR which she anticipates at the Barclays Center in Brooklyn, which will be the new home of the Nets and a new concert venue. President Williams believes that these new service investments will be extremely good news for the Long Island economy. With respect to the Ronkonkoma Branch off-peak service both on weekends and weekdays, LIRR will be increasing the half-hourly service intervals with the added trains operating between Farmingdale and Penn Station. There is a single track from Farmingdale to Ronkonkoma, so LIRR cannot expand this service all the way to Ronkonkoma, although President Williams noted that there is a demand for it. This Farmingdale to Penn service will start in November, in time for Thanksgiving

and the holiday season. LIRR will add two three-hour periods of half-hourly service on weekends on the Ronkonkoma Branch between Farmingdale and Penn. For westbound service, the three-hour period for half-hourly service will be from the hours of 9 a.m. to 12 p.m.; for the eastbound service, the three-hour period for half hourly service will be between 4 p.m. and 7 p.m. On weekdays for the post-a.m. rush hour, LIRR will also add in the westbound service direction, 9 a.m. to 12 p.m., half-hourly service. This has been one of LIRR's areas of growing demand, and President Williams indicated that she is excited about being able to go to the 30 minute service interval. Also, LIRR is restoring a Montauk Branch p.m. peak train in May 2013, which had been reduced to a seasonal train on Fridays only in September 2010. This train is being added back to seasonal daily service, May through post-Labor Day, five days a week. President Williams noted that there is an increasing demand for service to Montauk on weekdays, not just Fridays, and that adding this train closes a seven hour service gap to Montauk. LIRR will also restore evening service on the Montauk Branch for two trains that operate to Patchogue and Speonk, which will close a two-hour service gap, and will also restore hourly service until midnight as far as Patchogue. In March 2013, on the Port Washington Branch, LIRR will be restoring the 5:11 train from Hunterspoint to Port Jefferson. On the Long Beach Branch in March 2013, LIRR will be restoring the 6:09 a.m. peak train from Long Beach to Atlantic Terminal which will eliminate a one-hour service gap. With the new service investments, LIRR will be able to restore Atlantic Terminal service between midnight and 2 a.m. LIRR will also add trains when there are specific events at the Arena. President Williams stated that it is extremely important for Brooklyn to have more overnight service to meet the great demand for such service.

President Williams reported that LIRR ridership growth is now on its tenth consecutive month. Comparing Metro-North and LIRR territories, she noted that Metro-North ridership growth occurred almost a year before LIRR's. LIRR is still in a growth period and is seeing its largest growth in the non-commutation period, although commutation ridership is growing as well, at 2.7%. In terms of on-time performance, President Williams noted LIRR has been meeting its on-time performance goal of 95.1%, but that June saw a dip in that number, possibly due to an extended heat wave taking its toll on LIRR's infrastructure. She noted that because LIRR lacks track capacity, its operations are very fragile when there is a problem with the infrastructure. LIRR was at a system-wide OTP of 92.6% in June. Major issues for LIRR were Amtrak delays, including an Amtrak disabled train in Line 1 on a Friday afternoon. It was a very complicated fix for LIRR in terms of getting that train out of Line 1 because LIRR already had a train behind it, with an Acela train behind the LIRR train, as a result of which trains had to back up into Penn. While this situation had an impact on LIRR OTP, primarily June was impacted by weather. LIRR was also impacted by LIPA, where LIRR lost power, and there were some issues with motor vehicles on the tracks, most of which were storm-related.

President Williams noted that LIRR is reporting this month on May, not June MDBF, and that LIRR in May had an extraordinary month of fleet performance. MDBF was up to 353,000 miles for the month. President Williams then highlighted the PGA Barclay's Golf event scheduled for August 21 through August 26, at the premiere golf course known as Bethpage Black. The event is nationally televised and is expected to attract the top golfers, with crowds of up to 35,000. The event is offering free admission for children under 18, which will attract people coming from all over the metropolitan area and families on Long Island. The first day of competition is Thursday, August 23 and LIRR will be increasing its service from hourly to half-hourly to and from the Farmingdale Station. Three p.m. peak trains will be added to accommodate the expected crowds. LIRR has run this operation before, during U.S. Open Golf, and LIRR employs a gated operation at Farmingdale Station. Customers go through the gate, tickets are validated and then our customers board shuttle buses to go over to Bethpage Black. As there is no parking at Bethpage, attendees either taking a train or utilize buses from Jones Beach. The shuttle bus service from the train station is sponsored by the PGA and it is also available to take commuters back from Bethpage. President Williams noted that, for the first time in the history of LIRR, customers traveling to this event will actually be able to purchase their LIRR tickets online in advance and print out their tickets at home. Currently if a customer buys a web ticket, the ticket is mailed out five days later. For this pilot

program, customers can download their ticket with a bar code image and can either print it out or download it to their Smart Phone. President Williams stated that she is very pleased to be partnering with CooCoo, which currently provides train time information at no cost to our commuters. CooCoo will be demonstrating the ticketing device that reads the ticket. President Williams demonstrated the technology on her Smart Phone by using the bar code reader. She acknowledged CooCoo representative Ryan Thompson, who has been working with LIRR staff on perfecting the use of this device. She noted that it was an easy process – you just swipe across, the device reads the ticket, and it can read the Smart Phone application as well. LIRR will use this technology to validate tickets at the gating operation in Farmingdale. In addition to that technology, LIRR will also use its ticket issuing machines, and ticket agents will be available to swipe credit cards and issue tickets on the spot, then the customer can get in line to get the ticket validated. This ticketing pilot is limited to the Barclay's Golf event and LIRR will be sharing its results with Metro-North. President Williams stated that she and President Permut both feel that the technology has developed to the point where this is the next step for both Railroads. These pilots will help the Railroads study these issues and President Williams looks forward to issuing an RFP to be able to apply this technology to greater use in the Railroads' systems.

President Williams stated she is excited about the Metro-North Verizon agreement for Grand Central which is a key component of LIRR's police radio strategy. She referred to the Staff Summary in the Committee book about that strategy going forward to an RFP.

Board Member Moerdler referred to pages 45 and 46 of the Committee Book and stated that there is a fair amount of construction activity contemplated which involves outages at various points, including East Side Access related activity. He asked to what extent, if any, could the impact of such activities be minimized by the use of night time work. President Williams stated that LIRR has a very complicated track schedule program. LIRR has looked in the past at night time work, but that there are difficulties because the Railroad is in close proximity to many communities, creating issues in terms of light, noise and access for equipment. Many of these construction activities involve large, heavy equipment used for the mechanized installation of ties and are therefore not suitable for night time operation. President Williams stated that she will take a look again, but that night time operation would likely prove to be infeasible. Board Member Moerdler asked her to please do so.

MTA CAPITAL CONSTRUCTION

MTA Capital Construction President Michael Horodniceanu updated the Committee on the progress of the East Side Access Project. He presented a PowerPoint presentation highlighting some of the more sensitive work currently in progress on the East Side Access Project. A copy of this PowerPoint presentation is included in the records of the meeting.

President Horodniceanu also reported on the progress of the ongoing tunneling under Northern Boulevard. This work is proceeding very carefully because it is directly below a subway and elevated trains. The tunneling is being performed in 7 drifts. Drift 2 is now complete. Drift 1 is 85% complete. Drift 5 is approximately 10% complete and excavation of drift four has just begun.

Mining of B/C Tunnel, the fourth and final major tunnel drive, continued this month, requiring extensive coordination between MTACC and Long Island Rail Road. President Horodniceanu discussed the challenges of tunneling under an operational line which had to be temporarily shut down during the mining process. The work originated with a cover of 30 feet but came as close as 6 feet below the rails. The work was carefully and professionally performed and President Horodniceanu reported that at present the Tunnel Boring Machine

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(TBM) is approximately 6 feet from completion at which point the Cutter Head of the TBM will be grouted in place and rail service will be restored. He anticipated service restoration within the week.

President Horodniceanu reported that the remainder of the East Side Access work was proceeding as expected.

MTA POLICE DEPARTMENT

Chief Coan reported that system-wide there was an increase in incidents in June, with 28 incidents compared to 22. He noted an increase in larcenies on LIRR, including three copper-related incidents.

Chief Coan thanked everyone for their outreach and support of Officer John Barnett, who was seriously injured on the 4th of July. Officer Barnett underwent additional surgery last week and is still recuperating. Chief Coan indicated that his prognosis is good, although it is still unknown if he is going to recover sight in his eye. Officer Barnett has additional surgeries scheduled. His spirits are good and he is looking forward to returning to work.

MTA LONG ISLAND RAIL ROAD

Information Items

There were two LIRR information items:

- Environmental Audit
- September Track Schedule Change

With respect to the Environmental Audit, President Williams stated that LIRR has a number of historic issues that pre-date current environmental regulations, and LIRR is working toward remediating those issues. She noted that New York & Atlantic had a spill, and that LIRR assisted in the cleanup.

President Williams next spoke about the Staff Summary on page 44 of the Committee Book which includes LIRR's September timetable changes, to support various construction activities and track work programs during the months of August and September, and which also includes the service for the aforementioned PGA Golf Tournament. Board Member Moerdler asked if all these scheduling changes have to be implemented at this time. President Williams responded yes. She indicated that LIRR must maintain its many miles of track infrastructure if the Railroad is going to be able to provide reliable service. LIRR has limited opportunities in terms of weather, holidays and other service factors which create moratorium periods for doing work. LIRR has an aggressive fall program which it will get done. President Williams stated that she and President Horodniceanu have been coordinating extremely well to protect service during East Side Access work, including with respect to the B/C tunnel excavation. They are working hard to balance the East Side Access needs with regular Railroad infrastructure work, but they do not feel there is any opportunity to take a step away from track programs. Board Member Moerdler stated that to the extent that LIRR can minimize customer inconvenience, he thinks that would be a good thing.

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

Action Items

There was one LIRR Action Item: Parking Rehabilitation Projects. President Williams stated that consistent with the MTA's Parking Policy she brings before the Board parking investments of \$2.6 million from the 2005-2009 Capital Program, which are for state of good repair investments at four stations: Ronkonkoma, Merillon Avenue, Laurelton and Lawrence. LIRR will be using the Small Business Mentoring Program for the state of good repair projects and she is excited about being able to do that. Approximately 200 surface spaces and 1,000 spaces at the Ronkonkoma parking garage, which have experienced normal wear and tear, will be rehabilitated.

Upon motion duly made and seconded, this action item was approved for recommendation to the Board.

Procurements

There were three non-competitive LIRR procurement items: a Sole Source Contract to VAE Nortrak North America, Inc. in the fixed amount of \$84,212.82 for the purchase of switch plates and shoulder bolts; a three year Personal Service Contract to KLD Labs Incorporated ("KLD") in an amount not-to-exceed \$242,983 to provide calibration, scheduled and unscheduled maintenance and extended warranty and spare parts for KLD's ORIAN and Third Rail Measurement Systems employed on LIRR's Track Geometry Vehicle; and a contract modification to Sybase, Inc. in the amount of \$413,269.70 to extend the existing contract for an additional two years (with an option for one additional year), to provide preventive and remedial maintenance, support and upgrades for the database product which supports LIRR's Train Information, Monitoring and Control Systems.

With respect to the Sybase contract, Board Member Moerdler recommended that LIRR do a one- year contract with either a one year option or two year option. LIRR Chief Information Officer Scott Dieterich indicated that the TIMACS system is very critical to LIRR operations, and that it requires more than one year to make the necessary modifications. President Williams indicated that LIRR would be at a disadvantage renegotiating the terms of the contract at this time and asked Board Member Moerdler to support the contract as presented. Board Member Moerdler asked Chairman Lhota if he would accept an amendment to this proposal to make it a one-year contract with either one two-year extension or two one-year extensions. The Committee members declined to endorse such an amendment.

There was one competitive item, whereby LIRR requested approval, on behalf of the MTA Police Department, to adopt a resolution declaring that competitive bidding is impractical or inappropriate, to allow the use of the RFP process to award a contract to design and build the MTA Police Department's radio system. President Williams thanked Chief Coan and his staff for doing an outstanding job of moving forward on this and also complimented President Permut on being able to include LIRR's requirements in the GCT plan with Verizon. In addition, President Williams noted they were able to secure 31 radio channels from the Regional Planning Commission. Additionally, LIRR is petitioning the FCC for return of its 800 megahertz spectrum that had been transferred to the State under the State Wireless Project, which is now defunct. Also, LIRR has entered into a partnership agreement with the Connecticut Department of Emergency Services & Public Protection for coverage in New Haven and Fairfield Counties. This required New York State Comptroller approval and President Williams thanked the Comptroller and the State of Connecticut for their assistance. President Williams referenced the strategy of building on existing assets, using systems that are already in place, and limiting the build-out of the system to areas which do not otherwise have coverage. A 30% design is to be completed in October, which will be followed by a design-build effort for the remainder of the system.

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David Cannon introduced nine (9) competitive procurement items on behalf of MTACC, which total \$19,707,897. The first item was a modification to Contract No. CQ031 for restoration of the site of the Tunnel A Reception Pit (TARP) in the amount of \$759,000. The second item was a modification to Contract No. VM014, to pay for impact costs associated with adjustments to milestones and access restraints in the amount of \$340,775. Items three, four and five were modifications to Contract No. CM004 for additional work due to steel obstructions, structural steel reinforcement, and purchase of Gantry Steel Crane at a cost of \$1,831,500. Items six, seven and eight were modifications to Contract No. CH053 for manhole & duct bank changes, fabrication and installation of monopoles and their associated foundation and civil work and modifications to existing substation 44 at a cost of \$14,927,712. The final item was a modification to Contract No. CH053 for the installation of 91.6 Hz Signal Power at a cost of \$1,848,910. This was a scope and budget transfer from an Amtrak Force Account package.

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

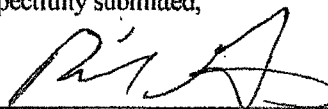
LIRR Reports on Operations, Finance and Ridership and the Capital Program

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

Adjournment

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

Respectfully submitted,



Richard L. Gans
Secretary

Minutes of the Regular Meeting
Metro-North Committee

Monday, July 23, 2012

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

8:30 a.m.

The following members were present:

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

Not Present:

Hon. Andrew M. Saul, Vice-Chairman, MTA
Hon. James F. Blair
Hon. Ira R. Greenberg
Hon. Jeffrey A. Kay
Hon. Susan G. Metzger
Hon. David A. Paterson
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 Sedore called the meeting to order.

There were three public speakers.

Sunny Chang did not comment on Metro-North matters. Orrin Getz of NJ-ARP stated that he was happy that some morning and evening rush hour service was restored on the Pascack Valley Line and hopes morning express service is restored. He expressed his opinion that a station is needed at Woodbury Commons. He discussed New Jersey Transit's Smart Phone pilot program.

Murray Bodin of Concerned Grandparents stated that conductors should not punch tickets as this litters the train floor. He asked President Permut to allow the ticket booth at Hartsdale Station to be removed regardless of whether Starbucks pays to have it removed. He expressed his opinion that there is no need for trains to blow their horn when approaching a station since the public address system announces the approach of trains. He asked Metro-North to use articulated trains.

Bill Henderson of PCAC thanked all who supported the service restorations, such as, the restoration of a.m. and p.m. service on the Pascack Valley line which allows commuters to arrive at work on time. He noted that the service restorations have a great impact on Metro-North's west-of-Hudson commuters. He noted that the service cuts were the result of the loss of state budget assistance in 2010 and 2011. He stated that more service improvements are required.

Upon motion duly made and seconded, the members of the Committee present approved the minutes of the regular meeting of June 26, 2012. Co-Chairman Sedore stated that there were no changes to the 2012 work plan.

MTA METRO-NORTH RAILROAD

President Permut discussed service improvements as outlined in the staff summary for the 2013-2016 Financial Plan. Metro-North will enhance weekday service on the Harlem Line and weekend service on the Hudson Line to reduce crowding. The Hudson Line will also see more direct connections at Croton-Harmon on weekends to improve customer service. Weekend service on some Harlem, Hudson and New Haven line routes will be increased to every 30 minutes as well. Metro-North is working with New Jersey Transit to add a.m. and p.m. peak trains on the Pascack Valley Line. The improvements will take place in two stages, one in October 2012 and one in April 2013.

President Permut noted that the Board will be asked to approve changes to the ticket validation period and the refund policy. Changes to these policies that were implemented in 2010 were met with criticism, and as a result the policies were revisited. After this review, Metro-North proposed to increase the one-way and round-trip validity period from 14 to 60 days and to increase the refund period for 10-trip tickets from 30 days to 6 months to match the ticket validity period. The \$10 processing fee will remain in effect. However, the longer ticket validity period is expected to reduce the need for such requests. The policy changes are to go into effect on September 4, 2012 and will result in an approximate \$6 million revenue impact on both railroads.

President Permut reported that system wide on-time performance year-to-date through June 2012 was 98.1%. For the sixth time this year, Metro-North operated at 100% on its Hudson, Harlem and New Haven Lines on June 24. Harlem and Hudson Line operations were

impacted by hot weather and operated at 98.5%. For the first six months of 2012, system-wide on-time performance was at 98.1%. This is the third best in Metro-North's history for this time period, following 2006 (at 98.3%) and 2002 (at 98.1%). New Haven Line service was negatively impacted by the major two-track outage over a seven mile stretch between Fairfield and Bridgeport necessary to complete the catenary project and the extremely hot weather which impacts the line's century-old catenary system and the equally antiquated moveable bridges. West of Hudson on-time performance improved in June, with the Port Jervis Line going from 96.1% to 97.6% and the Pascack Valley line from 98.4% to 98.7%. Consistent compliance continues to be a non-issue, with all three lines reporting above 99.5%.

A program instituted by Metro-North this year to ensure that water is available to customers when an incident occurs during extremely hot weather has proven very valuable; Metro-North crews were able to distribute water to overheated customers on the two occasions during the June heat wave when trains were disabled due to catenary problems.

President Permut reported that 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 ongoing efforts to control these costs and also the impact of mild winter weather.

President Permut reported that total system-wide ridership in June 2012 was 1.5% higher than in the comparable period of 2011, total rail ridership was 1.5% higher, rail commutation ridership was 6% higher, rail non-commutation ridership was 2.6% higher and managed connecting services was 3.5% higher. Year-to-date system-wide ridership in June 2012 was 3.2% vs. 2011 higher than in the comparable period of 2011, rail commutation ridership was 1.7% higher, rail non-commutation ridership was 5.3% higher and managed connecting services was 3.3% higher. Although commutation ridership continues to grow, the rate of ridership growth has steadily decreased since March.

President Permut announced that Metro-North has been working with a transit mobile ticketing specialists to launch a pilot program to begin testing mobile phone technology using apps that will allow customers to quickly and securely buy and display a ticket electronically. This new technology will avoid queues at ticket machines or having to use cash on-board trains. The electronic ticket appears on the purchaser's phone as a secure image. It is time and date stamped and features a bar code. The conductor can either validate the ticket visually or can scan it using the current ticket issuing machine. Once the pilot is concluded, a larger pilot with LIRR will take place to be followed by a full system roll out, if successful.

President Permut reported that WiFi and cellular service is finally coming to Grand Central Terminal and the Park Avenue Tunnel. In addition, a separate fiber optic network will be provided for emergency and operational safety use by Metro-North and the MTA Police. The New York Fire Department is also interested in participating. President Permut thanked the Metro-North/MTA team that worked collaboratively on the project.

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

There were four information items.

- Environmental Audit

President Permut reported that the audit included inspections at various Metro-North properties, review of capital projects and updating the data base of pre-existing violations. There were no new violations identified. Metro-North also highlighted its accomplishments in protecting the environment and demonstrating Metro-North's commitment to sustainability, including Metro-North's North Broadway facility which achieved LEED Silver Certification.

- GCT Centennial Sponsorship

A sponsorship agreement is being finalized with Westin Hotels. As of July,, three sponsorship agreements have been completed totaling \$250,000 in cash (Westin) and \$975,000 in barter (NY Times and WABC-TV). Three additional agreements are now being finalized, and will be brought to the Board as soon as executed.

- Personal Services Contract Extension with Jones Lang LaSalle Americas, Inc. for retail property management services at GCT.
- Personal Services Contract Extension with Williams Jackson Ewing, Inc. for retail leasing services at GCT.

As information, two Real Estate staff summaries have been included on the agenda. Board authorization is being sought this week to extend the term of the contracts that are set to expire on Dec. 31, 2012 through December 2013. This will ensure seamless and uninterrupted retail operations management of GCT throughout the upcoming GCT Centennial. In response to a question by Board Member Moerdler regarding whether the contracts should be re-bid or extended, President Permut expressed his opinion that it would be risky to open this up to competitive bidding at this time in light of the upcoming GCT Centennial celebration. Jeffrey Rosen of MTA Real Estate noted that there will be a request for proposal in 2013.

Procurements:

There were a total of 6 Metro-North procurements on the agenda.

There were 5 competitive procurements this month:

A request 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.

A request to award a competitively solicited and negotiated, miscellaneous procurement contract to design, furnish, integrate, test, commission and maintain Avaya-brand Private Branch Exchange (PBX) communication equipment. Metro-North's PBX is an internal phone switch system connecting all Metro-North internal and external phone /communication lines. The PBX is nearing the end of its useful life and/or has reached its maximum port and processing capacity. The upgrade/replacement systems and equipment are required at 12 Metro-North locations (7 in New York and 5 in Connecticut). The new Avaya PBX equipment is compatible with the present infrastructure and will communicate with Metro-North's existing analog and digital telephone services to ensure a state of good repair for all telecommunication networks. Black Box's proposal best demonstrated the most relevant technical knowledge and project management experience, as well as the lowest cost. Funding for this procurement is split 70% Metro-North Capital Program and 30% CDOT.

A request to award three, three-year, competitively solicited service contracts to Rapid Armored Corp., Dunbar Armored and Titan Armored & Courier, Inc. for Armored Car services required by Metro-North for four distinct areas: Ticket Offices in New York, Ticket Offices in Connecticut, Ticket Vending Machines (TVMs) and at the Metro-North TVM Service Facility.

There is one ratification this month.

An emergency miscellaneous service contract for the overhaul of two Aqua Dyne Rail Washers, which are used in the cleaning of track surfaces throughout Metro-North's East-of-Hudson territory. Metro-North's two rail washer units are mounted on work trains and require immediate overhaul maintenance prior to the start of the 2012 fall leaf season. 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 Metro-North prior to the fall season.

Upon motion duly made and seconded, the ratification and 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.

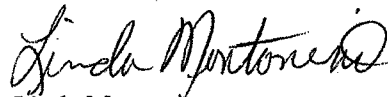
Metro-North Reports on: Operations, Safety, Financial, Ridership and the Capital Program

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,

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

Linda Montanino
Assistant Secretary

July 2012 Comm Minutes
Legal/Corporate/Committee Minutes

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

I. RECURRING AGENDA ITEMS

Responsibility

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

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

II. SPECIFIC AGENDA ITEMS

Responsibility

September 2012

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

Finance
 Finance
 Service/Operations Planning
 Operations

October 2012

2013 Preliminary Budget (Public Comment)
 Diversity/EEO Report – 2nd Quarter 2012

Finance
 Administration/Diversity

November 2012

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

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

December 2012

2013 Final Proposed Budget
 2013 Proposed Committee Work Plan

Finance
 Committee Chairs & Members

METRO-NORTH AND LONG ISLAND RAIL ROAD COMMITTEE WORK PLAN

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

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 – 2nd 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 2nd and 4th 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 – 3rd 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 2nd and 4th 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 September 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>Last Reported</u>	<u>Current Month</u>	
	<u>Budget</u>	<u>EAC</u>	<u>EAC</u>	<u>Expenditures</u>
Design	\$ 671,029,379	\$ 671,029,379	\$ 671,029,379	\$ 574,385,466
Construction	6,442,835,777	6,442,835,777	6,442,835,777	2,848,318,207
Project Management	762,816,530	762,816,530	762,816,530	448,758,450
Real Estate	166,318,314	166,318,314	166,318,314	100,556,744
Rolling Stock*	202,000,000	202,000,000	202,000,000	0
Total Project Cost	\$ 8,245,000,000	\$ 8,245,000,000	\$ 8,245,000,000	\$ 3,972,018,866

* 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</u>	<u>Current Month</u>
	<u>Schedule</u>	<u>Schedule</u>	<u>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

- The 245 Park Avenue Entrance to GCT, which connects to MNR's existing 47th Street Cross passage, will be open to the public by the end of September.
- The 55th Street Vent Plant contract (CM013A) was awarded August 29th 2012.
- Work in the Manhattan tunnels and caverns continues with additional areas being taken over to be made available to follow-on contractors.
- Work continues at both the 44th and 50th Street Vent Plants towards beneficial occupancy of both by December for use by follow-on contractors. Excavation at both locations has been completed.
- All TBM tunneling operations have been completed in Queens. Contractor continues to demobilize out of the tunnels and open-cut. All remaining work should be substantially completed by the end of the year.

- Steel erection at the B10 (Facility Power) Substation along Northern Boulevard began in September.
- Excavation at the Northern Boulevard Crossing continues with four of seven drifts completed. All excavation will be completed by December with concrete lining to follow.
- Work continues to progress in Harold with on-going efforts focused on the installation of catenary poles and foundations and installation of the 12 kV ductbank. Amtrak continues working towards a cutover next year of the signal system in F Interlocking while LIRR prepares the first two Central Instrument Locations (CILs) for cutover immediately after.
- Negotiations for the first Systems contract have begun and are expected to be completed next month. Bids for the Manhattan Caverns fit-out contract are due in October. We have also begun the procurement for the Signal System equipment with proposals due later this year.
- The Record of Decision (ROD) for the RRIF loan will be received in September.

East Side Access Active and Future Construction Contracts

Report to the Railroad Committee - September 2012

Expenditures thru August 2012; \$s in million

	Budget	Expenditures
Construction	\$ 6,442.8	\$ 2,848.3
Design	\$ 671.0	\$ 574.4
Project Management	\$ 762.8	\$ 448.8
Real Estate	\$ 166.3	\$ 100.6
Rolling Stock [†]	\$ 202.0	\$ -
Total	\$ 8,245.0	\$ 3,972.0

[†] 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**
Manhattan Construction								
CM009: Manhattan Tunnel Excavation & Lining <i>Dragados Judlau, JV</i>	\$413.4	\$411.8	\$1.6	\$370.3	Jul-2006	Jul-2006	Oct-2012	Jul-2013
CM019: GCT Concourse Civil & Structural <i>Dragados Judlau, JV</i>	\$793.9	\$772.0	\$21.9	\$657.6	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>	\$46.6	\$43.5	\$3.0	\$2.7	Nov-2011	Nov-2011	Apr-2013	Jul-2013
CM013A: 55th St Vent Facility <i>SCC-JPP, JV</i>	\$58.8	\$56.0	\$2.8	\$0.0	Aug-2012	Aug-2012	Apr-2015	Apr-2015
CM012: Manhattan Struct Pt 2 & Cavern MEP & Finishes		In Procurement			Nov-2012	Dec-2012	N/A	Jun-2016
Queens Construction								
CQ031: Queens Bored Tunnel & Structures <i>Granite-Traylor-Frontier, JV</i>	\$776.7	\$770.1	\$6.6	\$645.5	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	\$55.5	Feb-2010	Feb-2010	Oct-2011	May-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	\$12.0	Aug-2011	Aug-2011	Aug-2014	Nov-2014
Harold Construction								
CH053: Harold Structures (Part 1) <i>Perini Corporation</i>	\$267.8	\$178.8	\$89.0	\$116.7	Jan-2008	Jan-2008	Feb-2011	Feb-2014
<i>Note: Budget includes funding for scope not yet contractually obligated but not available for contingency.</i>								
CH058: Harold Structures - Part 3: Eastbound Reroute		In Design			Oct-2013	Oct-2013	N/A	Sep-2017
Systems Contracts								
Systems Package 1: Tunnel Ventilation, Facility Power, Communications, Controls, Security, Fire Detection		In Procurement			Sep-2012	Nov-2012	N/A	May-2018 ¹⁾
Systems Package 2: Trackwork and Traction Power		In Procurement			Apr-2013	Apr-2013	N/A	May-2018 ¹⁾
Systems Package 3: Signal Equipment		In Procurement			Mar-2013	Mar-2013	N/A	Jan-2015

*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.

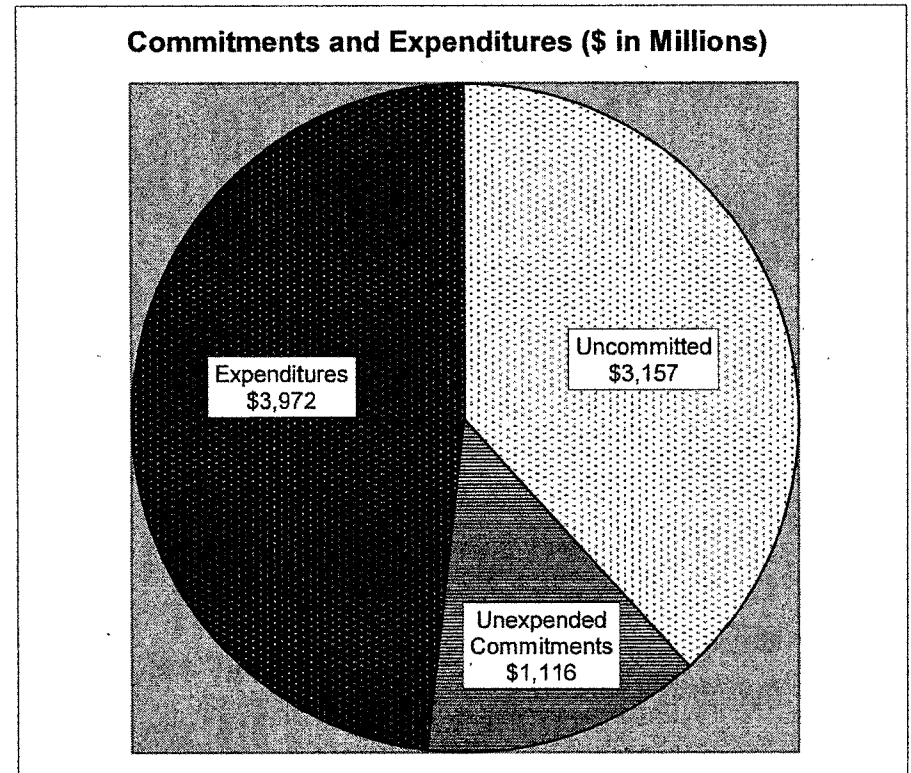
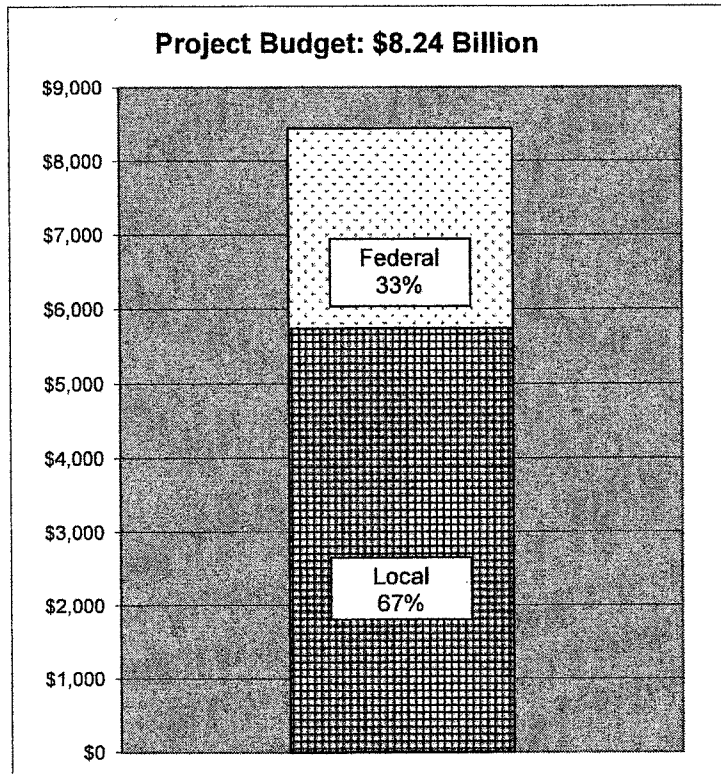
East Side Access Status

Report to the Railroad Committee - September 2012

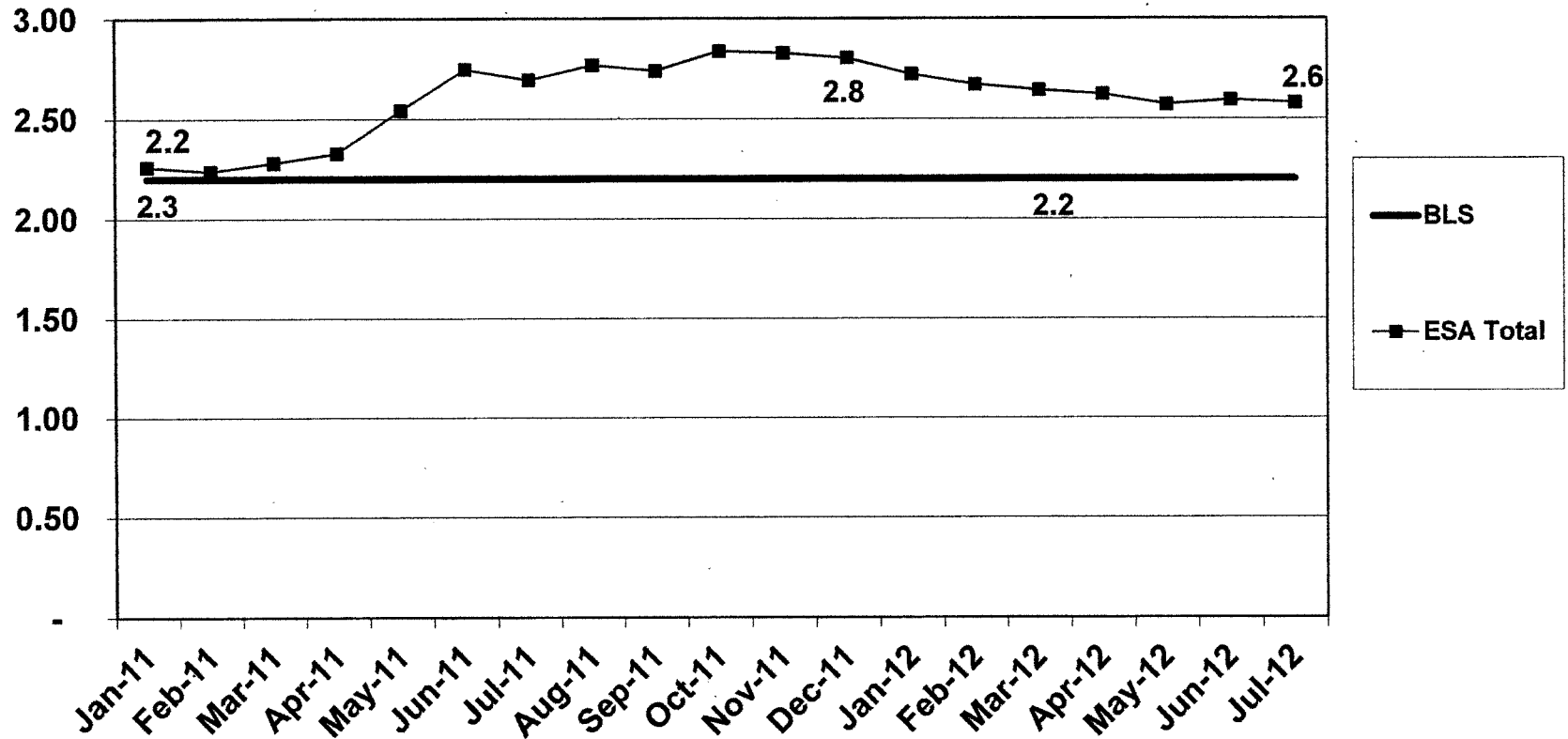
(data thru August 2012)

MTA Capital Program \$ in Millions	Funding Sources				Status of Commitments		
	Budgeted	Local Funding	Federal Funding*	Federal Received	Committed	Uncommitted	Expended
1995-1999	\$ 158	\$ 94	\$ 64	\$ 64	\$ 158	\$ -	\$ 157
2000-2004	1,534	747	785	785	1,498	36	1,408
2005-2009	2,683	839	1,845	1,176	2,634	49	2,145
2010-2014	3,154	3,346	5	-	799	2,355	262
2015-2019	717	717	-	-	-	717	-
Total	\$ 8,245	\$ 5,743	\$ 2,699	\$ 2,025	\$ 5,088	\$ 3,157	\$ 3,972

* 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

September 2012



METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
System Wide

August 2012 vs. 2011

	2012	2011	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	6	4	2	50%
Felony Assault	0	2	-2	-100%
Burglary	2	0	2	0%
Grand Larceny	14	24	-10	-42%
GLA	0	4	-4	-100%
Total Major Felonies	22	34	-12	-35%

Year to Date 2012 vs. 2011

	2012	2011	Diff	% Change
Murder	0	0	0	0%
Rape	0	1	-1	-100%
Robbery	37	42	-5	-12%
Felony Assault	23	29	-6	-21%
Burglary	13	4	9	225%
Grand Larceny	157	158	-1	-1%
GLA	3	7	-4	-57%
Total Major Felonies	233	241	-8	-3%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department Long Island Rail Road

August 2012 vs. 2011

	2012	2011	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	4	3	1	33%
Felony Assault	0	1	-1	-100%
Burglary	0	0	0	0%
Grand Larceny	11	13	-2	-15%
GLA	0	1	-1	-100%
Total Major Felonies	15	18	-3	-17%

Year to Date 2012 vs. 2011

	2012	2011	Diff	% Change
Murder	0	0	0	0%
Rape	0	1	-1	-100%
Robbery	16	27	-11	-41%
Felony Assault	15	23	-8	-35%
Burglary	1	1	0	0%
Grand Larceny	81	76	5	7%
GLA	0	1	-1	-100%
Total Major Felonies	113	129	-16	-12%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department Metro North Railroad

August 2012 vs. 2011

	2012	2011	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	1	0	1	0%
Felony Assault	0	1	-1	-100%
Burglary	2	0	2	0%
Grand Larceny	3	10	-7	-70%
GLA	0	3	-3	-100%
Total Major Felonies	6	14	-8	-57%

Year to Date 2012 vs. 2011

	2012	2011	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	13	6	7	117%
Felony Assault	6	6	0	0%
Burglary	12	2	10	500%
Grand Larceny	65	79	-14	-18%
GLA	3	6	-3	-50%
Total Major Felonies	99	99	0	0%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department Staten Island Rapid Transit

August 2012 vs. 2011

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

Year to Date 2012 vs. 2011

	2012	2011	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	8	9	-1	-11%
Felony Assault	2	0	2	0%
Burglary	0	1	-1	-100%
Grand Larceny	11	3	8	267%
GLA	0	0	0	0%
Total Major Felonies	21	13	8	62%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



MTA Police Department
Arrest Summary: Department Totals

9/6/2012
3:10:37PM

1/1/2012 to 8/31/2012

Arrest Classification	Total Arrests
Robbery	32
Felony Assault	25
Burglary	8
Grand Larceny	45
Aggravated Harassment	3
Aggravated Unlicensed Operator	19
Assault-Misdemeanor	31
Breach of Peace	10
Child Endangerment	3
Criminal Contempt	1
Criminal Impersonation	6
Criminal Mischief	37
Criminal Possession Stolen Property	12
Criminal Trespass	27
Disorderly Conduct	10
Drug Offenses	21
DUI Offenses	12
Falsely Reporting an Incident	7
Forgery	18
Fraud	2
Graffiti	4
Harassment	6
Menacing	10
NYC Admin Code	1
Obstruct Government	4
Petit Larceny	85
Public Lewdness	57
Reckless Endangerment	6
Resisting Arrest	48
Sex Offenses	13
Theft of Services	46
Warrant Arrest	34
Weapons Offenses	7
Arrest Totals	650

INDEX CRIME REPORT
Per Day Average
August 2012

	Systemwide	LIRR	MNRR	SIRT
Murder	0	0	0	0
Rape	0	0	0	0
Robbery	6	4	1	1
Fel. Assault	0	0	0	0
Burglary	2	0	2	0
Grand Larceny	14	11	3	0
GLA	0	0	0	0
Total	22	15	6	1
Crimes Per Day	0.71	0.48	0.19	0.03



Long Island Rail Road

INFORMATION

ITEMS

MTA LONG ISLAND RAIL ROAD

July Financial Plan - 2012 Mid-Year Forecast

BY MONTH

MTA LONG ISLAND RAIL ROAD
July Financial Plan - 2012 Mid-Year Forecast
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Operating Revenue													
Farebox Revenue	\$45.765	\$45.501	\$48.270	\$47.670	\$48.501	\$51.142	\$52.792	\$50.946	\$49.120	\$48.165	\$47.866	\$49.018	\$584.756
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	(0.054)	6.374	3.260	2.863	3.869	3.031	3.063	3.116	2.842	2.868	3.209	6.151	40.632
Capital and Other Reimbursements	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Revenue	\$45.711	\$51.875	\$51.550	\$50.533	\$52.390	\$54.173	\$56.855	\$54.062	\$51.962	\$51.033	\$51.075	\$55.169	\$625.388
Operating Expenses													
Labor:													
Payroll	\$34.879	\$33.899	\$34.916	\$33.501	\$34.446	\$34.526	\$34.185	\$38.155	\$33.755	\$35.496	\$36.856	\$36.599	\$421.213
Overtime	7.276	6.300	5.240	5.800	6.590	5.809	7.500	6.239	6.218	7.280	6.716	7.684	78.652
Health and Welfare	7.068	7.204	7.001	7.119	6.905	7.258	7.090	7.297	7.267	7.058	7.404	7.441	86.112
OPEB Current Payment	4.731	4.457	4.778	4.829	4.829	4.829	4.829	4.829	4.829	4.829	4.829	4.831	57.429
Pensions	16.298	16.597	16.080	12.778	12.384	12.816	12.540	12.871	12.860	12.490	13.006	13.081	163.801
Other Fringe Benefits	8.614	8.792	7.923	9.308	10.214	9.320	10.544	9.233	8.576	8.298	6.941	6.245	104.008
Reimbursable Overhead	(1.738)	(1.475)	(1.889)	(2.405)	(3.065)	(2.346)	(2.804)	(2.253)	(2.272)	(2.888)	(2.030)	(2.044)	(27.209)
Total Labor Expenses	\$77.128	\$75.774	\$74.049	\$70.931	\$72.393	\$72.212	\$73.684	\$76.371	\$71.233	\$72.563	\$73.722	\$73.837	\$884.086
Non-Labor:													
Electric Power	\$9.538	\$8.917	\$6.088	\$7.669	\$8.271	\$9.055	\$9.312	\$8.856	\$8.168	\$8.354	\$8.799	\$8.039	\$99.066
Fuel	1.963	1.925	2.387	2.336	2.553	2.394	2.425	2.501	2.363	2.366	2.279	2.166	27.658
Insurance	1.265	1.265	1.260	1.227	1.315	1.315	1.315	1.315	1.315	1.315	1.344	1.370	15.621
Claims	0.619	(0.599)	0.223	0.221	0.267	0.356	0.356	0.356	0.356	0.356	0.356	0.334	3.401
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	4.619	3.433	2.138	4.426	5.249	5.209	5.277	5.315	5.261	4.935	5.433	6.406	57.701
Professional Service Contracts	1.657	1.155	3.374	1.744	2.945	3.118	2.982	3.096	3.174	2.934	2.945	4.006	33.130
Materials & Supplies	6.970	8.573	8.456	8.736	8.678	8.761	8.858	9.289	8.781	8.764	8.833	8.691	103.389
Other Business Expenses	1.197	0.973	0.726	1.242	1.354	1.394	1.333	1.448	1.326	(0.047)	1.326	1.252	13.524
Total Non-Labor Expenses	\$28.028	\$23.642	\$24.652	\$27.601	\$30.632	\$31.602	\$31.858	\$32.176	\$30.744	\$28.977	\$31.315	\$32.263	\$363.490
Other Expenses Adjustments:													
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Non-Cash Liability Adjs.	\$105.156	\$99.416	\$98.701	\$98.532	\$102.935	\$103.814	\$105.743	\$108.547	\$101.977	\$101.540	\$105.038	\$106.100	\$1,237.497
Depreciation	\$24.483	\$24.483	\$24.483	\$27.077	\$27.077	\$27.077	\$27.077	\$27.077	\$27.077	\$27.077	\$27.077	\$27.077	\$317.141
OPEB Obligation	4.694	7.605	5.958	6.555	6.555	6.555	6.555	6.555	6.555	6.555	6.555	6.555	77.250
Environmental Remediation	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	2.000
Total Expenses	\$134.500	\$131.671	\$129.309	\$132.331	\$136.734	\$137.613	\$139.541	\$142.345	\$135.775	\$135.338	\$138.835	\$139.898	\$1,633.887
Net Surplus/(Deficit)	(\$88.789)	(\$79.796)	(\$77.769)	(\$81.798)	(\$84.344)	(\$83.440)	(\$83.686)	(\$86.283)	(\$83.813)	(\$84.305)	(\$87.760)	(\$84.729)	(\$1,008.500)
Cash Conversion Adjustments:													
Depreciation	\$24.483	\$24.483	\$24.483	\$27.077	\$27.077	\$27.077	\$27.077	\$27.077	\$27.077	\$27.077	\$27.077	\$27.077	\$317.141
Operating Capital	(0.037)	(0.188)	0.004	(0.460)	(0.647)	(1.499)	(0.491)	(0.889)	(1.042)	(2.363)	(2.344)	(2.448)	(12.404)
Other Cash Adjustments	16.213	(0.208)	(8.293)	14.601	2.962	(3.739)	6.890	1.602	7.648	14.246	4.661	36.145	92.727
Total Cash Conversion Adjustments	\$40.659	\$24.086	\$16.194	\$41.218	\$29.392	\$21.839	\$33.476	\$27.790	\$33.683	\$38.960	\$29.393	\$60.773	\$397.464
Baseline Net Cash Surplus/(Deficit)	(\$48.130)	(\$55.710)	(\$61.565)	(\$40.579)	(\$54.952)	(\$61.601)	(\$50.210)	(\$60.493)	(\$50.130)	(\$45.345)	(\$58.367)	(\$23.956)	(\$611.037)

MTA LONG ISLAND RAIL ROAD
July Financial Plan - 2012 Mid-Year Forecast
Accrual Statement of Operations by Category
(\$ in millions)

REIMBURSABLE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Revenue													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Capital and Other Reimbursements	13.485	12.445	16.184	18.208	21.913	18.677	19.917	17.402	17.581	22.157	16.585	15.072	209.626
Total Revenue	\$13.485	\$12.445	\$16.184	\$18.208	\$21.913	\$18.677	\$19.917	\$17.402	\$17.581	\$22.157	\$16.585	\$15.072	\$209.626
Expenses													
Labor:													
Payroll	\$5.199	\$4.200	\$5.431	\$5.745	\$7.292	\$5.619	\$7.023	\$5.594	\$5.511	\$7.022	\$5.028	\$5.052	\$68.716
Overtime	0.382	0.357	1.011	1.202	1.366	1.171	0.836	0.874	1.084	1.177	0.944	0.508	10.912
Health and Welfare	0.908	0.747	1.028	1.033	1.293	1.008	1.187	0.967	0.974	1.200	0.861	0.812	12.018
OPEB Current Payment	-	-	-	-	-	-	-	-	-	-	-	-	-
Pensions	1.710	1.410	1.927	1.564	1.958	1.526	1.802	1.471	1.482	1.852	1.336	1.261	19.299
Other Fringe Benefits	1.040	0.853	1.173	1.244	1.557	1.214	1.430	1.165	1.173	1.445	1.037	0.979	14.310
Reimbursable Overhead	1.738	1.429	1.931	2.409	3.065	2.346	2.804	2.253	2.272	2.888	2.030	2.044	27.209
Total Labor Expenses	\$10.977	\$8.996	\$12.501	\$13.197	\$16.531	\$12.884	\$15.082	\$12.324	\$12.496	\$16.584	\$11.236	\$10.656	\$152.463
Non-Labor:													
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.283	0.222	0.329	0.433	0.563	0.428	0.499	0.398	0.407	0.491	0.312	0.250	4.615
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	0.683	1.032	0.970	0.696	0.955	0.779	0.861	0.766	0.744	1.458	1.220	1.087	11.251
Professional Service Contracts	0.110	0.322	0.045	0.335	0.343	0.331	0.336	0.330	0.328	0.339	0.321	0.312	3.452
Materials & Supplies	1.420	1.852	2.270	3.461	3.433	4.169	3.052	3.498	3.445	4.198	3.411	2.680	36.889
Other Business Expenses	0.013	0.021	0.069	0.086	0.088	0.086	0.087	0.086	0.161	0.087	0.085	0.087	0.956
Total Non-Labor Expenses	\$2.508	\$3.449	\$3.683	\$5.011	\$5.382	\$5.793	\$4.835	\$5.078	\$5.085	\$6.573	\$5.349	\$4.416	\$57.163
Other Adjustments:													
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Non-Cash Liability Adjs.	\$13.485	\$12.445	\$16.184	\$18.208	\$21.913	\$18.677	\$19.917	\$17.402	\$17.581	\$22.157	\$16.585	\$15.072	\$209.626
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
OPEB Obligation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$13.485	\$12.445	\$16.184	\$18.208	\$21.913	\$18.677	\$19.917	\$17.402	\$17.581	\$22.157	\$16.585	\$15.072	\$209.626
Baseline Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$0.000)

MTA LONG ISLAND RAIL ROAD
July Financial Plan - 2012 Mid-Year Forecast
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE													Total
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	
Revenue													
Farebox Revenue	\$45.765	\$45.501	\$48.270	\$47.670	\$48.501	\$51.142	\$52.792	\$50.946	\$49.120	\$48.165	\$47.866	\$49.018	\$584.756
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	(0.054)	6.374	3.280	2.863	3.889	3.031	3.063	3.116	2.842	2.868	3.209	8.151	40.632
Capital and Other Reimbursements	13.485	12.445	16.184	18.208	21.913	18.677	19.917	17.402	17.581	22.157	16.585	15.072	209.626
Total Revenue	\$59.196	\$64.320	\$67.734	\$68.741	\$74.303	\$72.850	\$75.772	\$71.464	\$69.543	\$73.190	\$67.660	\$70.241	\$836.014
Expenses													
Labor													
Payroll	\$40.078	\$38.099	\$40.347	\$39.246	\$41.738	\$40.145	\$41.208	\$43.749	\$39.266	\$42.518	\$41.884	\$41.651	\$489.928
Overtime	7.658	6.657	6.251	7.002	7.956	6.980	8.336	7.113	7.302	8.457	7.660	8.192	89.564
Health and Welfare	7.976	7.951	8.029	8.152	8.198	8.266	8.277	8.264	8.241	8.258	8.265	8.253	98.130
OPEB Current Payment	4.731	4.457	4.778	4.829	4.829	4.829	4.829	4.829	4.829	4.829	4.829	4.831	57.429
Pensions	18.008	18.007	18.007	14.342	14.342	14.342	14.342	14.342	14.342	14.342	14.342	14.342	183.100
Other Fringe Benefits	9.654	9.645	9.096	10.552	11.771	10.534	11.974	10.398	9.749	9.743	7.978	7.224	118.318
Reimbursable Overhead	-	(0.046)	0.042	0.004	-	-	-	-	-	-	-	-	(0.000)
Total Labor Expenses	\$88.105	\$84.770	\$86.550	\$84.127	\$88.834	\$85.096	\$88.966	\$88.695	\$83.729	\$88.147	\$84.958	\$84.492	\$1,036.469
Non-Labor													
Electric Power	\$9.538	\$6.917	\$6.088	\$7.669	\$8.271	\$9.055	\$9.312	\$8.856	\$8.168	\$8.354	\$8.799	\$8.038	\$99.066
Fuel	1.963	1.925	2.387	2.336	2.553	2.394	2.425	2.501	2.363	2.366	2.279	2.165	27.658
Insurance	1.548	1.487	1.589	1.860	1.878	1.743	1.814	1.713	1.722	1.806	1.656	1.620	20.236
Claims	0.819	(0.599)	0.223	0.221	0.267	0.356	0.356	0.356	0.356	0.356	0.356	0.334	3.401
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	5.302	4.465	3.108	5.122	6.204	5.988	6.138	6.081	6.005	6.393	6.653	7.493	68.952
Professional Service Contracts	1.767	1.477	3.419	2.079	3.288	3.449	3.318	3.426	3.502	3.273	3.266	4.318	36.582
Materials & Supplies	8.390	10.425	10.726	12.197	12.111	12.930	11.910	12.787	12.226	12.962	12.244	11.371	140.278
Other Business Expenses	1.210	0.994	0.795	1.328	1.442	1.480	1.420	1.534	1.487	0.040	1.411	1.339	14.480
Total Non-Labor Expenses	\$30.536	\$27.091	\$28.335	\$32.612	\$36.014	\$37.395	\$36.693	\$37.264	\$35.829	\$35.550	\$36.664	\$36.679	\$410.654
Other Expenses Adjustments:													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Non-Cash Liability Adjs.	\$118.641	\$111.861	\$114.885	\$116.739	\$124.848	\$122.491	\$125.659	\$125.949	\$119.558	\$123.697	\$121.622	\$121.171	\$1,447.123
Depreciation	\$24.483	\$24.483	\$24.483	\$27.077	\$27.077	\$27.077	\$27.077	\$27.077	\$27.077	\$27.077	\$27.077	\$27.077	\$317.141
OPEB Obligation	4.694	7.605	5.958	6.555	6.555	6.555	6.555	6.555	6.555	6.555	6.555	6.555	77.250
Environmental Remediation	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	2.000
Total Expenses	\$147.986	\$144.116	\$145.493	\$150.538	\$158.647	\$156.290	\$159.458	\$159.747	\$153.356	\$157.495	\$155.420	\$154.968	\$1,843.514
Net Surplus/(Deficit)	(\$88.789)	(\$79.796)	(\$77.759)	(\$81.797)	(\$84.344)	(\$83.440)	(\$83.686)	(\$88.283)	(\$83.813)	(\$84.305)	(\$87.760)	(\$84.728)	(\$1,008.500)
Cash Conversion Adjustments:													
Depreciation	\$24.483	\$24.483	\$24.483	\$27.077	\$27.077	\$27.077	\$27.077	\$27.077	\$27.077	\$27.077	\$27.077	\$27.077	\$317.141
Operating Capital	(0.037)	(0.188)	0.004	(0.460)	(0.647)	(1.499)	(0.491)	(0.889)	(1.042)	(2.363)	(2.344)	(2.448)	(12.404)
Other Cash Adjustments	16.213	(0.208)	(8.293)	14.601	2.962	(3.739)	6.890	1.602	7.648	14.246	4.661	36.145	92.727
Total Cash Conversion Adjustments	\$40.659	\$24.086	\$16.194	\$41.218	\$29.392	\$21.839	\$33.476	\$27.790	\$33.683	\$38.960	\$29.393	\$60.773	\$397.464
Net Cash Surplus/(Deficit)	(\$48.130)	(\$55.710)	(\$61.565)	(\$40.579)	(\$54.952)	(\$61.601)	(\$50.210)	(\$60.493)	(\$50.130)	(\$45.345)	(\$58.367)	(\$23.955)	(\$611.036)

MTA LONG ISLAND RAIL ROAD
July Financial Plan - 2012 Mid-Year Forecast
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Receipts													
Farebox Revenue	\$48.599	\$48.313	\$49.752	\$49.818	\$51.386	\$53.566	\$55.216	\$53.370	\$51.544	\$50.589	\$50.290	\$51.441	\$613.884
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	1.999	3.419	4.306	3.977	5.503	3.923	4.082	4.009	3.735	3.887	4.102	52.115	95.057
Capital and Other Reimbursements	20.100	7.887	11.316	14.006	20.253	21.714	18.244	19.136	12.673	18.796	17.742	27.536	209.383
Total Receipts	\$70.698	\$59.600	\$65.374	\$67.801	\$77.141	\$79.283	\$77.542	\$76.516	\$67.952	\$73.272	\$72.134	\$131.092	\$918.324
Expenditures													
Labor:													
Payroll	\$37.648	\$37.200	\$43.513	\$36.899	\$40.940	\$41.118	\$37.123	\$47.871	\$38.093	\$38.058	\$46.669	\$41.499	\$486.632
Overtime	6.781	6.791	7.873	7.337	7.913	6.937	6.625	8.848	7.259	6.723	9.519	6.959	89.564
Health and Welfare	15.850	1.725	6.971	7.975	7.784	8.266	8.277	8.264	8.241	8.258	8.265	8.254	98.130
OPEB Current Payment	8.609	1.876	3.459	4.718	4.964	4.829	4.829	4.829	4.829	4.829	4.829	4.829	57.429
Pensions	17.999	18.005	18.007	17.974	18.051	18.007	18.007	11.410	11.410	11.410	11.410	11.410	183.100
Other Fringe Benefits	8.469	9.121	10.044	8.715	10.846	12.560	10.843	12.115	9.714	8.921	11.281	8.689	121.318
GASB Account	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	7.232	7.232
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$95.355	\$74.719	\$89.866	\$83.619	\$90.498	\$91.717	\$85.704	\$93.337	\$79.546	\$78.199	\$91.973	\$88.872	\$1,043.405
Non-Labor:													
Electric Power	\$0.414	\$13.387	\$6.309	\$3.071	\$10.802	\$11.092	\$10.350	\$10.931	\$10.205	\$10.391	\$11.836	\$39.495	\$138.283
Fuel	1.489	1.266	3.273	2.646	3.000	2.842	2.872	2.948	2.810	2.813	2.727	2.612	31.298
Insurance	2.119	1.375	1.565	0.673	2.210	7.554	1.728	3.098	0.000	1.125	3.046	1.125	25.618
Claims	0.217	0.459	1.297	0.462	0.029	0.023	0.023	0.023	0.023	0.023	0.026	0.004	2.609
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	4.492	6.844	4.072	3.540	8.635	7.858	8.588	6.952	6.876	7.263	7.524	8.363	81.007
Professional Service Contracts	0.871	1.692	1.438	1.689	3.807	3.717	3.566	3.674	3.179	4.094	2.942	5.139	35.808
Materials & Supplies	9.895	13.377	15.432	9.611	9.795	11.977	10.958	11.968	11.413	12.126	6.473	5.570	128.596
Other Business Expenditures	0.870	0.517	1.225	0.775	1.594	1.632	1.571	1.685	1.638	0.191	1.562	1.476	14.737
Total Non-Labor Expenditures	\$20.366	\$38.917	\$34.612	\$22.468	\$39.873	\$46.695	\$39.856	\$41.279	\$36.144	\$38.026	\$36.136	\$63.784	\$467.956
Other Adjustments:													
Other	\$2.410	\$2.235	\$1.947	\$2.273	\$2.390	\$2.392	\$2.392	\$2.392	\$2.392	\$2.392	\$2.392	\$2.392	\$28.000
Total Other Expenditure Adjustments	\$2.410	\$2.235	\$1.947	\$2.273	\$2.390	\$2.392	\$2.392	\$2.392	\$2.392	\$2.392	\$2.392	\$2.392	\$28.000
Total Expenditures	\$118.132	\$115.872	\$126.425	\$108.358	\$132.761	\$140.804	\$127.752	\$137.908	\$118.082	\$118.617	\$130.501	\$155.048	\$1,529.361
Cash Timing and Availability Adjustments	(0.696)	0.562	(0.513)	(0.021)	0.668	-	-	-	-	-	-	-	-
Baseline Net Cash Deficit	(\$48.130)	(\$55.710)	(\$61.565)	(\$40.579)	(\$54.952)	(\$61.601)	(\$50.210)	(\$60.493)	(\$50.130)	(\$45.345)	(\$58.367)	(\$23.956)	(\$611.037)

MTA LONG ISLAND RAIL ROAD
July Financial Plan - 2012 Mid-Year Forecast
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Receipts													
Farebox Revenue	\$2.834	\$2.812	\$1.482	\$2.148	\$2.885	\$2.424	\$2.424	\$2.424	\$2.424	\$2.424	\$2.424	\$2.423	\$29.128
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	2.053	(2.955)	1.026	1.114	1.614	0.892	1.019	0.893	0.893	1.019	0.893	45.984	54.425
Capital and Other Reimbursements	6.615	(4.578)	(4.868)	(4.201)	(1.860)	3.037	(1.673)	1.734	(4.908)	(3.351)	1.157	12.464	(0.243)
Total Receipts	\$11.502	(\$4.720)	(\$2.360)	(\$0.939)	\$2.838	\$6.363	\$1.770	\$5.051	(\$1.691)	\$0.082	\$4.474	\$60.852	\$83.310
Expenditures													
Labor:													
Payroll	\$2.430	\$0.899	(\$3.166)	\$2.347	\$0.798	(\$0.973)	\$4.085	(\$4.122)	\$1.173	\$4.460	(\$4.785)	\$0.152	\$3.296
Overtime	0.877	(0.134)	(1.622)	(0.335)	0.043	0.043	1.711	(1.735)	0.043	1.734	(1.859)	1.233	(0.001)
Health and Welfare	(7.874)	6.226	1.058	0.177	0.414	0.000	0.000	0.000	0.000	0.000	0.000	(0.001)	0.000
OPEB Current Payment	(3.878)	2.581	1.319	0.111	(0.135)	0.000	0.000	0.000	0.000	0.000	0.000	0.002	0.000
Pensions	0.009	0.002	0.000	(3.632)	(3.709)	(3.665)	(3.665)	2.932	2.932	2.932	2.932	2.932	0.000
Other Fringe Benefits	1.185	0.524	(0.948)	1.837	0.925	(2.026)	1.131	(1.717)	0.035	0.822	(3.303)	(1.465)	(3.000)
GASB Account	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(7.232)	(7.232)
Reimbursable Overhead	0.000	(0.046)	0.042	0.004	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(0.000)
Total Labor Expenditures	(\$7.250)	\$10.051	(\$3.316)	\$0.508	(\$1.664)	(\$6.621)	\$3.262	(\$4.642)	\$4.183	\$9.948	(\$7.015)	(\$4.380)	(\$6.936)
Non-Labor:													
Electric Power	\$9.124	(\$6.470)	(\$0.222)	\$4.598	(\$2.531)	(\$2.037)	(\$1.038)	(\$2.074)	(\$2.037)	(\$2.037)	(\$3.037)	(\$31.456)	(\$39.217)
Fuel	0.474	0.859	(0.886)	(0.310)	(0.447)	(0.448)	(0.447)	(0.447)	(0.447)	(0.447)	(0.448)	(0.446)	(3.640)
Insurance	(0.571)	0.112	0.024	0.987	(0.332)	(5.811)	0.086	(1.385)	1.722	0.681	(1.390)	0.495	(5.382)
Claims	0.602	(1.058)	(1.074)	(0.241)	0.238	0.333	0.333	0.333	0.333	0.333	0.330	0.330	0.792
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.810	(2.379)	(0.964)	1.582	(2.431)	(1.870)	(2.450)	(0.871)	(0.871)	(0.870)	(0.871)	(0.870)	(12.055)
Professional Service Contracts	0.896	(0.215)	1.981	0.390	(0.519)	(0.268)	(0.248)	(0.248)	0.323	(0.821)	0.324	(0.821)	0.774
Materials & Supplies	(1.505)	(2.952)	(4.706)	2.586	2.316	0.953	0.952	0.819	0.813	0.836	5.771	5.801	11.682
Other Business Expenditures	0.339	0.477	(0.430)	0.553	(0.152)	(0.152)	(0.151)	(0.151)	(0.151)	(0.151)	(0.151)	(0.137)	(0.257)
Total Non-Labor Expenditures	\$10.170	(\$11.828)	(\$6.278)	\$10.144	(\$3.859)	(\$9.300)	(\$2.963)	(\$4.024)	(\$0.315)	(\$2.476)	\$0.528	(\$27.103)	(\$47.302)
Other Adjustments:													
Other	(\$2.410)	(\$2.235)	(\$1.947)	(\$2.273)	(\$2.390)	(\$2.392)	(\$2.392)	(\$2.392)	(\$2.392)	(\$2.392)	(\$2.392)	(\$2.392)	(\$28.000)
Total Other Expenditures Adjustments	(\$2.410)	(\$2.235)	(\$1.947)	(\$2.273)	(\$2.390)	(\$2.392)	(\$2.392)	(\$2.392)	(\$2.392)	(\$2.392)	(\$2.392)	(\$2.392)	(\$28.000)
Total Cash Conversion Adjustments before Non-Cash Liability Adjs.	\$12.011	(\$8.731)	(\$13.901)	\$7.440	(\$5.075)	(\$11.960)	(\$0.323)	(\$6.007)	(\$0.116)	\$5.162	(\$4.406)	\$26.977	\$1.072
Depreciation Adjustment	\$24.483	\$24.483	\$24.483	\$27.077	\$27.077	\$27.077	\$27.077	\$27.077	\$27.077	\$27.077	\$27.077	\$27.077	\$317.141
OPEB Obligation	4.694	7.805	5.958	6.555	6.555	6.555	6.555	6.555	6.555	6.555	6.555	6.555	77.250
Environmental Remediation	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	2.000
Baseline Total Cash Conversion Adjustments	\$41.355	\$23.524	\$16.707	\$41.239	\$28.723	\$21.839	\$33.476	\$27.791	\$33.683	\$38.960	\$29.393	\$60.774	\$397.463
Cash Timing and Availability Adjustments	(\$0.696)	\$0.562	(\$0.513)	(\$0.021)	\$0.668	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Net Cash Conversion Adjustments	\$40.659	\$24.086	\$16.193	\$41.218	\$29.392	\$21.839	\$33.476	\$27.791	\$33.683	\$38.960	\$29.393	\$60.774	\$397.463

MTA LONG ISLAND RAIL ROAD
July Financial Plan - 2012 Mid-Year Forecast
Ridership/Utilization
(in millions)

RIDERSHIP

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Monthly	3.693	3.726	4.148	3.880	4.073	3.942	3.772	3.927	3.564	4.288	3.762	3.642	46.418
Weekly	0.127	0.106	0.134	0.145	0.129	0.152	0.174	0.204	0.142	0.142	0.107	0.128	1.693
Total Commutation	3.821	3.833	4.282	4.025	4.202	4.094	3.946	4.131	3.706	4.431	3.870	3.770	48.110
One-Way Full Fare	0.583	0.603	0.666	0.623	0.666	0.707	0.744	0.728	0.681	0.665	0.621	0.644	7.932
One-Way Off-Peak	1.318	1.233	1.395	1.412	1.458	1.540	1.712	1.723	1.500	1.369	1.451	1.573	17.683
All Other	0.711	0.704	0.759	0.798	0.776	0.847	0.905	0.824	0.785	0.762	0.763	0.831	9.467
Total Non-Commutation	2.611	2.540	2.820	2.833	2.900	3.095	3.361	3.276	2.966	2.796	2.835	3.049	35.081
Total Ridership	6.432	6.373	7.102	6.858	7.102	7.189	7.307	7.407	6.672	7.226	6.705	6.818	83.191

FAREBOX REVENUE

Passenger Revenue	\$45.765	\$45.501	\$48.270	\$47.670	\$48.501	\$51.142	\$52.792	\$50.946	\$49.120	\$48.165	\$47.866	\$49.018	\$584.756
Total Revenue	\$45.765	\$45.501	\$48.270	\$47.670	\$48.501	\$51.142	\$52.792	\$50.946	\$49.120	\$48.165	\$47.866	\$49.018	\$584.756

MTA LONG ISLAND RAIL ROAD
July Financial Plan - 2012 Mid-Year Forecast
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

FUNCTION/DEPARTMENT	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
Executive VP	2	3	3	3	3	4	3	3	3	3	3	3
Labor Relations	10	10	10	10	10	11	11	11	11	11	11	11
Procurement & Logistics (excl. Stores)	83	85	84	85	85	86	86	86	86	86	86	84
Human Resources	29	29	30	32	31	31	31	31	31	31	31	31
Sr VP Administration	2	2	2	2	2	2	2	2	2	2	2	2
Strategic Investments	30	30	29	25	25	26	28	28	28	31	31	32
President	4	4	4	4	4	4	4	4	4	4	4	4
VP & CFO/Pensions	9	9	9	9	8	8	8	8	8	8	8	8
Information Technology	157	157	157	160	160	163	163	163	160	160	160	160
Controller	37	38	38	41	41	41	41	41	41	41	41	41
Management and Budget	18	18	18	18	18	18	18	18	18	18	18	18
Process Re-Engineering	6	6	6	6	7	7	7	7	7	7	7	7
VP - East Side Access & Special Projects	19	20	20	20	20	20	20	20	20	21	27	27
Market Dev. & Public Affairs	59	59	59	61	58	58	59	59	59	59	59	59
Gen. Counsel & Secretary	30	30	30	30	30	30	30	30	30	30	30	30
Diversity Management	2	2	1	1	1	1	1	1	1	1	1	1
System Safety/Training	71	71	72	72	72	72	72	72	72	72	72	66
Security	7	7	7	6	6	6	6	6	6	6	6	6
Sr VP Operations/Oper. S/A & Serv. Planning	39	38	38	37	22	22	22	22	22	22	24	24
Total Administration	614	618	617	622	603	610	612	612	609	613	621	614
Operations												
Train Operations	1,796	1,799	1,810	1,835	1,862	1,866	1,871	1,871	1,868	1,870	1,869	1,870
Customer Services	292	298	286	292	294	302	302	302	294	292	292	292
Total Operations	2,088	2,097	2,096	2,127	2,156	2,168	2,173	2,173	2,162	2,162	2,161	2,162
Maintenance												
Engineering	1,539	1,526	1,523	1,540	1,534	1,556	1,557	1,553	1,550	1,559	1,559	1,554
Equipment	1,930	1,949	1,945	1,948	1,982	1,993	1,986	1,980	1,978	1,980	1,979	1,979
Procurement (Stores)	94	95	95	94	94	94	93	93	94	93	93	93
Total Maintenance	3,563	3,570	3,563	3,582	3,610	3,643	3,636	3,626	3,622	3,632	3,631	3,626
Engineering/Capital												
Department of Project Management	105	107	106	119	121	122	129	128	126	126	126	127
Total Engineering/Capital	105	107	106	119	121	122	129	128	126	126	126	127
Total Positions	6,370	6,392	6,382	6,450	6,490	6,543	6,550	6,539	6,519	6,533	6,539	6,529
Non-Reimbursable	5,681	5,768	5,697	5,668	5,683	5,783	5,764	5,769	5,770	5,756	5,872	5,977
Reimbursable	689	624	685	782	807	760	786	770	749	777	667	552
Total Full-Time	6,370	6,392	6,382	6,450	6,490	6,543	6,550	6,539	6,519	6,533	6,539	6,529
Total Full-Time-Equivalents												

*Reflects Authorized positions

MTA LONG ISLAND RAIL ROAD
July Financial Plan - 2012 Mid-Year Forecast
Total Positions by Function and Occupation

FUNCTION/OCCUPATION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
Managers/Supervisors	297	298	298	305	292	296	298	298	298	302	310	309
Professional, Technical, Clerical	317	320	319	317	311	314	314	314	311	311	311	305
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
Total Administration	614	618	617	622	603	610	612	612	609	613	621	614
Operations												
Managers/Supervisors	288	289	289	305	314	315	320	320	320	326	326	326
Professional, Technical, Clerical	160	158	159	160	166	173	174	174	167	163	162	162
Operational Hourlies	1,640	1,650	1,648	1,662	1,676	1,680	1,679	1,679	1,675	1,673	1,673	1,674
Total Operations	2,088	2,097	2,096	2,127	2,156	2,168	2,173	2,173	2,162	2,162	2,161	2,162
Maintenance												
Managers/Supervisors	643	641	638	677	680	685	686	688	685	695	696	691
Professional, Technical, Clerical	234	236	235	247	250	267	272	272	273	272	272	272
Operational Hourlies	2,686	2,693	2,690	2,658	2,680	2,691	2,678	2,666	2,664	2,665	2,663	2,663
Total Maintenance	3,563	3,570	3,563	3,582	3,610	3,643	3,636	3,626	3,622	3,632	3,631	3,626
Engineering/Capital												
Managers/Supervisors	90	92	91	98	102	103	102	101	103	103	105	106
Professional, Technical, Clerical	15	15	15	21	19	19	27	27	23	23	21	21
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
Total Engineering/Capital	105	107	106	119	121	122	129	128	126	126	126	127
Public Safety												
Managers/Supervisors	-	-	-	-	-	-	-	-	-	-	-	-
Professional, Technical, Clerical	-	-	-	-	-	-	-	-	-	-	-	-
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
Total Public Safety	-	-	-	-	-	-	-	-	-	-	-	-
Total Positions												
Managers/Supervisors	1,318	1,320	1,316	1,385	1,388	1,399	1,406	1,407	1,406	1,426	1,437	1,432
Professional, Technical, Clerical	726	729	728	745	746	773	787	787	774	769	766	760
Operational Hourlies	4,326	4,343	4,338	4,320	4,356	4,371	4,357	4,345	4,339	4,338	4,336	4,337
Total Positions	6,370	6,392	6,382	6,450	6,490	6,543	6,550	6,539	6,519	6,533	6,539	6,529

*Reflects Authorized positions

MTA LONG ISLAND RAIL ROAD
 July Financial Plan - 2012 Mid-Year Forecast
 Overtime Decomposition 12-Month Allocation
 (\$ in millions)

NON-REIMBURSABLE OVERTIME

Scheduled Service

Unscheduled Service

Programmatic/Routine Maintenance

Unscheduled Maintenance

Vacancy/Absentee Coverage

Weather Emergencies

Safety/Security/Law Enforcement

Other

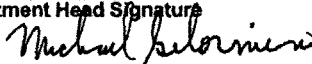


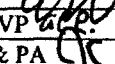
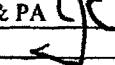
Sub-Total

REIMBURSABLE OVERTIME

TOTAL NR & R OVERTIME

Jan \$	Feb \$	Mar \$	Apr \$	May \$	Jun \$	Jul \$	Aug \$	Sep \$	Oct \$	Nov \$	Dec \$	Total \$
2.094	2.160	0.750	1.586	1.550	0.742	1.551	0.742	1.356	1.762	2.172	1.611	\$18.075
0.463	0.241	0.372	0.492	0.537	0.560	0.534	0.495	0.563	0.537	0.488	0.577	\$5.858
1.974	1.324	1.877	1.530	2.244	1.941	2.252	2.023	1.846	2.238	1.736	2.084	\$23.069
0.026	0.024	0.019	0.023	0.029	0.023	0.029	0.023	0.023	0.029	0.023	0.023	\$0.292
1.779	2.133	2.015	2.029	2.081	2.398	2.985	2.814	2.284	2.564	2.075	2.765	\$27.924
0.670	0.212	0.010	0.080	0.088	0.083	0.089	0.087	0.080	0.086	0.162	0.554	\$2.201
0.270	0.205	0.197	0.060	0.061	0.063	0.061	0.056	0.066	0.065	0.061	0.069	\$1.234
\$7.276	\$6.300	\$5.241	\$5.800	\$6.590	\$5.809	\$7.500	\$6.239	\$6.218	\$7.280	\$6.716	\$7.683	\$78.652
\$0.382	\$0.357	\$1.011	\$1.202	\$1.366	\$1.171	\$0.836	\$0.874	\$1.084	\$1.177	\$0.944	\$0.507	\$10.912
\$7.658	\$6.657	\$6.252	\$7.002	\$7.956	\$6.980	\$8.336	\$7.113	\$7.302	\$8.457	\$7.660	\$8.191	\$89.564

Staff Summary

Subject OCTOBER TRACK WORK PROGRAM						Date SEPTEMBER 24, 2012			
Department SR. VICE PRESIDENT – OPERATIONS						Vendor Name			
Department Head Name M. GELORMINO						Contract Number			
Department Head Signature 						Contract Manager Signature			
Project Manager Name									
Board Action						Internal Approval			
Order	To	Date	Approval	Info	Other	Order	Approval	Order	Approval
1	LI COMM	9/24				4	President 	1	Sr. VP Op: 
						3	Executive VP 		
						2	VP Mktg & PA 		

PURPOSE:

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

TRACK WORK PROGRAM

- Montauk Branch – Single main track will be out of service between Speonk and Montauk for 72 hours Tuesday through Friday October 16-19, 2012 for the rehabilitation of Shinnecock Canal Bridge, North Highway and Montauk Highway bridges in Hampton Bays.
- Huntington and Port Jefferson Branches – Both main tracks between Hicksville and Huntington Station will be out of service for 48 hours Saturday October 20 and Sunday October 21, 2012 for replacement of 4-24 slip switch in Divide interlocking in Hicksville.

DISCUSSION

Montauk Branch Bridge Rehabilitation – Montauk Branch October 16-19

Bridge rehabilitation projects in Hampton Bays will require single main track to be out of service between Speonk and Montauk for 72 hours from 2:13 a.m. Tuesday through 2:30 a.m. Friday. Because there will be no track available for train movement during this project, customers traveling on the Montauk branch east of Speonk will be impacted. During the outage, all trains will terminate or originate at Speonk, with customers between Speonk and Montauk accommodated on buses. On Tuesday, nine trains will be affected. On Wednesday and Thursday, ten trains will be affected each day. On Friday, one train will be affected. Customers will experience up to 37 minutes of additional travel time. Repairs include waterproofing deck and jacking/lifting of the bridges.

Divide 4-24 Slip Switch Replacement – Huntington/Port Jefferson Branches October 20-21

Replacement of one of the key switches in Divide interlocking in Hicksville will require both main tracks between Hicksville and Huntington to be out of service for 48 hours from 12:01 a.m. Saturday through 12:30 a.m. on Monday. Because there will be no track available for train movement during this project between Hicksville and Huntington and trains will be turning in Hicksville station, customers traveling on the Huntington and Port

Jefferson Branches will be impacted. Customers traveling between Syosset and Huntington will board or detrain at Hicksville where buses will replace trains. Customers will experience up to 30 minutes of additional travel time. Customers traveling to or from stations Greenlawn through Port Jefferson will transfer to buses between Huntington and Hicksville and will experience up to an additional 30 minutes of travel time. For both eastbound and westbound customers on Port Jefferson trains, stopping patterns at Westbury, Carle Place, Mineola, Merillon Ave. and New Hyde Park, and connections at Jamaica, will be different than normal.

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.

MEMORANDUM



Long Island Rail Road

DATE: September 24, 2012

TO: Members of the LIRR/MNR Operating Committee

FROM: Helena E. Williams, President

A handwritten signature in black ink, appearing to read "Helena E. Williams", written over the printed name.

RE: LIRR Report on Elevator/Escalator Performance: Second Quarter 2012

Attached for your review is the LIRR's second quarter report on the performance of its customer elevators and escalators.

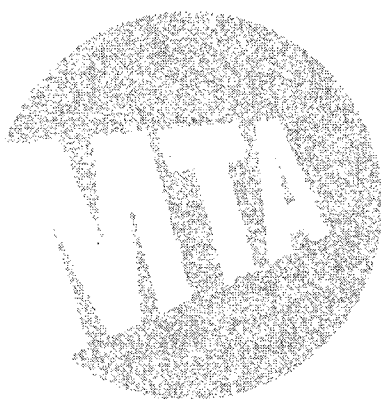
The report provides data on the 19 escalators and 25 elevators directly maintained by the LIRR and the 15 escalators and six elevators maintained by AMTRAK. Performance data on the six escalators and ten elevators in Jamaica station that are maintained by the Port Authority of NY/NJ remains unavailable.

Elevator and escalator availability is defined as the percentage of full calendar days within the reporting period that a unit remains in service for customer use. An elevator or escalator outage during any part of a day excludes the unit from being considered as "available" on that day. LIRR began a major effort to upgrade and rehabilitate older escalator equipment to improve safety and reliability of the units. As a result, nine units have been out of service for extended periods of time while new parts were sized, ordered, fabricated, installed and tested. Other outages have occurred due to mechanical breakdowns, emergency stoppages, planned service outages for conditional assessments, and to help in safely queuing and managing customer flow.

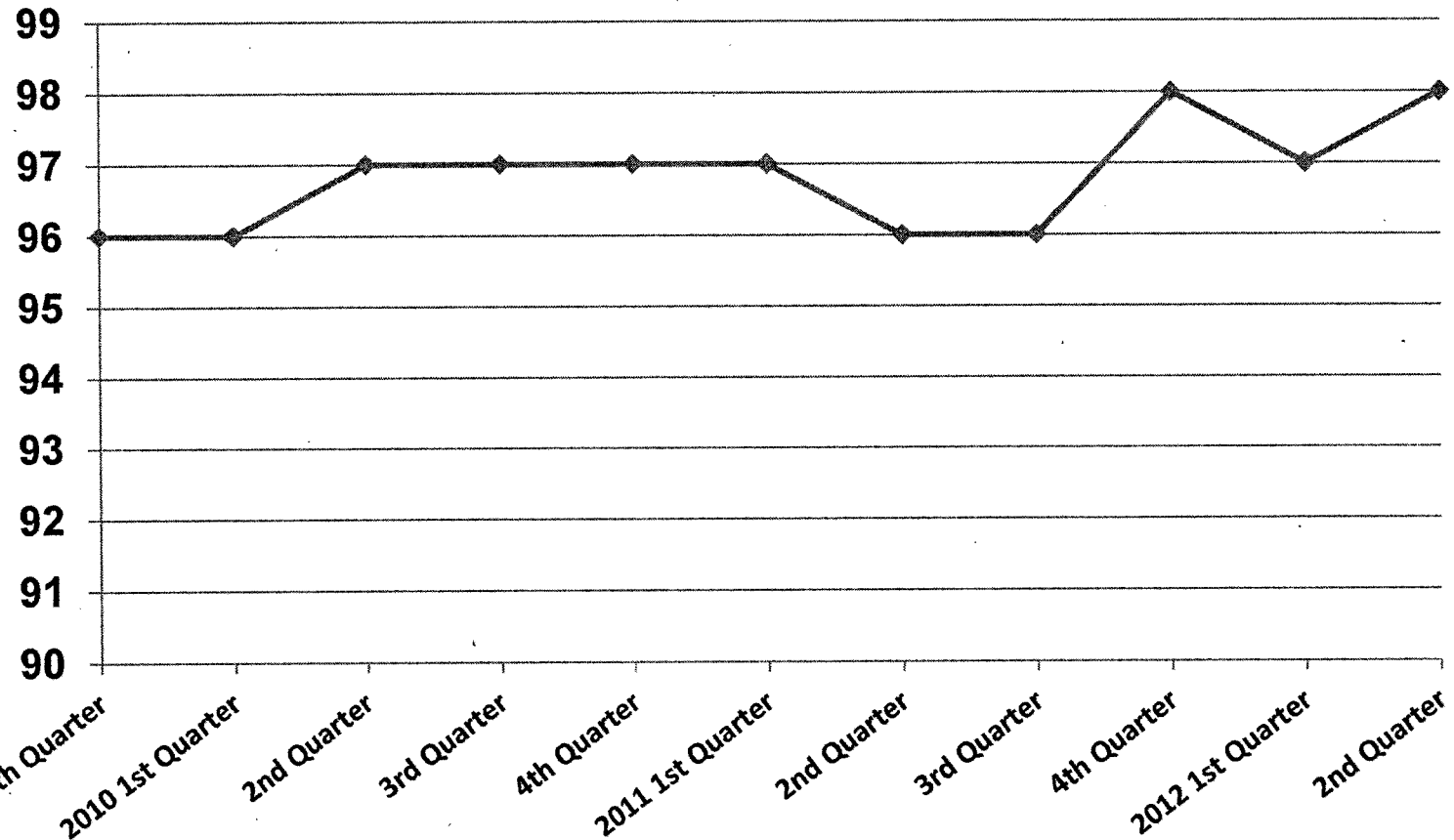
In addition, the report provides data on customer injuries/entrapments. LIRR is notified of customer injuries through employee and customer accident reports, customer claims, and police reports.

Long Island Rail Road Elevator/Escalator

Second Quarter Report
2012



Passenger Elevator Availability



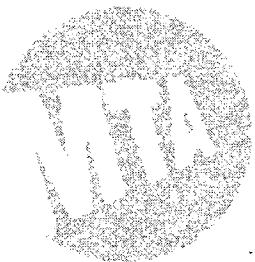
Definition: Availability measures the percent of time that a unit is running and available for customer service.

2012 Second Quarter Elevator Availability by Station

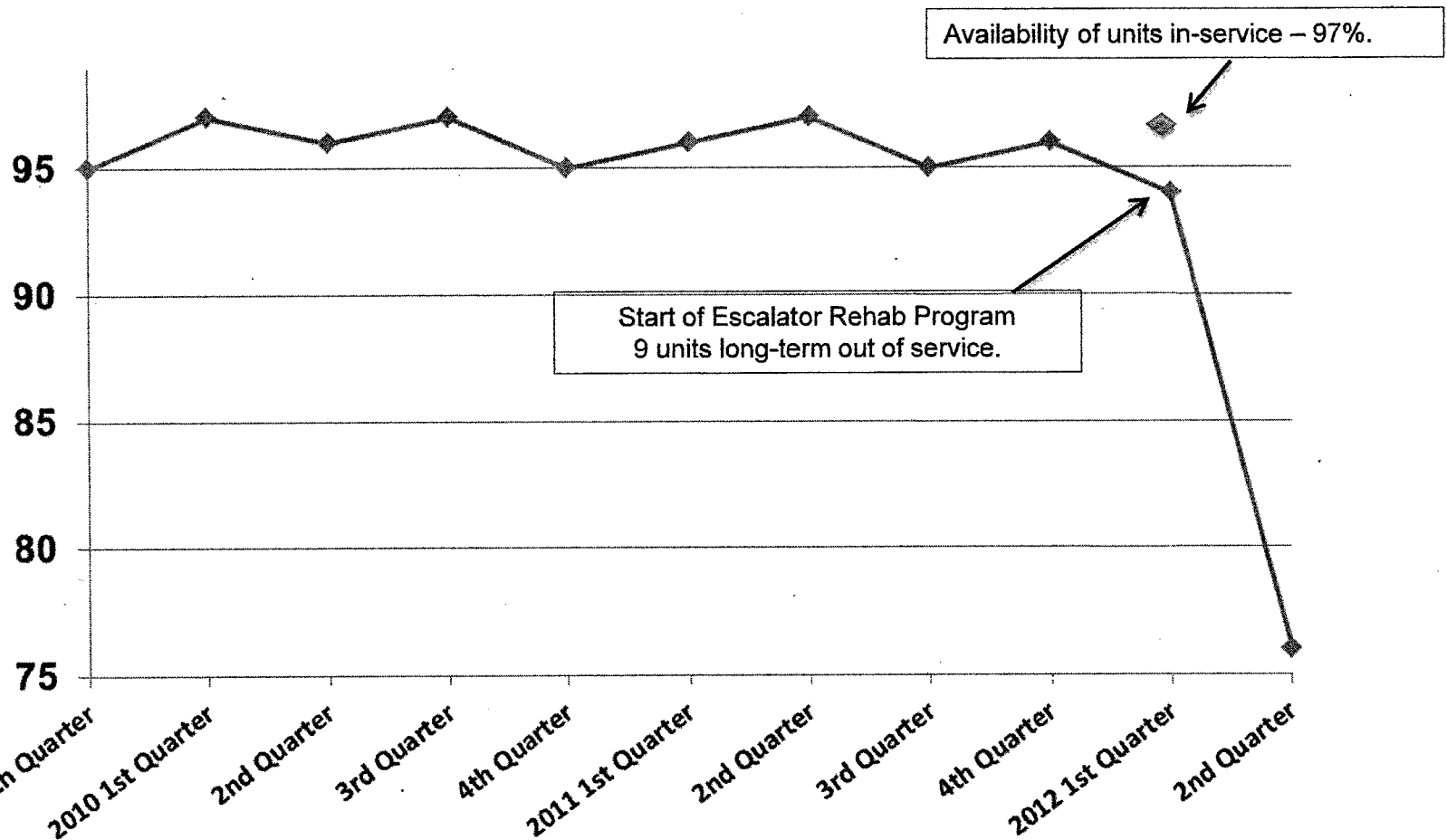
Branch/Station	Availability	Branch/Station	Availability
BABYLON		FAR ROCKAWAY	
Babylon (A)	100%	Valley Stream	100%
Babylon (B)	97%	Rosedale	99%
Massapequa	98%	PORT JEFFERSON	
Seaford	99%	Hicksville (A)	99%
Bellmore	99%	Hicksville (B)	98%
Merrick	100%	LONG BEACH	
Freeport	99%	Lynbrook (A)	99%
Baldwin	98%	Lynbrook (B)	99%
Rockville Centre	95%	CITY TERMINAL	
PORT WASHINGTON		Atlantic Terminal	91%
Great Neck (A)	99%	Woodside 415x	98%
Great Neck (B)	100%	Woodside 418x	100%
Auburndale	97%	Woodside 419x	99%
RONKONKOMA		Penn 34S-ELV-P34	100%
Ronkonkoma (A)	100%	Penn CEN-ELV-P-7	100%
Ronkonkoma (B)	100%	Penn CEN-ELV-P-8	99%
Ronkonkoma (C)	78%	Penn CEN-ELV-P-9	99%
		Penn CEN-ELV-P10	98%
		Penn CEN-ELV-P11	95%

Please Note: Penn Station data provide by Amtrak

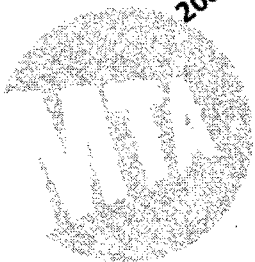
MTA Long Island Rail Road



Passenger Escalator Availability



Definition: Availability measures the percent of time that a unit is running and available for customer service.
Please note: Due to planned long-term rehabilitation, several escalators were out of service for the entire quarter.



2012 Second Quarter Escalator Availability by Station

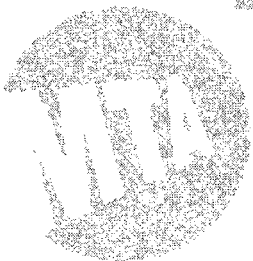
Branch/Station	Availability	Branch/Station	Availability	Branch/Station	Availability
BABYLON		FAR ROCKAWAY		PENN STATION	
Babylon A (W/B)	*	Valley Stream	99%	Penn 34S-ESC-34A	97%
Babylon B (E/B)	*	PORT JEFFERSON		Penn 34S-ESC-34B	99%
Lindenhurst	*	Hicksville A (W/B)	52%**	Penn 34S-ESC-34C	100%
Copiapue	*	Hicksville B (E/B)	66%**	Penn EXI-ESC-09E	86%
Amityville	*	LONG BEACH		Penn EXI-ESC-10E	100%
Massapequa Park	98%	Lynbrook	97%	Penn EXI-ESC-10W	100%
Massapequa	96%	HEMPSTEAD		Penn EXI-ESC-7EW	100%
Seaford	88%	Floral Park	95%	Penn EXI-ESC-8EW	100%
Wantagh	95%			Penn MG-ESC-011	98%
Bellmore	94%			Penn MG-ESC-1MG	95%
Merrick	97%			Penn MG-ESC-2MG	99%
Freeport	38%**			Penn MG-ESC-3MG	100%
Baldwin	*			Penn MG-ESC-7MG	100%
Rockville Center	97%			Penn MG-ESC-8MG	98%
				Penn WEC-ESC-8WE	100%

* Out of service for full reporting period due to planned long-term rehabilitation program.

** Entered long-term rehabilitation program during reporting period.

Note: Penn Station data provide by Amtrak

MTA Long Island Rail Road



Elevator Customer Injuries/Entrapments by Station

Station Name	Mechanical Injuries	Human Factor Injuries	Entrapment
Massapequa	0	0	1
Baldwin	0	0	1
Babylon	1	0	0
Penn Station	0	1	0

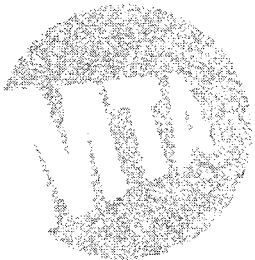
Escalator Customer Injuries by Station

Station Name	Mechanical Injuries	Human Factor Injuries
Penn Station	1	6
Freeport	0	1
Babylon	0	1

Definitions:

Mechanical includes sudden changes in speed, handrail, alignment. **Human Factor** includes lost balance, encumbrances, Slip/Trip/Fall, pushed/shoved, intoxication, caught between, etc. **Entrapment** includes failure of the elevator to move to a floor landing thus resulting in the customer being stuck. These events require LIRR or MTA PD intervention but result in no injury to the customer.

Please note: These numbers are subject to change based upon additional customer injury reports and claims that may be received after the reporting period end date of June 30, 2012.





Metro-North Railroad

Information Items

September 2012

MTA METRO-NORTH RAILROAD

JULY FINANCIAL PLAN – 2012 MID-YEAR FORECAST

BY MONTH

Date Issued: September 5, 2012

MTA METRO NORTH RAILROAD
July Financial Plan - 2012 Mid-Year Forecast
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Operating Revenue													
Farebox Revenue	\$46.502	\$45.304	\$48.347	\$48.564	\$49.868	\$51.922	\$52.465	\$50.517	\$50.030	\$50.827	\$51.953	\$54.127	\$600.426
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	3.916	4.680	3.724	4.189	3.688	3.739	3.326	3.296	3.941	3.889	4.595	4.144	47.125
Capital and Other Reimbursements	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Revenue	\$50.418	\$49.984	\$52.071	\$52.753	\$53.556	\$55.661	\$55.791	\$53.813	\$53.971	\$54.716	\$56.548	\$58.271	\$647.551
Operating Expenses													
Labor:													
Payroll	\$34.167	\$32.052	\$32.349	\$31.537	\$33.951	\$31.530	\$33.744	\$34.691	\$31.269	\$34.923	\$34.390	\$34.450	\$399.052
Overtime	4.811	3.761	3.663	4.308	3.947	4.288	4.605	4.317	4.372	4.450	5.395	5.952	53.868
Health and Welfare	6.930	6.335	6.312	6.369	6.969	6.382	6.836	7.032	6.189	6.980	6.965	8.771	82.070
OPEB Current Payment	1.546	1.466	1.537	1.494	1.494	1.494	1.494	1.494	1.494	1.494	1.494	1.494	18.000
Pensions	5.690	5.264	5.310	5.328	5.726	5.341	5.628	5.741	5.209	5.693	5.688	1.172	61.790
Other Fringe Benefits	7.534	7.102	6.674	7.525	8.002	7.536	7.895	8.042	7.378	7.991	8.001	9.904	93.583
Reimbursable Overhead	(2.441)	(2.366)	(3.003)	(3.111)	(3.879)	(4.323)	(4.163)	(4.092)	(3.617)	(3.423)	(3.144)	(2.938)	(40.501)
Total Labor Expenses	\$58.235	\$53.614	\$52.842	\$53.450	\$56.210	\$52.249	\$56.039	\$57.225	\$52.295	\$58.108	\$58.789	\$58.804	\$667.862
Non-Labor:													
Electric Power	\$6.288	\$5.993	\$6.492	\$5.650	\$6.564	\$6.725	\$6.777	\$6.741	\$6.706	\$6.486	\$6.585	\$7.321	\$78.330
Fuel	2.022	2.460	2.868	2.208	2.179	2.127	2.118	2.064	2.183	2.483	2.352	2.465	27.529
Insurance	0.880	0.880	0.882	0.837	0.950	0.960	0.935	0.935	0.935	0.935	0.941	1.009	11.081
Claims	0.010	0.021	(0.093)	0.058	0.063	0.058	0.063	0.058	0.063	0.063	0.058	0.063	0.485
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	6.952	6.468	8.101	8.672	7.206	9.065	7.794	10.319	8.048	9.449	8.537	12.225	102.837
Professional Service Contracts	1.436	2.153	2.137	1.575	2.290	2.600	2.261	2.369	2.169	2.227	2.283	2.842	26.340
Materials & Supplies	4.725	5.412	4.628	6.133	6.066	5.689	5.762	6.097	6.224	6.262	6.708	7.014	70.720
Other Business Expenses	2.280	2.016	1.880	2.112	2.265	2.430	1.575	1.553	1.821	1.589	1.804	2.384	23.709
Total Non-Labor	\$24.594	\$25.403	\$26.895	\$27.246	\$27.583	\$29.654	\$27.285	\$30.137	\$28.150	\$29.494	\$29.269	\$35.322	\$341.032
Other Expenses Adjustments:													
Other	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Non-Cash Liability Adjs.	\$82.829	\$79.016	\$79.737	\$80.696	\$83.794	\$81.903	\$83.324	\$87.363	\$80.445	\$87.603	\$88.058	\$94.126	\$1,008.894
Depreciation	\$18.763	\$18.763	\$18.763	\$18.949	\$18.949	\$18.949	\$18.432	\$18.432	\$18.432	\$21.191	\$23.195	\$23.195	\$236.015
OPEB Obligation	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	59.997
Environmental Remediation	-	-	0.314	-	-	1.214	-	-	1.214	-	-	1.213	3.955
Total Expenses	\$106.592	\$102.779	\$103.814	\$104.645	\$107.743	\$107.066	\$106.756	\$110.795	\$105.090	\$113.794	\$116.253	\$123.534	\$1,308.861
Net Surplus/(Deficit)	(\$56.174)	(\$52.795)	(\$51.743)	(\$51.893)	(\$54.187)	(\$51.405)	(\$50.965)	(\$56.982)	(\$51.119)	(\$59.078)	(\$59.705)	(\$65.263)	(\$661.310)
Cash Conversion Adjustments:													
Depreciation	\$18.763	\$18.763	\$18.763	\$18.949	\$18.949	\$18.949	\$18.432	\$18.432	\$18.432	\$21.191	\$23.195	\$23.195	\$236.015
Operating Capital	(0.509)	(0.856)	(1.266)	(0.571)	(2.930)	(1.047)	(1.292)	(2.004)	(2.954)	(5.272)	(1.721)	(6.221)	(26.646)
Other Cash Adjustments	1.663	27.918	51.521	13.682	0.866	4.622	4.782	(1.729)	(6.197)	7.233	(4.339)	(5.711)	94.309
Total Cash Conversion Adjustments	\$19.917	\$45.824	\$69.017	\$32.060	\$16.885	\$22.524	\$21.921	\$14.699	\$9.281	\$23.152	\$17.135	\$11.263	\$303.678
Baseline Net Cash Surplus/(Deficit)	(\$36.257)	(\$6.971)	\$17.274	(\$19.833)	(\$37.302)	(\$28.881)	(\$29.044)	(\$42.283)	(\$41.838)	(\$35.926)	(\$42.571)	(\$54.000)	(\$357.632)

The MNR 2012 Mid-Year Forecast has been adjusted to include the impacts of the Service Investments - Policy Action item, which was included below-the-baseline at the MTA level in the July 2012 Financial Plan.

MTA METRO NORTH RAILROAD
July Financial Plan - 2012 Mid-Year Forecast
Accrual Statement of Operations by Category
(\$ in millions)

REIMBURSABLE		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Revenue														
Farebox Revenue		\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue		-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue		-	-	-	-	-	-	-	-	-	-	-	-	-
Capital and Other Reimbursements														
MNR - MTA		5.606	6.581	5.476	8.725	10.774	10.169	10.727	8.857	10.034	10.280	9.798	9.454	106.481
MNR - CDOT		4.815	5.487	6.135	5.020	7.919	8.386	8.833	9.422	11.641	5.693	4.751	4.851	82.952
MNR - Other		0.844	0.615	1.745	0.753	0.417	0.717	0.770	0.652	0.649	0.710	0.675	1.044	9.592
Total Revenue		\$11.265	\$12.683	\$13.356	\$14.498	\$19.110	\$19.272	\$20.331	\$18.931	\$22.324	\$16.683	\$15.223	\$15.350	\$199.026
Expenses														
Labor:														
Payroll		\$3.311	\$3.089	\$3.263	\$3.537	\$4.030	\$4.355	\$4.370	\$4.207	\$3.886	\$3.837	\$3.671	\$3.464	\$45.021
Overtime		1.252	1.209	1.391	1.256	1.656	1.870	1.629	1.364	1.456	1.358	1.227	1.139	16.806
Health and Welfare		0.922	0.871	0.948	0.973	1.171	1.293	1.252	1.163	1.096	1.070	1.001	0.929	12.688
OPEB Current Payment		-	-	-	-	-	-	-	-	-	-	-	-	-
Pensions		0.525	0.487	0.547	0.661	0.762	0.823	0.805	0.759	0.725	0.710	0.677	0.643	8.122
Other Fringe Benefits		0.886	0.844	0.883	0.811	0.959	1.051	1.022	0.955	0.904	0.883	0.832	0.780	10.810
Reimbursable Overhead		2.525	2.368	2.978	3.074	3.783	4.213	4.054	4.031	3.570	3.376	3.112	2.830	39.913
Total Labor		\$9.421	\$8.870	\$10.010	\$10.311	\$12.360	\$13.606	\$13.131	\$12.479	\$11.636	\$11.232	\$10.521	\$9.784	\$133.360
Non-Labor:														
Electric Power		\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance		0.331	0.299	0.349	0.318	0.427	0.490	0.472	0.425	0.388	0.374	0.339	0.298	4.509
Claims		-	-	-	-	-	-	-	-	-	-	-	-	-
Paratransit Service Contracts		-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts		(0.059)	1.379	1.312	1.351	2.920	1.617	2.582	0.999	1.665	1.512	1.337	2.376	18.991
Professional Service Contracts		0.605	0.815	0.878	0.854	1.204	0.833	0.877	0.601	0.545	0.448	0.398	0.386	8.444
Materials & Supplies		0.869	1.214	0.756	1.519	2.090	2.607	2.861	4.090	7.781	2.300	2.283	2.122	30.492
Other Business Expenses		0.098	0.107	0.052	0.144	0.109	0.120	0.408	0.337	0.309	0.816	0.345	0.384	3.229
Total Non-Labor		\$1.844	\$3.814	\$3.346	\$4.186	\$6.750	\$5.666	\$7.199	\$6.452	\$10.688	\$5.450	\$4.703	\$5.566	\$65.665
Other Adjustments:														
Other		\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Adjustments		\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation		\$11.265	\$12.683	\$13.356	\$14.498	\$19.110	\$19.272	\$20.331	\$18.931	\$22.324	\$16.683	\$15.223	\$15.350	\$199.026
Depreciation														
Total Expenses		\$11.265	\$12.683	\$13.356	\$14.498	\$19.110	\$19.272	\$20.331	\$18.931	\$22.324	\$16.683	\$15.223	\$15.350	\$199.026
Baseline Net Surplus/(Deficit)		\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

The MNR 2012 Mid-Year Forecast has been adjusted to include the impacts of the Service Investments - Policy Action Item, which was included below-the-baseline at the MTA level in the July 2012 Financial Plan.

MTA METRO NORTH RAILROAD
July Financial Plan - 2012 Mid-Year Forecast
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Revenue													
Farebox Revenue	\$46.502	\$45.304	\$48.347	\$48.564	\$49.868	\$51.922	\$52.465	\$50.517	\$50.030	\$50.827	\$51.953	\$54.127	\$600.426
Vehicle Toll Revenue													
Other Operating Revenue	3.916	4.680	3.724	4.189	3.688	3.739	3.326	3.296	3.941	3.889	4.595	4.144	47.125
Capital and Other Reimbursements													
MNR - MTA	5.606	6.581	5.476	8.725	10.774	10.169	10.727	8.857	10.034	10.280	9.798	9.454	106.481
MNR - CDOT	4.815	5.487	6.135	5.020	7.919	8.386	8.833	9.422	11.641	5.693	4.751	4.851	82.952
MNR - Other	0.844	0.615	1.745	0.753	0.417	0.717	0.770	0.652	0.649	0.710	0.675	1.044	9.592
Total Revenue	\$61.683	\$62.567	\$65.427	\$67.250	\$72.666	\$74.933	\$76.121	\$72.744	\$76.295	\$71.399	\$71.771	\$73.621	\$846.577
Expenses													
Labor:													
Payroll	\$37.478	\$35.141	\$35.611	\$35.075	\$37.981	\$35.885	\$38.114	\$38.898	\$35.155	\$38.759	\$38.061	\$37.913	\$444.073
Overtime	6.062	4.970	5.054	5.564	5.602	6.159	6.234	5.680	5.828	5.808	6.622	7.090	70.675
Health and Welfare	7.852	7.206	7.260	7.342	8.140	7.675	8.088	8.195	7.285	8.050	7.966	9.700	94.758
OPEB Current Payment	1.546	1.466	1.537	1.494	1.494	1.494	1.494	1.494	1.494	1.494	1.494	1.494	18.000
Pensions	6.214	5.752	5.857	5.988	6.487	6.164	6.433	6.500	5.934	6.402	6.366	1.815	69.913
Other Fringe Benefits	8.420	7.946	7.558	8.336	8.961	8.587	8.916	8.997	8.262	8.874	8.833	10.683	104.393
Reimbursable Overhead	0.085	0.002	(0.025)	(0.038)	(0.096)	(0.110)	(0.110)	(0.061)	(0.048)	(0.048)	(0.032)	(0.108)	(0.588)
Total Labor	\$67.656	\$62.483	\$62.852	\$63.762	\$68.570	\$65.854	\$69.171	\$69.704	\$63.931	\$69.341	\$69.310	\$68.588	\$801.223
Non-Labor:													
Electric Power	\$6.288	\$5.993	\$6.492	\$5.650	\$6.564	\$6.725	\$6.777	\$6.741	\$6.706	\$6.486	\$6.585	\$7.321	\$78.330
Fuel	2.022	2.460	2.868	2.208	2.179	2.127	2.118	2.064	2.183	2.483	2.352	2.465	27.529
Insurance	1.211	1.179	1.231	1.154	1.377	1.451	1.408	1.361	1.323	1.309	1.280	1.308	15.592
Claims	0.010	0.021	(0.093)	0.058	0.063	0.058	0.063	0.058	0.063	0.063	0.058	0.063	0.485
Paratransit Service Contracts													
Maintenance and Other Operating Contracts	6.893	7.846	9.413	10.023	10.126	10.682	10.376	11.318	9.713	10.960	9.875	14.601	121.828
Professional Service Contracts	2.041	2.968	3.014	2.429	3.494	3.432	3.138	2.970	2.714	2.675	2.682	3.227	34.785
Materials & Supplies	5.594	6.626	5.384	7.652	8.157	8.295	8.622	10.187	14.005	8.562	8.991	9.136	101.212
Other Business Expenses	2.378	2.123	1.932	2.257	2.374	2.550	1.983	1.890	2.129	2.405	2.149	2.768	26.938
Total Non-Labor	\$26.438	\$29.217	\$30.241	\$31.432	\$34.334	\$35.321	\$34.484	\$36.590	\$38.837	\$34.945	\$33.972	\$40.888	\$406.599
Other Adjustments:													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Non-Cash Liability Adjs.	\$94.094	\$91.700	\$93.093	\$95.194	\$102.904	\$101.175	\$103.655	\$106.294	\$102.769	\$104.286	\$103.282	\$109.476	\$1,207.921
Depreciation	\$18.763	\$18.763	\$18.763	\$18.949	\$18.949	\$18.949	\$18.432	\$18.432	\$18.432	\$21.191	\$23.195	\$23.195	\$236.015
OPEB Obligation	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	59.997
Environmental Remediation	-	-	0.314	-	-	1.214	-	-	1.214	-	-	1.213	3.955
Total Expenses	\$117.857	\$115.462	\$117.171	\$119.143	\$126.853	\$126.338	\$127.087	\$129.726	\$127.414	\$130.477	\$131.476	\$138.884	\$1,507.887
Net Surplus/(Deficit)	(\$56.174)	(\$52.795)	(\$51.743)	(\$51.893)	(\$54.187)	(\$51.405)	(\$50.965)	(\$56.982)	(\$51.119)	(\$59.078)	(\$59.705)	(\$65.263)	(\$661.310)
Cash Conversion Adjustments:													
Depreciation	\$18.763	\$18.763	\$18.763	\$18.949	\$18.949	\$18.949	\$18.432	\$18.432	\$18.432	\$21.191	\$23.195	\$23.195	\$236.015
Operating Capital	(0.509)	(0.856)	(1.266)	(0.571)	(2.930)	(1.047)	(1.292)	(2.004)	(2.954)	(5.272)	(1.721)	(6.221)	(26.646)
Other Cash Adjustments	1.663	27.918	51.521	13.682	0.866	4.622	4.782	(1.729)	(6.197)	7.233	(4.339)	(5.711)	94.309
Total Cash Conversion Adjustments	\$19.917	\$45.824	\$69.017	\$32.060	\$16.885	\$22.524	\$21.921	\$14.699	\$9.281	\$23.152	\$17.135	\$11.263	\$303.678
Baseline Net Cash Surplus/(Deficit)	(\$36.257)	(\$6.971)	\$17.274	(\$19.833)	(\$37.302)	(\$28.881)	(\$29.044)	(\$42.283)	(\$41.838)	(\$35.926)	(\$42.571)	(\$54.000)	(\$357.632)

The MNR 2012 Mid-Year Forecast has been adjusted to include the impacts of the Service Investments - Policy Action item, which was included below-the-baseline at the MTA level in the July 2012 Financial Plan.

MTA METRO NORTH RAILROAD
July Financial Plan - 2012 Mid-Year Forecast
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Receipts													
Farebox Revenue	\$48.169	\$45.366	\$49.373	\$47.628	\$50.657	\$52.611	\$53.124	\$51.316	\$50.799	\$51.546	\$52.657	\$54.785	\$608.031
Vehicle Toll Revenue													
Other Operating Revenue	6.166	8.171	4.972	10.613	5.598	5.624	5.328	5.247	6.123	5.676	4.141	4.300	71.959
Capital and Other Reimbursements													
MNR - MTA	3.868	18.535	22.886	17.012	10.582	10.348	6.033	8.958	6.677	7.235	7.841	6.428	126.403
MNR - CDOT	0.010	6.000	29.312	1.010	8.144	13.257	8.704	9.443	9.318	5.564	5.009	4.723	100.494
MNR - Other	0.782	2.023	1.989	1.299	0.620	1.818	0.753	0.417	0.717	0.770	0.652	0.699	12.539
Total Receipts	\$58.995	\$80.095	\$108.532	\$77.562	\$75.601	\$83.658	\$73.942	\$75.381	\$73.634	\$70.791	\$70.300	\$70.935	\$919.426
Expenditures													
Labor:													
Payroll	\$34.398	\$33.160	\$41.231	\$32.670	\$43.623	\$34.584	\$34.579	\$43.243	\$36.245	\$34.793	\$43.855	\$35.541	\$447.922
Overtime	5.912	4.665	6.065	5.204	6.692	5.828	5.933	7.022	5.933	5.616	6.884	5.922	71.676
Health and Welfare	12.936	8.844	2.285	13.741	7.651	8.154	8.033	8.033	8.153	8.033	8.032	8.146	102.036
OPEB Current Payment	2.746	1.537	0.267	1.541	2.009	1.627	1.627	1.627	1.627	1.627	1.627	1.633	19.500
Pensions	0.246	0.228	2.007	5.805	5.890	5.822	5.822	5.890	5.822	5.822	5.890	5.820	55.064
Other Fringe Benefits	8.361	9.474	7.759	8.250	8.706	10.791	9.669	10.147	8.148	8.347	8.310	6.718	104.679
GASB Account	0.729	0.729	0.729	0.729	0.729	0.729	0.729	0.729	0.729	0.729	0.729	0.727	8.746
Reimbursable Overhead													
Total Labor	\$65.328	\$58.637	\$60.343	\$67.940	\$75.300	\$67.535	\$66.392	\$76.691	\$66.657	\$64.967	\$75.327	\$64.507	\$809.624
Non-Labor:													
Electric Power	\$2.705	\$6.002	\$7.262	\$4.982	\$6.702	\$7.923	\$7.414	\$7.378	\$7.404	\$7.124	\$7.223	\$8.026	\$80.144
Fuel	1.847	1.496	1.657	2.190	2.347	2.209	2.618	2.564	2.683	2.983	2.852	2.983	28.429
Insurance	1.972	0.000	2.233	0.746	1.532	2.423	0.025	1.475	1.938	0.911	1.475	3.087	17.817
Claims	0.000	0.073	0.087	0.054	0.030	0.058	0.053	0.058	0.054	0.053	0.058	0.053	0.631
Paratransit Service Contracts													
Maintenance and Other Operating Contracts	7.524	10.813	8.891	8.678	8.551	14.901	9.873	11.047	14.025	11.989	8.532	20.458	135.282
Professional Service Contracts	4.833	0.398	1.841	1.904	3.292	4.087	3.041	2.992	3.321	2.839	3.001	4.758	36.307
Materials & Supplies	7.419	7.210	4.812	7.420	10.459	8.718	9.167	10.860	15.070	10.300	10.138	13.288	114.861
Other Business Expenditures	3.624	2.437	4.132	3.481	4.690	4.685	4.403	4.599	4.320	5.551	4.265	7.775	53.962
Total Non-Labor	\$29.924	\$28.429	\$30.915	\$29.455	\$37.603	\$45.004	\$36.594	\$40.973	\$48.815	\$41.750	\$37.544	\$60.428	\$467.434
Other Adjustments:													
Other													
Total Other Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$95.252	\$87.066	\$91.258	\$97.395	\$112.903	\$112.539	\$102.986	\$117.664	\$115.472	\$106.717	\$112.871	\$124.935	\$1,277.057
Baseline Net Cash Deficit	(\$36.257)	(\$6.971)	\$17.274	(\$19.833)	(\$37.302)	(\$28.881)	(\$29.044)	(\$42.283)	(\$41.838)	(\$35.926)	(\$42.571)	(\$54.000)	(\$357.632)
MTA Subsidy	\$26.806	\$8.053	\$0.847	\$0.000	\$24.188	\$1.879	\$23.792	\$36.504	\$36.174	\$29.897	\$36.617	\$55.440	\$280.197
CDOT Subsidy	\$7.727	\$8.993	\$13.883	\$0.000	\$3.906	\$7.102	\$5.252	\$5.779	\$5.664	\$6.029	\$5.954	\$7.146	\$77.435

The MNR 2012 Mid-Year Forecast has been adjusted to include the impacts of the Service Investments - Policy Action Item, which was included below-the-baseline at the MTA level in the July 2012 Financial Plan.

MTA METRO NORTH RAILROAD
July Financial Plan - 2012 Mid-Year Forecast
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Receipts													
Farebox Revenue	\$1.667	\$0.062	\$1.026	(\$0.936)	\$0.789	\$0.689	\$0.659	\$0.799	\$0.770	\$0.719	\$0.704	\$0.658	\$7.605
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	2.250	3.491	1.248	6.424	1.910	1.885	2.002	1.951	2.182	1.787	(0.454)	0.156	24.834
Capital and Other Reimbursements													
MNR - MTA	(1.738)	11.954	17.410	8.287	(0.192)	0.179	(4.694)	0.101	(3.357)	(3.045)	(1.957)	(3.026)	19.922
MNR - CDOT	(4.805)	0.513	23.177	(4.010)	0.225	4.871	(0.129)	0.021	(2.323)	(0.129)	0.258	(0.128)	17.542
MNR - Other	(0.062)	1.408	0.244	0.546	0.203	1.101	(0.017)	(0.235)	0.068	0.060	(0.023)	(0.345)	2.947
Total Receipts	(\$2.688)	\$17.428	\$43.105	\$10.312	\$2.935	\$8.725	(\$2.179)	\$2.637	(\$2.661)	(\$0.608)	(\$1.471)	(\$2.686)	\$72.849
Expenditures													
Labor:													
Payroll	\$3.080	\$1.981	(\$5.620)	\$2.405	(\$5.642)	\$1.301	\$3.535	(\$4.345)	(\$1.090)	\$3.966	(\$5.794)	\$2.372	(\$3.850)
Overtime	0.150	0.305	(1.011)	0.360	(1.090)	0.331	0.301	(1.342)	(0.105)	0.192	(0.262)	1.168	(1.001)
Health and Welfare	(5.085)	(1.638)	4.976	(6.398)	0.489	(0.479)	0.056	0.163	(0.867)	0.017	(0.066)	1.554	(7.278)
OPEB Current Payment	(1.200)	(0.071)	1.270	(0.047)	(0.515)	(0.133)	(0.133)	(0.133)	(0.133)	(0.133)	(0.133)	(0.139)	(1.500)
Pensions	5.968	5.524	3.850	0.183	0.597	0.342	0.611	0.610	0.112	0.580	0.476	(4.005)	14.849
Other Fringe Benefits	0.059	(1.528)	(0.201)	0.086	0.255	(2.204)	(0.753)	(1.150)	0.134	0.527	0.523	3.965	(0.286)
GASB Account	(0.729)	(0.729)	(0.729)	(0.729)	(0.729)	(0.729)	(0.729)	(0.729)	(0.729)	(0.729)	(0.729)	(0.727)	(8.746)
Reimbursable Overhead	0.085	0.002	(0.025)	(0.038)	(0.096)	(0.110)	(0.110)	(0.061)	(0.048)	(0.048)	(0.032)	(0.108)	(0.588)
Total Labor	\$2.328	\$3.846	\$2.509	(\$4.178)	(\$6.730)	(\$1.681)	\$2.779	(\$6.987)	(\$2.726)	\$4.374	(\$6.017)	\$4.081	(\$8.401)
Non-Labor:													
Electric Power	\$3.583	(\$0.009)	(\$0.770)	\$0.668	(\$0.138)	(\$1.198)	(\$0.637)	(\$0.637)	(\$0.698)	(\$0.638)	(\$0.637)	(\$0.704)	(\$1.814)
Fuel	0.175	0.964	1.211	0.018	(0.168)	(0.082)	(0.500)	(0.500)	(0.500)	(0.500)	(0.500)	(0.518)	(0.900)
Insurance	(0.761)	1.179	(1.002)	0.408	(0.155)	(0.972)	1.383	(0.114)	(0.615)	0.398	(0.195)	(1.779)	(2.225)
Claims	0.010	(0.052)	(0.180)	0.004	0.033	0.000	0.010	0.000	0.009	0.010	0.000	0.010	(0.146)
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	(0.631)	(2.967)	0.522	1.345	1.575	(4.219)	0.503	0.271	(4.312)	(1.029)	1.343	(5.857)	(13.455)
Professional Service Contracts	(2.792)	2.570	1.173	0.525	0.202	(0.655)	0.097	(0.022)	(0.607)	(0.164)	(0.319)	(1.531)	(1.522)
Materials & Supplies	(1.825)	(0.584)	0.572	0.232	(2.302)	(0.423)	(0.545)	(0.673)	(1.065)	(1.738)	(1.147)	(4.152)	(13.649)
Other Business Expenditures	(1.246)	(0.314)	(2.200)	(1.224)	(2.316)	(2.135)	(2.420)	(2.709)	(2.191)	(3.146)	(2.116)	(5.007)	(27.024)
Total Non-Labor	(\$3.486)	\$0.788	(\$0.674)	\$1.977	(\$3.269)	(\$9.683)	(\$2.110)	(\$4.383)	(\$9.978)	(\$6.805)	(\$3.572)	(\$19.540)	(\$60.736)
Other Adjustments:													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditures Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Cash Conversion Adjustments before Non-Cash Liability Adjs.	(\$3.846)	\$22.061	\$44.940	\$8.111	(\$7.064)	(\$2.639)	(\$1.510)	(\$8.733)	(\$15.364)	(\$3.039)	(\$11.060)	(\$18.144)	\$3.712
Depreciation Adjustment	18.763	18.763	18.763	18.949	18.949	18.949	18.432	18.432	18.432	21.191	23.195	23.195	236.015
OPEB Obligation	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	59.997
Environmental Remediation	-	-	0.314	-	-	1.214	-	-	1.214	-	-	1.213	3.955
Baseline Total Cash Conversion Adjustments	\$19.917	\$45.824	\$69.017	\$32.060	\$16.885	\$22.524	\$21.921	\$14.699	\$9.281	\$23.152	\$17.135	\$11.263	\$303.678

The MNR 2012 Mid-Year Forecast has been adjusted to include the impacts of the Service Investments - Policy Action item, which was included below-the-baseline at the MTA level in the July 2012 Financial Plan.
totals may not add due to rounding

MTA METRO-NORTH RAILROAD
July Financial Plan - 2012 Mid-Year Forecast
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-time/Full-time Equivalents

FUNCTION/DEPARTMENT	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
President	3	4	3	3	3	3	3	3	3	3	3	3
Labor Relations	8	8	8	7	8	9	9	9	9	9	9	9
Safety	15	15	15	15	15	18	18	18	18	18	18	19
COS/Corporate & Public Affairs	13	13	13	13	14	14	16	16	16	16	16	17
Customer Service	46	45	46	46	40	40	40	42	42	42	42	45
Legal	16	16	16	16	16	16	17	18	18	18	18	18
Claims	13	13	13	13	13	13	13	13	13	13	13	14
Environmental Compliance & Service	7	7	7	7	7	7	7	7	7	7	7	7
VP Administration	3	3	3	3	3	3	3	3	3	3	3	3
VP Human Resources	2	2	2	3	3	4	4	4	4	4	4	4
Human Resources & Diversity	22	24	24	24	24	24	24	24	24	24	24	24
Training	35	36	35	35	35	49	49	49	49	49	50	51
Employee Relations & Diversity	4	3	3	3	3	3	4	4	4	4	4	4
VP Planning Procurem't & Bus Dev Admin	2	2	2	2	2	2	2	2	2	2	2	2
Operations Planning & Analysis	16	16	17	16	16	16	16	16	16	16	16	17
Capital Planning & Programming	10	10	11	12	10	10	10	10	10	10	10	13
Business Development Facilities & Mktg	21	21	21	21	21	21	21	21	21	21	21	21
Long Range Planning	8	8	8	7	7	7	7	7	7	7	7	8
VP Finance & Info Systems	1	1	1	1	2	2	2	2	2	2	2	2
Controller	79	79	80	78	76	75	75	78	78	78	78	78
Information Technology & Project Mgmt	92	91	91	90	89	90	89	92	94	98	100	101
Budget	16	16	16	16	14	16	14	14	18	18	20	20
Procurement & Material Mgmt	39	38	38	36	33	33	33	33	33	33	33	41
Corporate	0	0	0	0	0	0	0	0	0	0	0	(17)
Total Administration	471	471	473	467	454	475	476	485	491	495	500	504
Operations												
Operations Admin	50	50	49	49	49	49	49	49	49	49	49	56
Operations Services	1,665	1,678	1,684	1,688	1,691	1,698	1,725	1,726	1,728	1,752	1,774	1,816
Customer Service	229	227	226	221	223	225	225	227	227	227	227	238
Business Dev Facilities & Mktg	38	38	38	37	38	38	38	38	38	38	38	38
Metro-North West	33	29	34	34	27	27	27	27	27	27	27	28
Total Operations	2,015	2,022	2,031	2,029	2,028	2,037	2,064	2,067	2,069	2,093	2,115	2,176
Maintenance												
GCT	360	361	360	361	359	360	360	361	361	361	368	375
Maintenance of Equipment	1,252	1,247	1,257	1,258	1,256	1,265	1,270	1,270	1,292	1,308	1,318	1,338
Maintenance of Way	1,542	1,547	1,556	1,569	1,599	1,610	1,646	1,659	1,684	1,702	1,730	1,752
Procurement & Material Mgmt	119	118	118	114	117	118	118	118	119	119	120	120
Total Maintenance	3,273	3,273	3,291	3,302	3,331	3,353	3,394	3,408	3,456	3,490	3,536	3,585
Engineering/Capital												
Construction Management	36	36	36	36	36	36	36	37	37	37	37	37
Engineering & Design	56	55	55	55	52	52	54	54	54	54	54	59
Total Engineering/Capital	92	91	91	91	88	88	90	91	91	91	91	96
Total Positions	5,851	5,857	5,886	5,889	5,901	5,953	6,024	6,051	6,107	6,169	6,242	6,361
Non-Reimbursable	5,518	5,517	5,595	5,621	5,236	5,277	5,369	5,399	5,461	5,544	5,632	5,751
Reimbursable	333	340	291	268	665	676	655	652	646	625	610	610
Total Full-Time	5,850	5,856	5,885	5,888	5,900	5,952	6,023	6,050	6,106	6,168	6,241	6,360
Total Full-Time-Equivalents	1	1	1	1	1	1	1	1	1	1	1	1

The MNR 2012 Mid-Year Forecast has been adjusted to include the impacts of the Service Investments - Policy Action item, which was included below-the-baseline at the MTA level in the July 2012 Financial Plan.

MTA METRO-NORTH RAILROAD
July Financial Plan - 2012 Mid-Year Forecast
Total Full-time Positions and Full-time Equivalents by Function and Occupation

FUNCTION/OCCUPATION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
Managers/Supervisors	58	57	60	77	50	49	51	55	56	56	57	58
Professional, Technical, Clerical	413	414	413	390	404	426	425	430	435	439	443	463
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	(17)
Total Administration	471	471	473	467	454	475	476	485	491	495	500	504
Operations												
Managers/Supervisors	24	25	24	26	27	29	29	30	30	30	30	30
Professional, Technical, Clerical	465	462	462	457	464	468	475	479	479	479	479	500
Operational Hourlies	1,526	1,535	1,545	1,546	1,537	1,540	1,560	1,558	1,560	1,584	1,606	1,646
Total Operations	2,015	2,022	2,031	2,029	2,028	2,037	2,064	2,067	2,069	2,093	2,115	2,176
Maintenance												
Managers/Supervisors	59	56	56	76	52	52	56	57	57	57	57	57
Professional, Technical, Clerical	956	953	947	927	981	989	1,003	1,005	1,008	1,009	1,016	1,027
Operational Hourlies	2,258	2,264	2,288	2,299	2,298	2,312	2,335	2,346	2,391	2,424	2,463	2,501
Total Maintenance	3,273	3,273	3,291	3,302	3,331	3,353	3,394	3,408	3,456	3,490	3,536	3,585
Engineering/Capital												
Managers/Supervisors	23	23	24	25	27	27	27	27	27	27	27	27
Professional, Technical, Clerical	69	68	67	66	61	61	63	64	64	64	64	69
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
Total Engineering/Capital	92	91	91	91	88	88	90	91	91	91	91	96
Public Safety												
Managers/Supervisors	-	-	-	-	-	-	-	-	-	-	-	-
Professional, Technical, Clerical	-	-	-	-	-	-	-	-	-	-	-	-
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
Total Public Safety	-	-	-	-	-	-	-	-	-	-	-	-
Total Positions												
Managers/Supervisors	164	161	164	204	156	157	163	169	170	170	171	172
Professional, Technical, Clerical	1,903	1,897	1,889	1,840	1,910	1,944	1,966	1,978	1,986	1,991	2,002	2,059
Operational Hourlies	3,784	3,799	3,833	3,845	3,835	3,852	3,895	3,904	3,951	4,008	4,069	4,130
Total Positions	5,851	5,857	5,886	5,889	5,901	5,953	6,024	6,051	6,107	6,169	6,242	6,361

The MNR 2012 Mid-Year Forecast has been adjusted to include the impacts of the Service Investments - Policy Action Item, which was included below-the-baseline at the MTA level in the July 2012 Financial Plan.

MTA METRO-NORTH RAILROAD
July Financial Plan - 2012 Mid-Year Forecast
Overtime Decomposition 12-Month Allocation
(\$ in millions)

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NON-REIMBURSABLE OVERTIME

Scheduled Service

Unscheduled Service

Programmatic/Routine Maintenance

Unscheduled Maintenance

Vacancy/Absentee Coverage

Weather Emergencies

Safety/Security/Law Enforcement

Other

Sub-Total

REIMBURSABLE OVERTIME

TOTAL NR & R OVERTIME

Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Total
\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
2.5	2.0	1.7	2.1	2.0	1.9	2.1	1.8	2.0	1.8	2.4	2.7	\$24.957
-	-	-	-	-	-	-	-	-	-	-	-	\$0.000
0.8	0.6	0.8	0.9	0.8	0.9	0.9	0.9	1.0	0.9	0.9	0.9	\$10.403
-	-	-	-	-	-	-	-	-	-	-	-	\$0.000
0.6	0.5	0.6	0.8	0.7	1.0	1.0	1.1	0.9	0.8	0.9	0.9	\$9.751
0.7	0.5	0.5	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.7	\$5.629
-	-	-	-	-	-	-	-	-	-	-	-	\$0.000
0.2	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.5	0.8	0.8	\$3.128
4.8	3.8	3.7	4.3	3.9	4.3	4.6	4.3	4.4	4.5	5.4	6.0	53.9
1.3	1.2	1.4	1.3	1.7	1.9	1.6	1.4	1.5	1.4	1.2	1.1	16.8
6.1	5.0	5.1	5.6	5.6	6.2	6.2	5.7	5.8	5.8	6.6	7.1	70.7

Note:

The MNR 2012 Mid-Year Forecast has been adjusted to include the impacts of the Service Investments - Policy Action Item, which was included below-the-baseline at the MTA level in the July 2012 Financial Plan.

MTA METRO-NORTH RAILROAD
July Financial Plan - 2012 Mid-Year Forecast
Ridership/Traffic Volume (Utilization)
in millions

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<u>Ridership</u>													
<u>Baseline</u>													
Harlem Line	2.1	2.1	2.3	2.2	2.3	2.3	2.3	2.3	2.2	2.4	2.3	2.3	27.3
Hudson Line	1.2	1.2	1.3	1.3	1.4	1.4	1.4	1.4	1.3	1.4	1.4	1.4	16.2
New Haven Line	3.1	3.0	3.3	3.3	3.4	3.5	3.5	3.5	3.2	3.6	3.4	3.5	40.3
Total East of Hudson Ridership	6.4	6.3	7.0	6.8	7.2	7.2	7.2	7.2	6.7	7.5	7.1	7.2	83.8
West of Hudson	0.1	0.1	0.2	0.1	0.2	0.2	0.2	0.2	0.1	0.2	0.2	0.2	1.8
Total Ridership	6.5	6.4	7.1	7.0	7.3	7.4	7.4	7.4	6.9	7.7	7.2	7.4	85.6
<u>Farebox Revenue</u>													
<u>Baseline</u>													
Harlem Line	14.1	13.6	14.6	14.4	14.7	15.3	15.3	14.7	14.8	15.0	15.2	15.6	177.4
Hudson Line	10.0	9.8	10.5	10.6	10.9	11.1	11.4	11.0	11.0	11.1	11.2	11.4	129.9
New Haven Line	22.4	21.9	23.3	23.5	24.2	25.5	25.7	24.8	24.1	24.6	25.5	27.0	292.5
West of Hudson Mail-n-Ride	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.6
Total Farebox Revenue	46.5	45.3	48.3	48.6	49.9	51.9	52.5	50.5	50.0	50.8	52.0	54.1	600.4

The MNR 2012 Mid-Year Forecast has been adjusted to include the impacts of the Service Investments - Policy Action Item, which was included below-the-baseline at the MTA level in the July 2012 Financial Plan.

Memorandum



Metro-North Railroad

Date September 6, 2012

To Metro-North and Long Island Committees

From Howard Permut *HP*

Re **October 2012 Schedule Changes - West of Hudson and East of Hudson**

For your information, schedules will change on all Metro-North lines effective Sunday, October 14, 2012. With this schedule change, Metro-North will implement the first round of service investments that were proposed as part of the MTA's 2012 service investments, as well as the railroad's ongoing service plan improvements.

These October service improvements will provide the following benefits to many customers:

- Increased train frequency in key off-peak and weekend market segments.
- Faster travel times.
- Improved customer comfort by adding cars in conjunction with lowering the loading standard on weekends to 75%.

Of special note is that these changes combined with the upcoming April changes represent Metro-North's most ambitious improvements in the railroad's history. The October plan provides for operating an additional 79 trains per week – 69 trains East of Hudson and 10 West of Hudson. Key October improvements include: 15 additional weekday and 30 additional weekend trains on the New Haven Line, 24 additional weekend trains on the Harlem Line and 10 additional weekday trains on the Pascack Valley. Specifically:

West of Hudson

- Pascack Valley Line: Add one AM peak train and one PM peak train between Spring Valley and Hoboken/New York-Penn Station; the PM train will operate Mon-Thurs, with a new pre-rush hour Getaway train operating on Fridays.

East of Hudson:

- All Lines: Restore the weekend loading standard to 75% from the current 80% level, thereby allowing for accommodation of weekend ridership growth.
- Hudson Line: Minor schedule adjustment in weekend schedules.

- Harlem Line:
 - Provide half-hourly service at many stations during the key higher-ridership times of the day on Saturdays and Sundays between Southeast and GCT.
 - Provide half-hourly service at key high ridership times on Sundays between North White Plains and GCT.
 - Provide half-hourly service at most Harlem Line Bronx stations in the mid-day period.
- New Haven Line:
 - Provide half-hourly service at many stations during the key higher-ridership times of the day on Saturdays and Sundays between New Haven and GCT.
 - Provide half-hourly service during the key higher-ridership times on the day on Sunday between Stamford and GCT.
 - Operate the 6:51 AM from Danbury as an express off the branch line and operate a new train to cover main line stops previously covered by the Danbury train. The Danbury train will now offer a 10 minute faster ride and relieve overcrowding.
 - Add a new AM reverse train, departing GCT at 6:26 AM to Stamford; add a new AM reverse train, departing GCT at 8:07 to Stamford and the New Canaan Branch.
 - Provide hourly service at all New Haven Line main line stations in the off-peak and weekends by adding stops to existing trains on the east of the line.

A full review of all service changes is included in the attached appendix.

Shoppers' Specials

As in the past, a number of Shoppers' Specials will be operated to attract customers during the holiday travel period. This year, less special holiday service is required as a result of the increased weekend service included in the October initiatives.

This year, to accommodate heavier weekend ridership, eighteen Shoppers' Special trains will be operated on the New Haven Line on Saturdays from November 17th thru December 29th. On Sundays from November 18th through December 30th, thirteen Shoppers' Specials will be operated on the New Haven Line.

Shoppers' Special trains will also be operated on the Harlem Line. To accommodate the heavier weekend ridership, four Shoppers' Special trains will be operated on Sundays from November 18th through December 30th. These trains will be included in the November reprint of the October schedule.

Other Holiday Services

Special timetables will be issued in conjunction with the Thanksgiving and Christmas/ New Year's holiday weekends. These schedules will be the subject of a future memorandum.

Meadowlands Football Service (at MetLife Stadium)

Launch the football service for the 2012 – 2013 program. Operate one round trip between New Haven and Secaucus Junction to/from Sunday 1PM games.

Marketing Plan

The October (and upcoming April) schedule changes result in significant weekend and off-peak service improvements. To attract new riders to this improved service, we will produce a comprehensive marketing program.

Impact on the Operating Budget

The net annual impact of these service plan and investment initiatives is included in Metro-North's operating budget.

CDOT Approval

The New Haven Line schedule changes have been approved by the Connecticut Department of Transportation.

Next Schedule Change

The next East of Hudson schedule change is planned for April 6, 2013. The next schedule change for the Port Jervis and Pascack Valley Lines is planned for spring 2013, with an exact date to be determined.

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

APPENDIX

West of Hudson

Pascack Valley Line:

- A new AM peak New York State Express train will depart Spring Valley at 7:59 AM, making stops at Nanuet and Pearl River before running express to Secaucus Junction and Hoboken, arriving at 8:56 AM; the connection to New York-Penn Station arrives at 9:06 AM. Rockland County customers who currently use the 7:39 AM train from Spring Valley will save up to 16 minutes of travel time.
- A new PM peak New York State Express train will depart Hoboken at 7:20 PM (with a connection from New York-Penn Station at 7:08 PM) Monday through Thursday, running express from Secaucus Junction to Pearl River, Nanuet and Spring Valley, arriving at 8:12 PM. Rockland County customers who currently use the 7:25 PM train will save up to 17 minutes of travel time.
- On Fridays and the day before certain holidays and holiday weekends, the new train will depart Hoboken at 2:58 PM, make limited stops in New Jersey and Pearl River, Nanuet and Spring Valley, arriving at 4:02 PM.
 - This special Friday schedule is being implemented in response to requests from customers and the MNRCC, and will eliminate a 2 hour and 7 minute gap in outbound service on the day of the week when many customers wish to leave work early.

NJ TRANSIT schedule changes system wide will result in minor adjustments to connections between Secaucus Junction and New York-Penn Station for Port Jervis Line and Pascack Valley Line trains.

East of Hudson

Hudson Line:

- On weekends, the 8:55 PM train from G.C.T. to Poughkeepsie will depart five minutes earlier at 8:50 PM, to match the schedule pattern of the earlier trains.

Harlem Line:

- New half-hourly service will be offered between Southeast or Mount Kisco and G.C.T. on Saturday and Sunday. The new trains being implemented will provide half-hourly service to the highest-ridership upper Harlem Line stations, and, for the first time, will provide weekend express service to Hartsdale and Scarsdale stations.
 - Three new inbound trains depart Mount Kisco at 4:03 PM, 5:03 PM and 6:03 PM making all stops (except Mount Pleasant and Valhalla) through Scarsdale, then express to Harlem-125th Street and Grand Central Terminal
 - One new inbound train departs Southeast at 6:39 PM, making all stops (except Croton Falls, Purdy's, Mount Pleasant and Valhalla) through Scarsdale, then express to Harlem-125th Street and Grand Central Terminal.

- Two new outbound trains depart G.C.T. to Mount Kisco at 2:23 PM and 3:23 PM making most stops between Scarsdale and Mount Kisco.
- The 7:23 PM Saturday-only train from G.C.T. to Southeast will now operate both Saturdays and Sundays.
- On Saturdays, half-hourly service between G.C.T. and North White Plains is extended by two hours in the evening to accommodate growing ridership in this time period.
 - New local trains will depart North White Plains at 7:33 PM and 8:33 PM, making all stops to Mount Vernon West, then Fordham, Harlem-125th Street and Grand Central Terminal. With these trains, MNR offers inbound half-hourly service on the lower Harlem Line from 5 AM though 9 PM.
 - New local trains will depart Grand Central Terminal at 7:55 PM and 8:55 PM, making stops at Fordham, Mount Vernon West, and all stops to North White Plains. With these trains, MNR offers outbound half-hourly service on the lower Harlem Line from 6:30 AM though 9:30 PM.
- On Sundays, half-hourly service will be offered between G.C.T. and North White Plains from 11 AM until 5 PM inbound, and from 12:30 PM until 6:30 PM outbound. Until now, we have offered only hourly North White Plains local service on Sundays.
- To better serve the weekday off-peak Bronx-to-Westchester market, six inbound and seven outbound North White Plains local trains will make additional stops at Botanical Garden, Williams Bridge, Woodlawn, and Wakefield stations. This initiative will provide half-hourly service at most Harlem Line Bronx stations throughout the mid-day period.
 - To accommodate these additional stops, the schedule pattern of most inbound North White Plains local trains is adjusted up to five minutes; the pattern is adjusted weekdays and weekends to keep off-peak schedules consistent seven days per week.
- To better align train operations with ridership demand, the 11:26 PM train from G.C.T. to Southeast will now operate on Saturdays only. Sunday ridership on this train is low, and alternatives exist 40 minutes earlier and later.

New Haven Line:

Weekdays – AM Peak

- The 6:51 AM train from Danbury will no longer stop at Rowayton, Darien or Noroton Heights on the main line. This change will result in a 10 minute faster ride for Danbury Branch customers, and will relieve crowding on this train.
- To replace the Danbury train at Rowayton, Darien, and Noroton Heights, a new train will depart South Norwalk at 7:50 AM, stopping at Rowayton, Darien, Noroton Heights and Stamford, then run express to Harlem-125th Street and Grand Central Terminal.
 - The addition of this train will provide an additional express departure from Stamford at the peak of the peak, thereby closing a 25 minute gap in express service at Stamford.

- The 8:29 AM train from Harrison to G.C.T. will originate at Stamford and make all local stops to New York, providing a new one-seat ride for peak direction intermediate customers on the inner New Haven Line, including Fordham. Customers currently riding the 8:29 AM from Harrison will not be affected, as the train will continue to make the same stops in this zone.
- The 8:12 AM train from Port Chester to G.C.T. will originate at Stamford and make all local stops through Port Chester, after which it will continue on its current schedule. This change will close a 28 minute gap in peak service (service guidelines call for 15-25 minute headways in this zone) and will also provide additional service for peak direction intermediate customers on the inner New Haven Line, including Fordham.

Weekdays – PM Peak

- The 4:26 PM train to Harrison will depart one minute later at 4:27 PM and continue to Stamford, providing a new one-seat ride for peak direction intermediate customers on the inner New Haven Line, including Fordham.
- The 4:40 PM to New Haven will no longer stop at Greenwich. Customers traveling to Greenwich from New York may take the 4:34 PM or 4:43 PM trains instead; customers boarding this train at Greenwich destined for stations between Noroton Heights and Fairfield Metro will now depart 5 minutes earlier and change trains at Stamford.

Weekdays – AM Reverse Peak

- A new AM Reverse Peak train departs G.C.T. at 6:26 AM, making stops at Harlem-125th Street, Fordham, Mount Vernon East, New Rochelle, Rye, Port Chester, Greenwich, and Stamford. This train is the equipment for the new South Norwalk AM Peak train discussed earlier, and provides a new semi-express option for customers traveling to jobs in lower Westchester, Greenwich and Stamford.
- A new AM Reverse Peak train departs G.C.T. at 8:07 AM, making stops at Harlem-125th Street, Fordham, Rye, Port Chester, Greenwich, Stamford, and the New Canaan Branch.
- The 8:07 AM New Haven train will depart at 8:04 AM and will no longer stop at Fordham, Rye, Port Chester, and Greenwich, providing customers traveling to Stamford a 5 minute faster ride.

Weekdays – Off-Peak

- The 9:35 AM train from Bridgeport to G.C.T. will operate 16 minutes earlier, reducing the 60 minute gap in service and providing a more reasonable transition from peak service levels to off-peak hourly service in this zone.

Weekends

- Half-hourly service between G.C.T. and New Haven is extended by three hours on Saturday and four hours on Sunday to accommodate growing ridership in this time period.
 - New semi-express trains will depart New Haven at 12:31 PM, 1:31 PM, and 5:29 PM, making stops at the highest-ridership stations to Stamford, then Harlem-125th Street and Grand Central Terminal. With the exception of 2 PM to 4 PM, MNR will offer inbound half-hourly service on the outer New Haven Line from 7 AM through 6 PM on Saturdays and through 7 PM on Sundays.
 - New semi-express trains will depart G.C.T. to New Haven at 3:34 PM, 8:34 PM, and 9:34 PM, running express to Stamford and then making stops at the highest-ridership stations to New Haven. MNR will offer outbound half-hourly service on the outer New Haven Line from 3 PM through 10 PM on Saturdays and Sundays.
- On Saturdays, half-hourly service between G.C.T. and Stamford is extended by one hour in the evening to accommodate growing ridership.
 - A new local train will depart Stamford at 9:43 PM, making all stops to Mount Vernon East, then Fordham, Harlem-125th Street and Grand Central Terminal. With these trains, MNR offers inbound half-hourly service on the inner New Haven Line from 6 AM through 10 PM.
 - A new local train will depart Grand Central Terminal at 8:10 PM, making stops at Fordham, Mount Vernon East, and all stops to Stamford. With these trains, MNR offers outbound half-hourly service on the inner New Haven Line from 6:30 AM through 9:00 PM.
- On Sundays, half-hourly service will be offered between G.C.T. and Stamford from 11 AM until 5 PM inbound, and from 1:30 PM until 7:30 PM outbound. Until now, we have offered only hourly Stamford local service on Sundays.

Weekday Off-Peak and Weekends

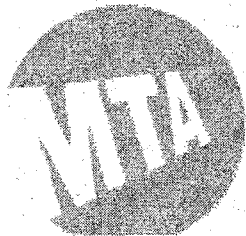
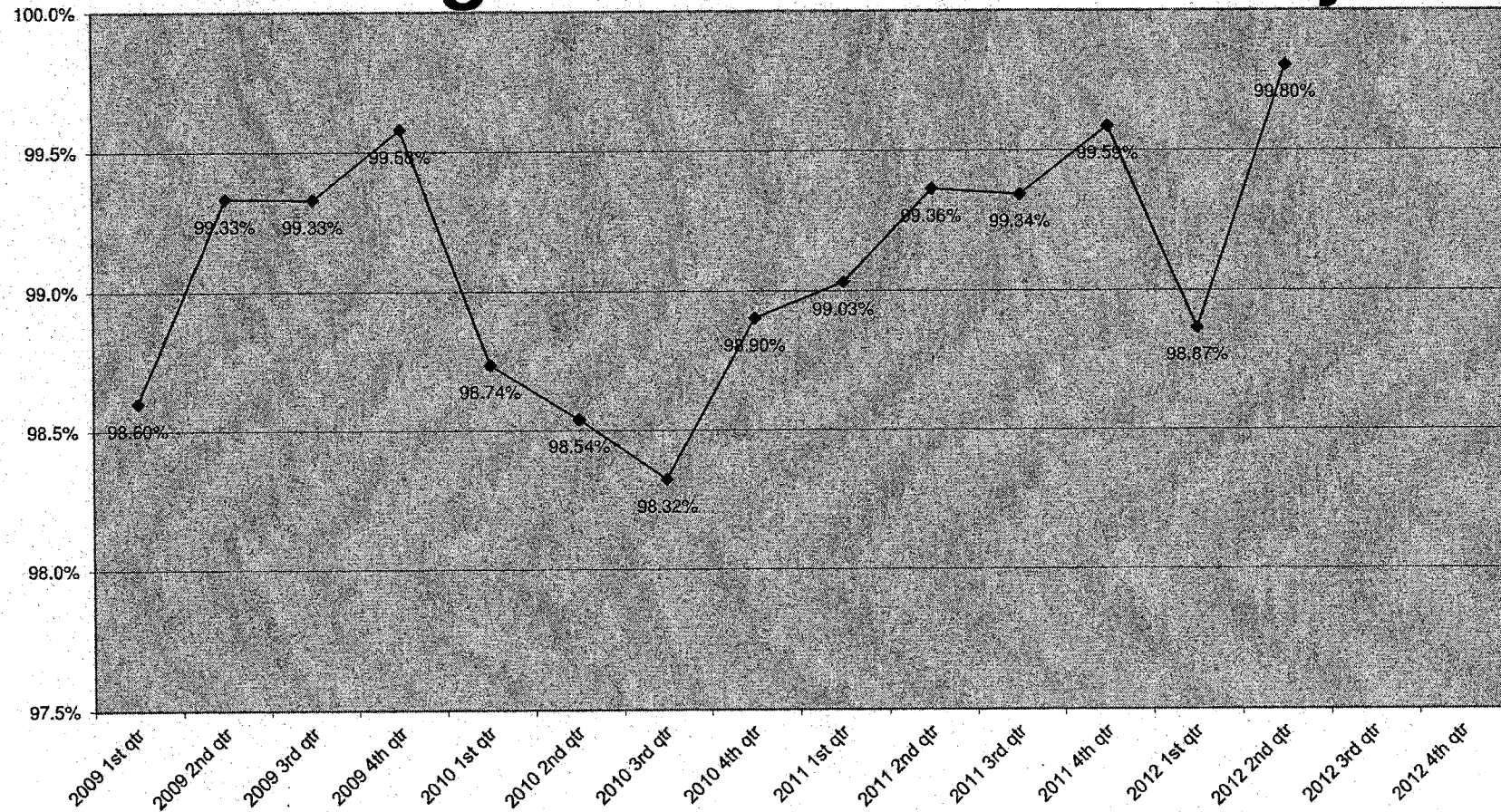
- At the request of the Connecticut Rail Commuter Council and the Connecticut Department of Transportation, hourly trains off-peak and on weekends will make all stops between New Haven and Stamford.
 - Currently, service at Southport, Greens Farms, East Norwalk and Rowayton is provided every two hours. These are the only stations on the New Haven main line that do not have hourly service off-peak and on weekends. With this change, all New Haven Line mainline stations will be provided with hourly service off-peak and on weekends.
 - Trains departing New Haven and G.C.T. on the half-hour will not make additional stops.

Metro-North Railroad Elevator/Escalator

2nd Quarter Report
2012



Passenger Elevator Availability



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

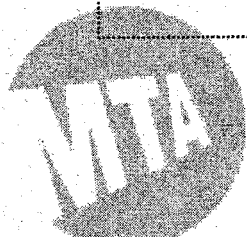
MTA Metro-North Railroad

2012 2nd Quarter Elevator Availability by Station – Hudson Line

Elevator Name	Elevator Number	% Available (Mechanical Failures only)	Elevator Name	Elevator Number	% Available (Mechanical Failures only)
ARDSLEY-ON-HUDSON	026N	100%	GRAND CENTRAL TERMINAL	T-18	100%
ARDSLEY-ON-HUDSON	026S	100%	GRAND CENTRAL TERMINAL	T-19	100%
BEACON	056I	100%	GRAND CENTRAL TERMINAL	T-20	100%
COLD SPRING	054N	100%	GRAND CENTRAL TERMINAL	T-6	100%
COLD SPRING	054S	100%	GRAND CENTRAL TERMINAL	T-7	100%
CORTLANDT	043P	100%	GRAND CENTRAL TERMINAL	T-8	96.7%
CORTLANDT	043I	100%	GRAND CENTRAL TERMINAL	T-9	100%
CORTLANDT	043w	97.8%	GRAND CENTRAL TERMINAL	WCL	100%
CROTON-HARMON	3813	100%	GRAND CENTRAL TERMINAL	NE-1	100%
CROTON-HARMON	3821	100%	GRAND CENTRAL TERMINAL NORTH	NE-2	100%
CROTON-HARMON	3842	98.9%	GRAND CENTRAL TERMINAL NORTH	NE-3	100%
CROTON-HARMON	038P	100%	GRAND CENTRAL TERMINAL NORTH	NE-4	100%
DOBBS FERRY	024N	100%	GRAND CENTRAL TERMINAL NORTH	NE-5	100%
DOBBS FERRY	024S	100%	GRAND CENTRAL TERMINAL NORTH	NE-6	100%
GARRISON	050N	100%	GREYSTONE	020N	100%
GARRISON	050S	100%	GREYSTONE	020S	100%
GLENWOOD	018N	100%	HARLEM 125th	002N	100%
GLENWOOD	018S	100%	HARLEM 125th	002S	100%
GRAND CENTRAL TERMINAL	T-10	100%	HASTINGS-ON-HUDSON	022N	100%
GRAND CENTRAL TERMINAL	T-11	100%	HASTINGS-ON-HUDSON	022S	100%
GRAND CENTRAL TERMINAL	T-12	100%			

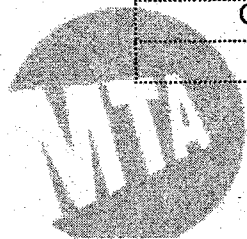
2012 2nd Quarter Elevator Availability by Station – Hudson Line

Elevator Name	Elevator Number	% Available (Mechanical Failures only)	Elevator Name	Elevator Number	% Available (Mechanical Failures only)
MORRIS HEIGHTS	004I	100%	RIVERDALE	012N	100%
OSSINING	3624	100%	RIVERDALE	012S	100%
OSSINING	036C	100%	SCARBOROUGH	034N	100%
OSSINING	036N	100%	SCARBOROUGH	034S	100%
OSSINING	036S	100%	TARRYTOWN	030N	100%
PEEKSKILL	046N	95.6%	TARRYTOWN	030S	100%
PEEKSKILL	046S	100%	UNIVERSITY HEIGHTS	006N	98.9%
PEEKSKILL	Trk2	100%	YANKEES - E. 153RD STREET	321	100%
POUGHKEEPSIE	058N	100%	YANKEES - E. 153RD STREET	364	100%
POUGHKEEPSIE	058PE	100%	YANKEES - E. 153RD STREET	003P	100%
POUGHKEEPSIE	058PW	100%	YANKEES - E. 153RD STREET	003W	100%
POUGHKEEPSIE	058S	100%	YONKERS	016N	100%
			YONKERS	016S	100%



2012 2nd Quarter Elevator Availability by Station – Harlem Line

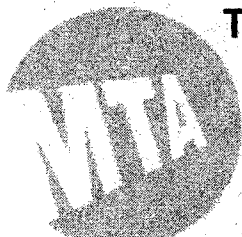
Elevator Name	Elevator Number	% Available (Mechanical Failures only)	Elevator Name	Elevator Number	% Available (Mechanical Failures only)
BEDFORD HILLS	152P	100%	HAWTHORNE	142I	100%
BEDFORD HILLS	152I	100%	KATONAH	154P	100%
BOTANICAL GARDEN	110N	98.9%	KATONAH	154I	100%
BOTANICAL GARDEN	110S	100%	MOUNT KISCO	150P	100%
BREWSTER	162P	100%	MOUNT KISCO	150I	98.9%
BREWSTER	162I	100%	MOUNT VERNON WEST	118N	100%
CHAPPAQUA	148P	100%	MOUNT VERNON WEST	118S	100%
CHAPPAQUA	148I	100%	NORTH WHITE PLAINS	134N	100%
CRESTWOOD	126N	100%	NORTH WHITE PLAINS	134P	100%
CRESTWOOD	126P	98.9%	NORTH WHITE PLAINS	134S	100%
CRESTWOOD	126S	100%	PLEASANTVILLE	146I	100%
CROTON FALLS	160P	100%	PURDYS	158P	100%
CROTON FALLS	160I	100%	PURDYS	158I	100%
FLEETWOOD	120N	100%	SCARSDALE	128N	100%
FLEETWOOD	120S	100%	SOUTHEAST	163P	100%
FORDHAM	108N	100%	SOUTHEAST	163I	100%
FORDHAM	108S	100%	TUCKAHOE	124N	100%
GOLDENS BRIDGE	156P	100%	VALHALLA	136P	100%
GOLDENS BRIDGE	156I	100%	VALHALLA	136I	100%
HAWTHORNE	142P	100%	WHITE PLAINS	132I	100%



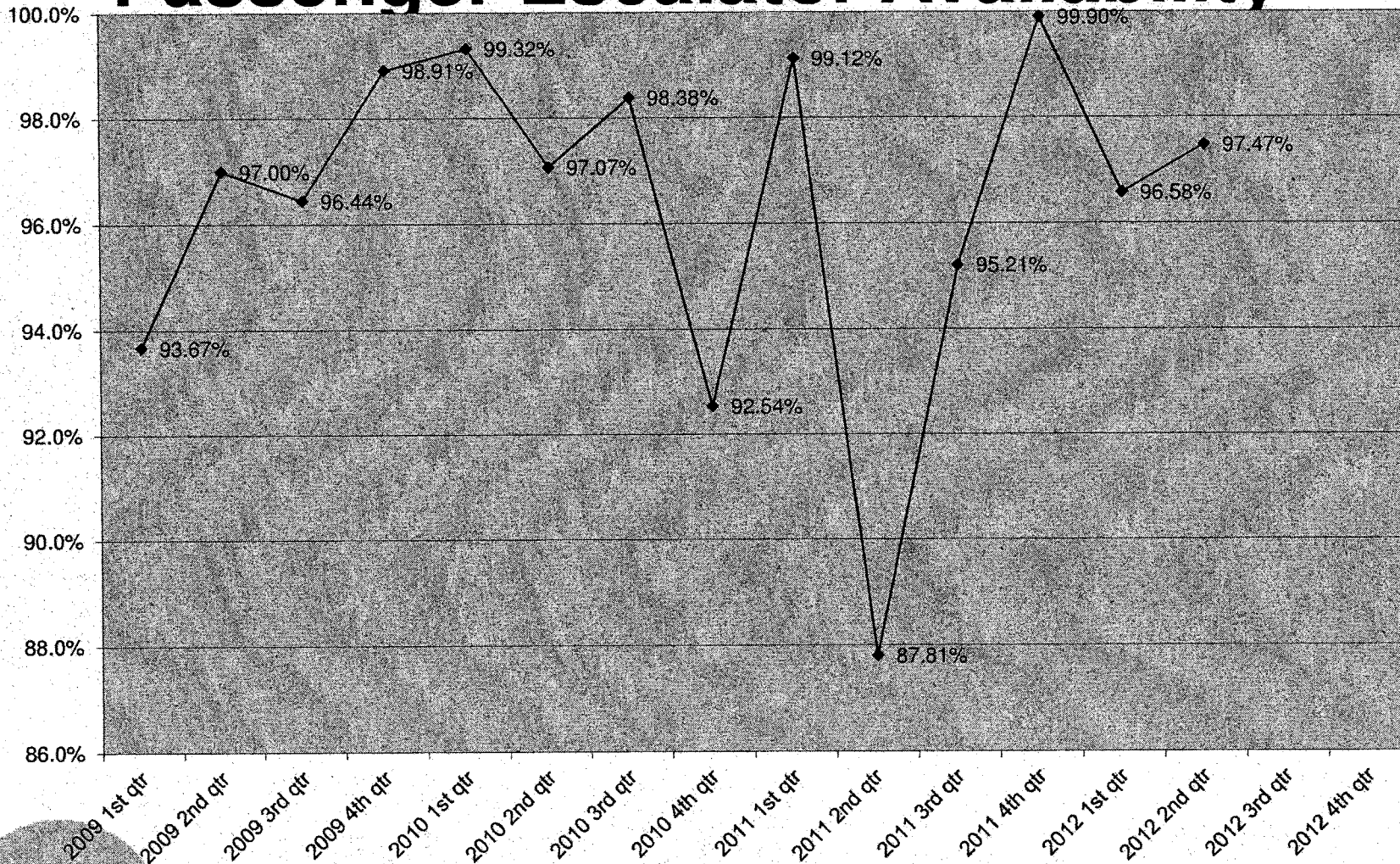
2012 2nd Quarter Elevator Availability by Station - New Haven Line

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

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

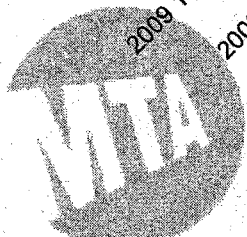


Passenger Escalator Availability



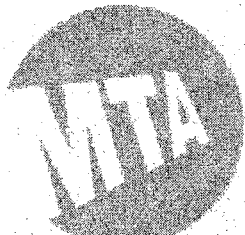
Definition: Availability measures the percent of time that a unit is running and available for customer service.

MTA Metro-North Railroad



2012 2nd Quarter Escalator Availability by Station

Escalator Name	Escalator Number	% Available (Mechanical Failures only)
GRAND CENTRAL TERMINAL	1	100%
GRAND CENTRAL TERMINAL	2	98.9%
GRAND CENTRAL TERMINAL	3	100%
GRAND CENTRAL TERMINAL	4	98.9%
GRAND CENTRAL TERMINAL	5	97.8%
GRAND CENTRAL TERMINAL	6	96.7%
GRAND CENTRAL TERMINAL	7	93.4%
GRAND CENTRAL TERMINAL	8	96.7%
GRAND CENTRAL TERMINAL	9	98.9%
GRAND CENTRAL TERMINAL	10	94.5%
GRAND CENTRAL TERMINAL	11	100%
WHITE PLAINS	N	100%
WHITE PLAINS	S	100%



Elevator Customer Injuries / Entrapments by Station

Station Name	Mechanical Injuries	Human Factor Injuries	Entrapments
GCT	0	0	1
Mount Kisco (150I)	0	0	1
Goldens Bridge (156P)	0	0	1

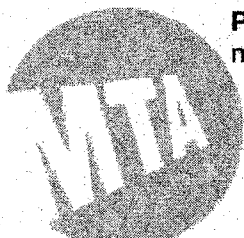
Escalator Customer Injuries by Station

Station Name	Mechanical Injuries	Human Factor Injuries
GCT	1	8
White Plains	0	4
Stamford	0	2

Definitions:

Mechanical includes sudden changes in speed, handrail, alignment. **Human Factor** includes lost balance, encumbrances, Slip/Trip/Fall, pushed/shoved, intoxication, caught between, etc. **Entrapment** includes failure of the elevator to move to a floor landing thus resulting in the customer being stuck. These events require MNR or MTA PD intervention but result in no injury to the customer.

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



Memorandum



Metro-North Railroad

Date: September 24, 2012

To: MTA Metro-North and Long Island Committee

From: Howard Permut *HP*

Re: GCT Centennial Sponsorships

Based on the January 9th Grand Central Terminal Centennial memo and the subsequent Committee Briefing, 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.

September 2012 GCT Centennial/Vanderbilt Hall Sponsorship Term Sheet/Agreements

Term Sheet/ Agreement	Description	Total Compensation Amount/Barter*
CBRE Group, Inc.	Metro-North to provide: <ul style="list-style-type: none"> - Designated "Supporting Centennial Partner;" commercial real estate sector exclusivity - Right to use Centennial logo with MNR approval - CBRE and/or logo recognition on Centennial event signage, digital assets, website, subway stations and train ads, Salute Banners for one month, etc. - Use of Vanderbilt Hall for one (1) day - 2 tickets to events and can purchase VIP event tickets 	The cash value is \$125K.
Carvel Corporation	Metro-North to provide: <ul style="list-style-type: none"> - Designated "Supporting Centennial Partner" including recognition at 100th Birthday Gala and on website - Signage at Parade of Trains event for 2 days (includes QR code for free ice cream redemption) - Digital message "Happy Birthday Grand Central" on Feb 1st - Use of the Taxi-Stand for seven (7) days. - Opportunity to create co-branded Centennial gift cards - Two tickets to 100th Birthday Gala Carvel to provide: <ul style="list-style-type: none"> - A special cake/cakes for the second Centennial Committee event with the Grand Central Centennial logo 	The cash value is \$50K. Barter value is \$5K.

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

SEPTEMBER 2012

**METRO NORTH AND LONG ISLAND
COMMITTEE**

ACTION ITEM

Staff Summary

Item Number 1					
Dept & Dept Head Name: East Side Access, A. Paskoff					
Division and Division Head Name: Program Operations, S. Jurman					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	MNR/LIRR Committee	09/24/12	X		
2	Finance	09/24/12	X		
3	Board	09/27/12	X		
Internal Approvals					
Order	Approval	Order	Approval		
2	General Counsel	4	President		
1	Financial Officer	3	Executive Vice President		

SUMMARY INFORMATION	
Vendor Name N/A	Contract Number N/A
Description Addition of two escalators and one elevator to connect the Biltmore Room at Grand Central Terminal to the ESA-LIRR Concourse below.	
Total Amount N/A	
Contract Term N/A	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input type="checkbox"/> No	
Procurement Type <input type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input 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:	

I. PURPOSE/RECOMMENDATION

To obtain Board approval to add a project entitled "Biltmore Room Connection to the MTA Capital Program's Interagency Program at an estimated cost of \$15.5 million.

II. DISCUSSION

The MTA's East Side Access project is currently under construction and will bring Long Island Rail Road (LIRR) trains into a new concourse beneath Grand Central Terminal (GCT). This new concourse is over 350,000 square feet and will occupy space within a portion of GCT's lower level. The first portion of the concourse construction is underway and the remaining construction is scheduled for bid this fall.

The design of the ESA project as funded by the Federal Full Funding Grant Agreements meets all passenger flow and egress requirements and standards. That said, there is no direct connection from the LIRR Concourse to the main level within GCT. The Biltmore Room Connection is composed of two escalators and an elevator connecting the Biltmore Room on the Upper Level of GCT directly to the LIRR Concourse and will provide additional benefits to both future LIRR riders and Metro-North passengers. Passenger flow will be improved by adding a direct connection between the Upper Level of existing GCT and ESA via the Biltmore Room. It will provide added capacity during periods of operational delays and special events. The project will also support regional growth by facilitating more efficient commutation between LIRR and Metro-North territories.

The design of the Biltmore room has been progressed by the ESA General Engineering Consultant (GEC) at the request of Metro-North Railroad (MNR). Construction would be included in the ESA's GCT Concourse Contract CM014B.

III. IMPACT ON FUNDING

Funding is available within the MTA's 2010-2014 Interagency Program.

IV. ALTERNATIVES

The alternative is to not construct the Biltmore Room Connection. This is not recommended since the project will provide many benefits to our customers. The project could be constructed at a future date but this would be impractical, resulting in increased costs and impacts on a newly completed LIRR Concourse.

METRO-NORTH/LONG ISLAND



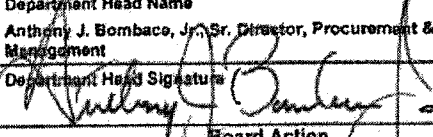
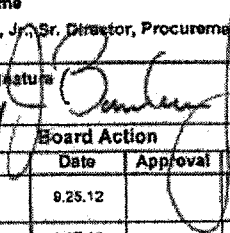


COMMITTEE

PROCUREMENTS

FOR BOARD

ACTION

September 24, 2012

Subject Request for Authorization to Award Various Procurements						Date September 24, 2012	
Department Procurement and Logistics - LIRR						Department Law and Procurement - MTACC	
Department Head Name Dennis L. Mahon, Chief Procurement and Logistics Officer						Department Head Name Evan M. Elstrand, Senior Vice President and General Counsel	
Department Head Signature 						Department Head Signature 	
Department Procurement and Material Management - MNR							
Department Head Name Anthony J. Bombace, Jr., Sr. Director, Procurement & Material Management							
Department Head Signature 							
Board Action						Internal Approvals	
Order	To	Date	Approval	Info	Other	Order	Approval
1	LIRR/MNR Committee	9.25.12				X	President, LIRR 
2	MTA Board	9.27.12				X	President, MNR
						X	President, MTACC 

PURPOSE:

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

DISCUSSION:

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

Schedules Requiring Two-Thirds Vote:	# of Actions	\$ Amount
Schedule A: Non-Competitive Purchases and Public Works	3	\$3,697,265
SUBTOTAL	3	\$3,697,265

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

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

LIRR proposes to award Competitive procurements in the following categories:

Schedules Requiring Two-Thirds Vote:	# of Actions	\$ Amount
Schedule C Competitive Requests for Proposals	1	\$11,471,450
Schedule F Personal Source Contract	1	\$0
SUBTOTAL	2	\$11,471,450

MNR proposes to award Competitive procurements in the following categories:

Schedules Requiring Two-Thirds Vote:

		<u># of Actions</u>	<u>\$ Amount</u>
Schedule B	Competitive Request for proposals	1	\$0
	SUBTOTAL	1	\$0

Schedules Requiring Majority Vote:

		<u># of Actions</u>	<u>\$ Amount</u>
Schedule G:	Miscellaneous Service Contracts	6	\$5,237,000
Schedule H	Modifications to Personal/Miscellaneous Contracts	1	\$1,736,719
Schedule J	Modification to Miscellaneous Procurement Contracts	1	\$375,000
	SUBTOTAL:	8	\$7,348,719

MTACC proposes to award Competitive procurements in the following categories:

Schedules Requiring Majority Vote

		<u># of Actions</u>	<u>\$ Amount</u>
Schedule H	Modifications to Personal Service Contracts & Misc. Service Contracts	1	\$1,308,213
Schedule I	Modifications To Purchase and Public Work Contracts	4	\$7,693,185
	SUBTOTAL:	5	\$9,001,398

LIRR proposes to award Ratifications in the following categories:

		<u># of Actions</u>	<u>\$ Amount</u>
Schedule K	Ratification of Completed Procurement Action	1	\$3,759,400
	SUBTOTAL:	1	\$3,759,400

MNR proposes to award Ratifications in the following categories:

of Actions
NONE
\$ Amount

MTACC proposes to award Ratifications in the following categories:

		<u># of Actions</u>	<u>\$ Amount</u>
Schedule K	Ratification of Completed Procurement Action	1	\$868,500
	SUBTOTAL:	1	\$868,500
	TOTAL:	<u>21</u>	<u>\$36,146,732</u>

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

BUDGET IMPACT:

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

RECOMMENDATION:

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

METROPOLITAN TRANSPORTATION AUTHORITY

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

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

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

NOW, the Board resolves as follows:

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

SEPTEMBER 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. | Nordco, Inc.
Sole Source
Contract No. IT05426 | \$990,000
(Not-to-Exceed) | <i><u>Staff Summary Attached</u></i> |
|----|--|--|--------------------------------------|

LIRR, on behalf of itself and Metro-North Railroad (the Railroads), for MTA Board approval to award contracts for a 36-month period to Nordco Inc. in a total amount not-to-exceed \$990,000 (LIRR \$790,000/MNR \$200,000) for replacement parts required by the Railroads to operate and maintain various pieces of Nordco and Pyke track equipment. The Railroads use this equipment to perform infrastructure maintenance along their respective rights-of-way. Nordco is the Original Equipment Manufacturer and the sole responsible source for these parts.

- | | | | |
|----|---|--|--------------------------------------|
| 2. | Daktronics, Inc.
Sole Source
Contract No. IT010971 | \$2,621,300
(Not-to-Exceed) | <i><u>Staff Summary Attached</u></i> |
|----|---|--|--------------------------------------|

LIRR, on behalf of itself, Metro-North Railroad and MTA Bridges and Tunnels (the Agencies), requests MTA Board approval to award Sole Source Contracts to Daktronics, Inc., each for a three-year period in the total not-to-exceed amount of \$2,621,300 (\$593,300 - LIRR; \$464,000 - MNR; \$1,564,000 - B&T) to furnish visual message dissemination equipment required by the Agencies as they continue the expansion of their existing station/bridge public notification systems. On an as-needed basis, Daktronics will supply equipment and replacement parts required to expand, operate and maintain their systems. This is a sole source procurement because the VMS/AVPS system of the Agencies are designed to interface explicitly with the Daktronics signs which utilize a proprietary protocol. LIRR advertised its intent to award a sole source blanket order in the NYS Contract Reporter as well as the New York Post and no other vendor expressed any interest in competing for this procurement.

- | | | |
|----|--|--|
| 3. | North American Signal System LLC
Sole Source
Contract No. IT04689 | \$85,965.00
(Not-to-Exceed) |
|----|--|--|

LIRR requests approval to award a three year Sole Source Blanket Purchase Order (BPO) to North American Signal System LLC (NAS), in the not-to-exceed amount of \$85,965.00. Under the BPO, the LIRR will purchase NAS Universal Data Analyzers (UDA) and/or component parts in order to maintain LIRR's existing Centralized Wayside Event Monitoring System. Alarms generated by the system are analyzed by Signal Department personnel, who then dispatch law enforcement personnel and appropriate LIRR maintenance crews to initiate repairs thereby improving response time to incidents and overall grade crossing safety. This is sole source

procurement because the UDAs in the Central Monitoring System are proprietary designs of NAS. LIRR advertised its intent to award a sole source blanket order in the NYS Contract Reporter as well as the New York Post and no other vendor expressed any interest in competing for this procurement. The prices submitted represent an average annual increase of 1.65% over the previous contract. The Producer Price Index for electricity and signal testing instruments manufacture for the same period indicates a 3.7% increase. Further, NAS has certified that prices offered are equal to or less than prices quoted to their most favored transit customer or any other commuter railroad or transit agency. The prices will remain fixed for the 36-month term of the BPO. Based on the above, the prices have been determined to be fair and reasonable.

Schedule A: Non-Competitive Purchases and Public Works

Staff Summary



Item Number: 1

Vendor Name (& Location) Nordco, Inc. (Oak Creek, WI)
Description Replacement Parts for Various Maintenance Of Way Equipment
Contract Term (including Options, if any) 36 months
Option(s) Included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-Competitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Sole Source

Contact Number IT05426	Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Total Amount:	LIRR: \$ 790,000 MNR : 200,000 Not-to-Exceed \$ 990,000
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Engineering - Kevin Tomlinson Chief Engineer	
Contract Manager : Richard Barone	

Discussion:

Long Island Rail Road, on behalf of itself and Metro-North Railroad (the Railroads), requests MTA Board approval to award contracts for a 36-month period to Nordco Inc. (Nordco) in a total amount not-to-exceed \$990,000 (LIRR \$790,000/MNR \$200,000) for replacement parts required by the Railroads to operate and maintain various pieces of Nordco and Pyke track equipment.

On July 14, 1999 Nordco Inc. acquired Pyke Manufacturing which then ceased to operate as a separate corporate entity. LIRR and MNR currently own and operate Nordco/Pyke specialized track maintenance equipment including Grabber Spike Pullers, Screw Lag Drivers and Tie Remover/Inserters. The Railroads use the equipment identified above to perform infrastructure maintenance along its respective rights-of-way.

Nordco is the Original Equipment Manufacturer and sole responsible source for these parts. LIRR advertised its intent to award a Sole Source Contract in the NYS Contract Reporter and in the New York Post, and no other vendor expressed an interest in competing for this requirement. 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. In addition to the advertisement, direct outreach by LIRR Procurement was performed and no alternate suppliers have been identified.

Prices for parts ordered through this procurement will be based on Nordco's published parts price list in effect at the time that an order for a part is placed. Combining all of the projected usages of all the Class I railroads, Nordco offers identical pricing for parts to all of its customers. A comparison of the current price list reflects a weighted average price increase of 5.4%. The Producer Price Index (PPI) for Construction Machinery and equipment for the same period increased by 5.5. Based on this price analysis, Nordco's pricing is determined to be fair and reasonable.

Schedule A: Non-Competitive Purchases and Public Works

Staff Summary



Item Number: 2

Vendor Name (& Location) Daktronics, Inc. (Brookings, SD)
Description Furnishing of Visual Message Dissemination Equipment
Contract Term (including Options, if any) 3 Years
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-Competitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Sole Source

Contract Number IT010971	Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Total Amount:	LIRR \$593,300 MNR \$464,000 B&T \$1,564,000 Not-to-Exceed: \$2,621,300
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Engineering – Kevin Tomlinson, Chief Engineer	
Contract Manager: Richard Barone	

Discussion:

Long Island Rail Road, on behalf of itself, Metro-North Railroad and MTA Bridges and Tunnels (the Agencies), requests MTA Board approval to award Sole Source Contracts to Daktronics, Inc., (Daktronics) each for a three-year period in the total not-to-exceed amount of \$2,621,300 (\$593,300 - LIRR; \$464,000 - MNR; \$1,564,000 - B&T) to furnish visual message dissemination equipment required by the Agencies as they continue the expansion of their existing station/bridge public notification systems. Each agency will issue individual Purchase Order Releases to Daktronics on an as-needed basis to supply equipment and replacement parts required to expand, operate and maintain their systems. The Agency's public address systems are at varying stages of maturity as each one was implemented at different times utilizing different technologies and equipment. However, as part of an all-agency joint procurement strategy, LIRR, MNR and B&T have standardized their systems using Daktronics displays in order to maintain compatibility with all platform signs, significantly reduce maintenance and force account installation costs, and inventory control of materials. The purchase and implementation of the Daktronics signs allowed for consistency of spare parts and inventory and maximized the efficiency of maintaining the station signage.

B&T has installed Variable Message Signs (VMS) at all B&T facilities under the AW-80 Capital Program and have become a critical element in B&T's operations to better serve the public by displaying real time travel time data to B&T customers as they travel through B&T's facilities. These signs also display traffic related incident messages, amber alerts, weather condition messages and construction advisements. VMS signs have been fully integrated into B&T's Advance Traffic Management System used by the Operations Department.

Similarly, under prior Capital Programs, LIRR and MNR have each deployed Daktronics Audio Visual Paging System (AVPS) equipment throughout their infrastructure, including 121 LIRR stations and MNR's New Haven Line stations, to provide customers with timely train information and other messages and operational communications. As part of their continuous effort to enhance customer communication, new devices are required at additional stations, platforms, overpasses and underpasses. These current and future requirements are covered under this request.

This is a sole source procurement because the VMS/AVPS systems of the Agencies are designed to interface explicitly with the Daktronics signs which utilize a proprietary protocol. 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. In addition to the direct outreach performed by LIRR's Procurement department which resulted in no alternate suppliers having been identified, LIRR advertised its intent to award a sole source blanket order in the NYS Contract Report as well as the New York Post and no other vendor expressed any interest in competing for this work.

A comparison of the current price list reflects an annual average price increase of 5.89%. The Producer Price Index (PPI) for signs and advertising displays for the same period increased by 8.4%. Based on this price analysis, Daktronics pricing is determined to be fair and reasonable.

SEPTEMBER 2012

MTA LONG ISLAND RAIL ROAD

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote

Schedule C: Competitive Request for Proposals (Award of Purchase and Public Work Contracts)
(Staff Summaries only required for items requiring Board approval)

- | | | | |
|----|--|--------------|-------------------------------|
| 4. | Myers Controlled Power, LLC
Competitive RFP
Contract No. TBD | \$11,741,450 | <u>Staff Summary Attached</u> |
|----|--|--------------|-------------------------------|

LIRR requests MTA Board approval to award a contract to Myers Controlled Power, LLC (Myers) for the lump sum price of \$11,471,450 to furnish prefabricated traction power substations needed to replace existing substations located at Hillside and Kew Gardens. Under this substation procurement, Myers will design, fabricate, deliver, install, integrate and test the modular substations including building enclosures, equipment, cabling and supervisory control systems. Myers was not only the highest ranked technical proposal, but also Myers' cost proposal of \$11,471,450 was the lowest of all four proposers, and fully \$2,055,992 lower than the next-ranked and next-costliest proposer. It also compared favorably to LIRR's internal estimate.

Schedule F: Personal Service Contracts

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

- | | | |
|----|---|-------------------------------|
| 5. | NCO Financial Systems, Inc.
Five-Year Contract
Ride B&T Contract No.: PSC-10-2883
Contract Nos.: TBD | LIRR - \$0.00
MNR - \$0.00 |
|----|---|-------------------------------|

Under MTA's Joint Procurement Strategy, LIRR, on behalf of itself and Metro-North Railroad (MNR), requests Board approval to ride a Bridges & Tunnels (B&T) Personal Services Contract, No. PSC-10-2883, with NCO Financial Systems, Inc., (NCO), for Debt Collection Services, from 10/1/2012 through 7/31/2017. In May 2012, the Board approved the award of B&T's competitively negotiated contract to NCO, for a period of five (5) years, from 8/1/2012 through 7/31/2017. Services provided under this contract include; (i) developing a database of delinquent receivable accounts, (ii) contacting customers by mailers, and telephone, in effort to collect monies owed, and (iii) collecting unpaid fees. Under the terms of this contract, NCO receives a 13.9% fee for all monies collected. This fee remains fixed for the five-year contract term. LIRR and MNR estimate that over the five year term of the contract, NCO will be paid (i) \$50,000 by LIRR, based on \$360,000 collected, and (ii) \$83,000 by MNR based on \$600,000 collected. All contracts will be co-terminus to allow for a joint-agency follow-on solicitation. No budgetary funding is required since the consultant receives a percentage of all delinquent revenue collected on behalf of the agencies.

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

Staff Summary



Long Island Rail Road

Item Number: 4					
Dept & Dept Head Name: Procurement & Logistics; Dennis Mahon					
Department Head Signature & Date <i>[Signature]</i>					
Division & Division Head Name: Richard Oakley; Chief Program Officer					
Division Head Signature & Date <i>[Signature]</i>					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	LI Committee				
2	MTA Board				
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>		

SUMMARY INFORMATION	
Vendor Name	Contract Number
Myers Controlled Power, LLC	6074
Description	
Replacement of Hillside & Kew Gardens Substations	
Total Amount	
\$11,471,450	
Contract Term (Including Options, if any)	
770 consecutive calendar days	
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:

MTA Board approval of a contract award to Myers Controlled Power, LLC (Myers) for the lump sum price of \$11,471,450 to furnish prefabricated traction power substations needed to replace existing substations located at Hillside and Kew Gardens.

II. DISCUSSION:

LIRR's 2010-2014 Capital Program includes \$130 million for power related investments including the replacement of traction power substations at Hillside and Kew Gardens that are past their useful life. Under this substation procurement, Myers will design, fabricate, deliver, install, integrate and test the modular substations including building enclosures, equipment, cabling and supervisory control systems. The modular substation buildings will be assembled and installed on foundations constructed by LIRR forces. LIRR Forces will also interconnect the substation into the power infrastructure. The MTA Board approved the use of the RFP method for this procurement at its December 2011 meeting.

Advertisement of this Contract ran in both the New York State Contract Reporter and the New York Post on January 26, 2012. In addition, a copy of the advertisement was sent directly to 18 firms known to have experience with this type of work. The proposers' conference and site tour was attended by 13 firms.

Four firms responded to the Railroad's RFP. All four firms were invited to give detailed oral presentations to the LIRR. A Technical Evaluation Committee (TEC) reviewed these proposals against pre-set criteria for technical response and quality plan, management approach, experience and qualifications of the firms and proposed project team.

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

- Myers proposed sound methods and processes for maintaining the project schedule,
- Myers has extensive corporate experience with this kind of work,
- The equipment being proposed by Myers has been demonstrated as high-functioning on other LIRR power projects,

Staff Summary



Long Island Rail Road

- The manufacture and integration of equipment and housing is largely centralized at Myers' facilities, increasing the ability to control these activities.

Moreover, Myers was not only the highest ranked technical proposal, but also Myers' cost proposal of \$11,471,450 was the lowest of all four proposers, and fully \$2,055,992 lower than the next-ranked and next-costliest proposer. It also compares favorably to the LIRR's internal estimate. Based on a comparison to market prices and the internal estimate, Myers' cost is deemed fair and reasonable.

As part of the replacement of the Hillside Substation, the original 1905 brick Hillside Substation will be impacted. LIRR is following all State historic preservation procedures with regard to this building.

The award of this Contract to Myers is conditioned on the execution of an agreement between LIRR, FTA, and NYSOPRHP with regard to the existing Hillside substation. It is anticipated that this agreement will be finalized in late September 2012.

III. D/M/WBE INFORMATION:

This contract has a 5% DBE goal, which Myers' proposal meets through its proposed subcontract for the SCADA system. Myers Controlled Power LLC has NOT completed any MTA contract containing D/M/WBE goals within the last 6 years; therefore, no assessment of the firm's D/M/WBE performance can be determined at this time.

IV. IMPACT ON FUNDING:

This contract will be funded by LIRR's 2010 – 2014 Capital Program.

V. ALTERNATIVES:

State-of-the-art traction power substations are crucial to the continued functioning of the LIRR in maintaining On-Time Performance. Further, LIRR has no ability to perform this work in-house; 3rd-party vendors are required.

VI. FUTURE TASKS:

None associated with the Hillside and Kew Gardens substations.

SEPTEMBER 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

Solicit Proposals for the Overhaul of six GP35 and one GP8 Locomotives

Request for MTA Board approval to use the Request for Proposal (RFP) process to solicit and evaluate proposals from prospective Railcar Remanufacturers to overhaul six GP35 Locomotives and one GP8 Locomotive.

The scope of services of this project includes the overhaul of six GP35 Locomotives and one GP8 Locomotive that have been maintained by the Maintenance of Equipment (M of E) Department for Metro-North's (MNR) East of Hudson Service. The Locomotives are over forty-five (45) years old and were last rebuilt more than twenty (20) years ago. They are used for work trains, yard movements and service protection. The overhaul of these Locomotives will defer the need for replacement via the Capital Program. A cost-benefit analysis of the overhaul of these locomotives indicated that the overhaul of these locomotives was more cost effective than the originally planned acquisition of five new switcher shuttle locomotives.

This project will include, but not be limited to a complete electrical system re-wire, overhaul of the diesel engine and all rotating components as well as the federally mandated installation of Positive Train Control (PTC). The Federal Railroad Administration (FRA) has mandated that PTC be implemented by the end of 2015; this installation will ensure MNR's compliance on these locomotives. This overhaul shall extend the service life of these locomotives an additional fifteen (15) years.

In order to assure the selection of the remanufacturer with the necessary experience and expertise, it is in the public interest to use the RFP process to properly evaluate the technical and remanufacturing capabilities of prospective proposers. The Contractor will be selected based on an evaluation of technical capability, past performance, organization resources, experience of team members, and cost. This procurement will be funded by MNR's Operating Budget.

Schedules Requiring Majority Vote:

G. Miscellaneous Service Contracts

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

2. Tennant Sales and Service Company (Tennant) \$200,000 (not-to-exceed)

Preventative Maintenance and Repair of Ten Sweepers and Scrubbers

Approval is requested to award a four-year (2 year base and 2 one-year options) competitively solicited (one bid received), miscellaneous service contract to Tennant Sales and Service Company (Tennant), to provide preventative maintenance and repair services for 10 Scrubbers and Sweepers located at MNR's New Haven, Stamford, Brewster and Croton Harmon maintenance facilities. The sweepers and scrubbers are used in the maintenance facilities to minimize dirt and dust on the shop floors and working areas. The units have been in service for approximately seven years. Services include providing scheduled quarterly maintenance, inspections, repairs and all associated parts, materials and service costs. These services are necessary to maintain the sweepers and scrubbers in a state of good repair. Tennant is the Original Equipment Manufacturer (OEM) and incumbent provider of the required services and has performed satisfactorily.

Tennant was the sole responsive and responsible bidder for these services. A review of those vendors who did not bid found that it was not within their business interest to bid or elected not to respond. The solicitation of potential bidders included both advertisements placed in required publications as well as direct outreach to 10 vendors known to perform this unique type of work. The cost of these services has increased 1.5% per year comparing the midpoint of the prior contract and the new contract. This is attributable to the increase in labor and material replacement costs due to the age of the machines currently in service. The prices will be fixed for the new four year contract and are deemed fair and reasonable for the level of service to be provided. The total cost of this service is not-to-exceed \$200,000. This procurement will be funded by the MNR Operating Budget.

3. Emcor-Tucker Mechanical \$92,000 (not-to-exceed)

Preventative Maintenance, Inspection, and Repair HVAC and Heater Units

Approval is requested to award a four year (1 year base and 3 one-year options), competitively solicited (one bid received) miscellaneous service contract to Emcor-Tucker Mechanical (Emcor) to provide emergency and preventative maintenance, inspection and repair services for forty-three (43) HVAC and Heater Units located at MNR's New Haven and Stamford facilities (i.e. storerooms, office buildings and maintenance centers). Services include providing quarterly preventative maintenance, inspection and repair, 24-hour emergency service and all necessary parts. These services are necessary to maintain and ensure the continued operation of the HVAC and Heater systems.

Emcor was the sole responsive and responsible bidder and is an authorized maintainer of this equipment. A review of those vendors who did not bid found that it was not within their business interest to bid or elected not to respond. The solicitation of potential bidders included both advertisements placed in required publications as well as direct outreach to 11 vendors known to perform this unique type of work.

The cost of these services has decreased 1.6% per year comparing the midpoint of the prior contract and the new contract. The prices will be fixed for the new four year contract and are deemed fair and reasonable for the level of service to be provided. The total cost of this service is not-to-exceed \$92,000. This procurement will be funded by the MNR Operating Budget.

4. **Simpson Gumpertz & Heger Associates Inc., P.C. (SGH)**
Metro-North Railroad (\$75,000) (not-to-exceed)
New York City Transit (\$40,000) (not-to-exceed)
Metallurgical and Structural Testing Services

Approval is requested to award a competitively solicited (2 bids received), three year joint miscellaneous service contract to Simpson Gumpertz & Heger Associates Inc., P.C. (SGH) for Metallurgical and Structural Testing services. The scope of work is highly specialized and requires the contractor to perform metallurgical and structural testing on wheels, mechanical or structural components, railcar axles, railcar truck frames and locomotive or passenger car operational dynamics. This contract will be used on an as-needed basis for both Metro-North Railroad (MNR) and New York City Transit (NYCT).

SGH was the lowest responsive and responsible bidder. The cost of these services has decreased 6.6% per year comparing the midpoint of the prior contract and the new contract. The prices will be fixed for the three year contract period and are deemed fair and reasonable for the level of service to be provided. The total award for both MNR and NYCT is not-to-exceed \$115,000 for the three year period. This procurement is to be funded by each Agency's Operating Budget.

5. **Mitsubishi Electric Power Products Inc.** \$1.61 Million (estimated)
6. **Ram Industrial Svce.** \$1.61 Million (estimated)
7. **Walco Electric Co.** \$1.61 Million (estimated)

Overhaul/ Repair and Return of AC - Powered Traction Motors

Approval is requested to award three competitively solicited, 5-year miscellaneous service agreements (10 bids received) for the pick-up, overhaul and/or repair, and delivery of AC - powered traction motors used on MNR's M-7 Railcar Fleet. These agreements are required to maintain MNR's M-7 fleet's long-term operation. The scope of services includes but is not limited to an OEM-specified ten(10) year basic overhaul, a complete overhaul, if required, and the repair, recondition, and rebuild of motor assemblies, if required. These repairs will ensure the efficient, timely, reliable and safe operation of this fleet. MNR does not have the capabilities to perform this work with in-house forces. LIRR has declined to participate in this solicitation and award as they have the capability to perform these services with in-house forces.

In order to ensure that MNR has an appropriate inventory of working AC traction motors and to protect against the circumstance that any vendor is not meeting production capacity, MNR Procurement structured the solicitation to allow for award to more than one qualified contractor. The solicitation of potential bidders included both advertisements placed in required publications as well as direct outreach to vendors known to perform this unique type of work. The solicitation was based on the estimated amount of AC traction motor assemblies requiring either overhaul and/or repair during the next five years.

Ten vendors responded to the solicitation and eight of the ten were deemed responsive and responsible bids. A QA/QC technical site visit was conducted on the three vendors with the lowest gross sum bid. All were deemed qualified to perform this scope of work. Mitsubishi Electric Power Products Inc., Ram Industrial Services Inc., and Walco Electric Company, submitted bids in accordance with the solicitation and awards to each are requested at this time.

The estimated individual award amounts are based on the equal distribution of work to the different vendors. The actual distribution of work to the vendors will be based on operational requirements, and

vendor capacity and timeliness of work, with the goal of meeting service requirements at the lowest possible cost and efficiency. MNR's Maintenance of Equipment Department, in coordination with MNR's Procurement and Material Management Department, manages the distribution and the work performed. As this Board Authorization shall not guarantee any one vendor a fixed amount of work, the overall budget may be reallocated as necessary to ensure the timeliest overhaul/repair of these motors.

Unit prices for the new agreements are fixed for the first two years, with the third through fifth years' prices adjusted in accordance with pre-designated tables of escalation formulae published by the Bureau of Labor Statistics. Since this is the first time overhaul and repairs have been administered for these AC traction motors, no pricing history is available. However, when comparing total costs to a previous Original Equipment Manufacturer (OEM) proposal for the same services requested by MNR, an overall savings of approximately \$3.4 million is projected as a direct result of this competitive procurement in lieu of an award to the OEM.

The total estimated cost for this agreement is approximately \$4.83 million. The prices for the new agreements are deemed fair and reasonable for the work to be performed. These agreements are to be funded by the MNR Operating Budget. These contracts will be available to the other MTA agencies at the same rates, terms and conditions. A background check performed by MNR Legal and Procurement revealed that information disclosed by Mitsubishi regarding issues with a U. S. affiliate is considered Significant Adverse Information (SAI) within the meaning of the All-Agency Responsibility Guidelines. If the MTA Board approves this contract, no award will be made unless Mitsubishi is found to be fully responsible for award.

H. Modifications to Personal/Miscellaneous Service Contracts

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

8. PB Americas, Inc.

\$1,736,719 (not-to-exceed)

Staff Summary Attached

Penn Station Access Environmental Review

Through use of the competitive RFP process, the MTA Board approved a personal service agreement to PB Americas, Inc. (PB) in the total not-to-exceed amount of \$2,884,647 to perform the Penn Station Access study (PSA). The PSA workscope included performing an environmental review of using existing infrastructure to provide Hudson and New Haven Line service to Pennsylvania Station, New York (PSNY) and the construction of three new stations in the eastern Bronx on Amtrak's Hell Gate Line and two new stations in Manhattan on Amtrak's Empire Line. Prior changes to the contract have included additional work to coordinate documentation requirements, extended coordination with public agencies, revise, update and respond to comments regarding the draft EIS, increased efforts to support FTA review and public hearings, and to incorporate additional FTA requirements.

Presently, MNR is seeking Board approval to address scope changes to address the following: (1) perform necessary operations analysis at interlockings at New Rochelle, Stamford and Spuyten Duyvil; (2) develop a newly proposed station on the Hell Gate Line at Morris Park to a conceptual level and assess related costs and environmental impacts; (3) perform additional engineering work for a potential Upper West Side station at a location on the Empire Line between W. 54 St. and W. 57th St. to determine if it is a viable site; (4) improvements to the Hell Gate Line that may be necessary as the result of the Penn Station Operations Study; and (5) update some environmental information and analysis to conform with federal requirements.

MTA Board approval is requested for MNR to execute a contract modification to PB Americas, Inc. for scope changes to the Penn Station Access Environmental Review contract that will facilitate FTA approval of the project. The amount of this change, \$1,736,719, is funded by the MTA Capital Program Budget, MNR Operating Budget and the Connecticut Department of Transportation. The present contract end date is December 31, 2013.

J. Modification to Miscellaneous Procurement Contracts

(Approvals/Staff Summaries required for individual change orders greater than \$250K. Approval without Staff Summaries required for change orders greater than 15% of previously approved amount which are also at least \$50K)

**9. North American Specialty Glass, Inc. (NASG) \$375,000 (not-to-exceed) Staff Summary Attached
M-7 Window Assemblies and Window Components**

Approval is requested for additional funds totaling \$375,000 to North American Specialty Glass Inc. (NASG). Under a previously approved (April 2011) competitively solicited joint procurement led by LIRR, NASG has provided various original equipment manufacturer (OEM) window assemblies and window components. This purchase agreement was established to support MNR's M-7 railcars.

Presently, MNR has exhausted the originally budgeted funds prior to contract completion date of April 2014 and requires additional funding for the remainder of the contract period. The original contract funding was exhausted due to unanticipated high replacement of M-7 window assemblies due to storm-related damage caused by downed trees.

Application of MNR's material forecasting system has determined that \$375,000 is the level of purchase needed to support the M-7 fleet through the end of the contract period. The total additional funds required by MNR are not-to-exceed \$375,000. All contract terms, conditions and pricing with NASG will remain fixed for the duration of the agreement. This contract change is to be funded by the MNR Operating Budget.

Staff Summary

Item Number B					
Dept & Dept Head Name: Procurement & Material Management, Anthony J. Bombace, Jr.					
Division & Division Head Name: Sen. VP - Administration, Raymond Burrey					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	M-N Comm.Mtg.	9-24-12	X		
2	MTA Board Mtg.	9-27-12	X		
Internal Approvals					
Order	Approval	Order	Approval		
X	President	X	Sr. V.P. Operations		
X	Sr. V.P. Admin.	X	V.P. Planning		
X	V.P. Finance & IT	X	General Counsel		
X	Capital Programs				

SUMMARY INFORMATION	
Vendor Name TBD	Contract Number TBD
Description Request to use the RFP process to solicit proposals for the Overhaul of six GP35 and one GP8 Locomotives	
Total Amount TBD	
Contract Term (including Options, if any) TBD	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input 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 checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

I. PURPOSE/RECOMMENDATION:

Request for MTA Board approval to use the Request for Proposal (RFP) process to solicit and evaluate proposals from prospective Railcar Remanufacturers to overhaul six GP35 Locomotives and one GP8 Locomotive.

II. DISCUSSION:

The scope of services of this project includes the overhaul of six GP35 Locomotives and one GP8 Locomotive that have been maintained by the Maintenance of Equipment (M of E) Department for Metro-North's (MNR) East of Hudson Service. The Locomotives are over forty-five (45) years old and were last rebuilt more than twenty (20) years ago. They are used for work trains, yard movements and service protection. The overhaul of these Locomotives will defer the need for replacement via the Capital Program. A cost-benefit analysis of the overhaul of these locomotives indicated that the overhaul of these locomotives was more cost effective than the originally planned acquisition of five new switcher shuttle locomotives.

This project will include, but not be limited to a complete electrical system re-wire, overhaul of the diesel engine and all rotating components as well as the federally mandated installation of Positive Train Control (PTC). The Federal Railway Authority (FRA) has mandated that PTC be implemented by the end of 2015; this installation will ensure MNR's compliance on these locomotives. This overhaul shall extend the service life of these locomotives an additional fifteen (15) years.

In order to assure the selection of the remanufacturer with the necessary experience and expertise, it is in the public interest to use the RFP process to properly evaluate the technical and remanufacturing capabilities of prospective proposers. The Contractor will be selected based on an evaluation of technical capability, past performance, organization resources, experience of team members, and cost.

Staff Summary



Metro-North Railroad

Page 2 of 2

II. D/M/WBE INFORMATION:

TBD

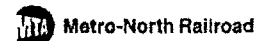
IV. IMPACT ON FUNDING:

This procurement will be funded by MNR's Operating Budget.

V. ALTERNATIVES:

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

Schedule H: Modifications to Personal Service and Miscellaneous Service Contracts



Page 1 of 2

Item Number: II

Vendor Name (& Location) PB Americas, Inc.		Contract Number 9388	AWO/Modification # 13
Description Penn Station Access Environmental Review		Original Amount:	\$2,884,647
Contract Term (including Options, if any) 181 Months		Prior Modifications:	\$1,776,456
Option(s) Included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Prior Budgetary Increases:	\$ 0
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive		Current Amount:	\$4,661,103
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:		This Request:	not-to-exceed \$1,736,719
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:		% of This Request to Current Amount:	37.3%
Requesting Dept/Div & Dept/Div Head Name: Procurement & Material Management, Anthony J. Bombace, Jr.		% of Modifications (including This Request) to Original Amount:	121.8%

I. Purpose:

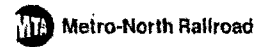
Approval is requested to issue a supplemental agreement to the firm, PB Americas, Inc. (PB), for: (1) work necessary to address issues related to new stations and potential relocated stations and (2) additional work associated with the MTA Penn Station Operations Study; and (3) work to address issues that have arisen during the course of the study. The total not-to-exceed amount of this supplemental agreement is \$1,736,719 with no extension to the period of performance.

II. Background

Through use of the competitive RFP process, the MTA Board approved a personal service agreement to PB Americas, Inc. (PB) in the total not-to-exceed amount of \$2,884,647 to perform the Penn Station Access study (PSA). The PSA workscope included performing an environmental review of using existing infrastructure to provide Hudson and New Haven Line service to Pennsylvania Station, New York (PSNY) and the construction of three new stations in the eastern Bronx on Amtrak's Hell Gate Line and two new stations in Manhattan on Amtrak's Empire Line. Prior changes to the contract have included additional work to coordinate documentation requirements, extended coordination with public agencies, revise, update and respond to comments regarding the draft EIS, increased efforts to support FTA review and public hearings, and to incorporate additional FTA requirements.

Presently, MNR is seeking Board approval to address scope changes to address the following: (1) perform necessary operations analysis at interlockings at New Rochelle, Stamford and Spuyten Duyvil; (2) develop a newly proposed station on the Hell Gate Line at Morris Park to a conceptual level and assess related costs and environmental impacts; (3) perform additional engineering work for a potential Upper West Side station at a location on the Empire Line between W. 54 St. and W. 57th St. to determine if it is a viable site; (4) improvements to the Hell Gate Line that may be necessary as the result of the Penn Station Operations Study; and (5) update some environmental information and analysis to conform with federal requirements.

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



V. Impact on Funding

The amount of this change, \$1,736,719, is funded by the MTA Capital Program, MNR Operating Budget and the Connecticut Department of Transportation. The present contract end date is December 31, 2013.

VI. Recommendation

MTA Board approval is requested for MNR to execute a contract modification to PB Americas, Inc. for scope changes to the Penn Station Access Environmental Review contract that will facilitate FTA approval of the project.

Schedule J: Modifications to Miscellaneous Procurement Contracts



Item Number: J

Vendor Name (& Location)	
North American Specialty Glass (NASG)	
Description	
M-7 Window Assembly Components	
Contract Term (including Options, if any)	
Three Years	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input 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:	
Requesting Dept/Div & Dept/Div Head Name:	
Procurement & Material Management, Anthony Lombace, Jr.	

Contract Number	AWO/Modification #
010000000000089	1
Original Amount:	\$ 131,900
Prior Modifications:	\$ 0.00
Prior Budgetary Increases:	\$ 0.00
Current Amount:	\$ 131,900
This Request:	\$ 375,000
% of This Request to Current Amount:	% 284.3
% of Modifications (including This Request) to Original Amount:	% 284.3

Discussion:

Approval is requested for additional funds totaling \$375,000 to North American Specialty Glass Inc. (NASG). Under a previously approved (April 2011) competitively solicited joint procurement led by LIRR, NASG has provided various original equipment manufacturer (OEM) window assemblies and window components. This purchase agreement was established to support MNR's M-7 railcars.

Presently, MNR has exhausted the originally budgeted funds prior to contract completion date of April 2014 and requires additional funding for the remainder of the contract period. The original contract funding was exhausted due to unanticipated high replacement of M-7 window assemblies due to storm-related damage caused by downed trees.

Application of MNR's material forecasting system has determined that \$375,000 is the level of purchase needed to support the M-7 fleet through the end of the contract period. The total additional funds required by MNR are not-to-exceed \$375,000. All contract terms, conditions and pricing with NASG will remain fixed for the duration of the agreement. This contract change is to be funded by the MNR Operating Budget.

SEPTEMBER 2012

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote

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

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

- | | | | |
|----|---|--------------------|--------------------------------------|
| 1. | PB America/STV/Parsons Transportation
Group, Joint Venture
(General Engineering Consultant)
Contract No. 98-0040-01R
Modification No. 40 | \$1,308,213 | <u>Staff Summary Attached</u> |
|----|---|--------------------|--------------------------------------|

Pursuant to Article XIII of the MTA All-Agency Guidelines for the Procurement of Services, MTACC seeks Board approval to incorporate design changes for additional catenary electrification, revisions to the Eastbound Reroute, revisions to the Tunnel B/C Approach, development of additional design alternatives for the Biltmore Room Connection and provision of additional bid support services.

Schedule I. Modifications To Purchase and Public Work Contracts

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

- | | | | |
|--------|--|--------------------|--------------------------------------|
| 2 - 4. | Tutor Perini Corporation
Contract No. CH054A
Modification Nos. 62 Part 1 F/H, 74 Part 1B & 84 | \$7,215,496 | <u>Staff Summary Attached</u> |
|--------|--|--------------------|--------------------------------------|

Pursuant to Article IX of the MTA All-Agency Procurement Guidelines, MTACC seeks Board approval for revisions to Catenary poles, foundations, guy cables and concrete guy anchors; the installation of reinforced concrete pads and foundations for the Motor Generator (MG) Sets and; erection of the B-925MM(NEW) catenary structure which includes additional steel appurtenances, the installation of one new guy anchor (scope and budget transfer from future Contract CH058).

- | | | | |
|----|--|------------------|--------------------------------------|
| 5. | Schiavone/Kiewit Joint Venture
Contract No. CQ039
Modification No. 12 Part II | \$477,689 | <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 and additional design services related to the construction of the permanent Plaza Invert Slab within the Early Access Chamber (EAC).

Schedule H: Modifications to Personal/Miscellaneous Service Contracts



Item Number: 1

Vendor Name (& Location) PB America/STV/Parsons Transportation Group, Joint Venture (NY)	
Description East Side Access General Engineering Consultant Services	
Contract Term (Including Options, if any) December 2016	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> n/a	
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: Modification	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other: <i>M</i>	
Requesting Dept/Div & Dept/Div Head Name: East Side Access, A. Paskoff	

Contract Number	AWO/Modification #
98-0040-01R	40
Original Amount:	\$ 140,000,000
Prior Modifications:	\$ 208,692,922
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 346,692,922
This Request	\$ 1,308,213
% of This Request to Current Amount:	0.4%
% of Modifications (Including This Request) to Original Amount:	149%

Discussion:

This Contract is for engineering, design and construction phase services for the LIRR East Side Access project. In accordance with Article XIII of the MTA All-Agency Guidelines for the Procurement of Services, MTA Board approval is requested to modify the Contract.

The Contract has been modified several times to incorporate changes to the scope of Final Design. These changes have been required to satisfy various Program objectives such as implementation of Railroad operating requirements, realization of construction cost savings, resolution of schedule conflicts, mitigation of technical and contractual risk, and retroactive adjustment to overhead rates. In addition, funding for Construction Phase Services has been increased. The table below shows the allocation of the current and proposed Contract amounts.

Work Category	Original Contract	Previous Modifications	Current Contract	Proposed Modifications	Proposed Contract
Final Design	\$ 120,000,000	\$ 149,048,510	\$ 269,048,510	\$ 1,308,213	\$ 270,356,723
Construction Phase Services	\$ 20,000,000	\$ 57,109,782	\$ 77,109,782	\$ -0-	\$ 77,109,782
Misc Technical Support	\$ -0-	\$ 534,630	\$ 534,630	\$ -0-	\$ 534,630
TOTAL	\$140,000,000	\$208,692,922	\$ 346,692,922	\$ 1,308,213	\$ 348,001,135

The Current Contract and Proposed Contract amounts do not include \$3,002,779 for Task Orders and Repackaging work that has received Board approval but has not yet been allocated.

This Modification addresses the following:

- Design changes associated with the addition of new catenary electrification for Amtrak and revisions to the Eastbound Reroute. The original concept for constructing the Eastbound Reroute Tunnel and Approaches involved having the LIRR Eastward Passenger (EWP) track taken out of service and physically removed for a period of 12-18 months. This became infeasible with the current construction and railroad operating plan. This change will redesign the work so that it can be constructed with the EWP track in service for all LIRR rush hours. Further, to permit the track outages necessary for the construction of the Tunnel B/C Approach, it is necessary to extend Amtrak's catenary electrification over the RPR and EWP tracks.
- Revisions to the design of the Tunnel B/C Approach in Harold. MTACC extended the B/C Tunnel drive in CQ031 an additional +/- 400 feet, thereby shortening the cut-and-cover portion of the B/C Tunnel Approach to be built in future Contract CH058. This change results in an overall cost/schedule benefit to the project.
- Development of several design alternatives for the placement of escalators for the Biltmore Room Connection. (These design alternatives are in addition to Schedule K Item No. 6 of the Procurement Items for this month).
- The bid period for the original CM012 (not the re-bid) was extended from 12 weeks to 36 weeks, before it was canceled. During this period, the Consultant prepared numerous addenda to incorporate MTA-initiated design changes. This modification will compensate the Consultant for that effort.

The Consultant proposed \$1,939,012 for this work, while MTACC's estimate was \$1,225,544. Negotiations were held and the parties agreed to a cost of \$1,308,213 which is considered fair and reasonable as the negotiated price falls within an acceptable parameter of the estimate.

Schedule I: Modifications to Purchase and Public Work Contracts



Item Numbers: 2 - 4

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

Contract Number	AWO/Modification #
CH053	62 Part 1F/H, 74 Part 1B & 84
Original Amount:	
\$ 139,280,000	
Prior Modifications:	
\$ 61,094,973	
Prior Budgetary Increases:	
\$ 0	
Current Amount:	
\$ 200,374,973	
This Request	
\$ 7,215,496	
% of This Request to Current Amount:	
3.6%	
% of Modifications (Including This Request) to Original Amount:	
49.1%	

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:

Modification No. 62 Part I F/H – Mainline Package (MP) 5 Catenary Poles

In July of 2011 the Board approved Modification No. 62 in the lump sum amount of \$8,355,500 for revisions to Catenary poles, foundations, guy cables and concrete guy anchors. These revisions were necessary to meet Amtrak's AED-2 standard. The amount approved for Modification No. 62 was an estimate based upon similar work negotiated previously with this Contractor. This was done so that work could proceed as approvals were received from Amtrak and a final price negotiated. MP 5 was broken into a total of six packages. Negotiations are complete and work has begun on the first four packages and on the fabrication of the steel for packages five and six. The negotiated amount for this work is \$7,611,929, leaving a balance of \$743,571. This modification is for additional funding required to complete the last two packages. The cost variance over the original estimate is due to the following:

1. The location of certain poles and foundations were changed due to the staging of the catenary system.
2. The depth of catenary and guy anchor foundations increased due to the addition of wind and ice loading requirements per the AED-2 Standards.
3. Increased mobilization costs to get equipment and material in and out into Harold Interlocking due to access and storage limitations
4. Track time and power outage limitations required that majority of the work to be performed during nights and weekends.

Perini proposed \$5,852,544 for the last two packages while MTACC's estimate is for \$5,725,493. Negotiations were held and the parties agreed to a cost of \$5,654,000. In addition, in order to address potential changes to the foundations due to unforeseen underground conditions, an additional \$510,000 is included making the total amount of this modification \$5,420,429.

Modification No. 74 Part 1B-- Foundations for the Motor Generator Set

This modification is for the installation of reinforced concrete pads and foundations for the Motor Generator (MG) Sets. The MG Sets (to be furnished and installed under a separate contract) are required to provide separate signal power for Amtrak and LIRR within Sunnyside Yard. Signal Power in Sunnyside Yard is currently shared by both parties. Signal Power separation is a change from the original design and was not included in this Contract.

The Contractor submitted a cost proposal of \$1,620,658. MTACC's estimate was \$1,325,067. Negotiations were held, and both parties agreed to \$1,450,000, which is considered fair and reasonable. There is no time impact associated with the modification.

Modification No. 84 – B-925MM(NEW) Catenary Structure Foundation Modifications and Installation

This modification is for the erection of the B-925MM(NEW) catenary structure and includes additional steel appurtenances and the installation of one new guy anchor. This work is a scope and budget transfer from future Contract CH058, required as a result of a change in sequence of Catenary wire installations. Also included in this modification is a revision to the placement of the foundation, which will now be above the tunnel rather than below it.

The Contractor submitted a cost proposal of \$553,061 for this modification while MTACC's estimate was \$429,725. Both amounts include a credit for the raised location of the foundation. Negotiations were held, and both parties agreed to \$470,000, which is considered fair and reasonable as it falls within an acceptable parameter of our estimate.

.. *

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: 5

Vendor Name (& Location)	
Schlavoone/Klewit (SK), Joint Venture	
Description	
Northern Boulevard Crossing	
Contract Term (including Options, If any)	
February 3, 2010 – December 1, 2012 (732 + 300 days)	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> n/a	
Procurement Type	<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
Solicitation Type	<input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
Funding Source	
<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name:	
East Side Access, A. Paskoff, P.E.	

Contract Number	AWO/Modification #
CQ039	12 Part II
Original Amount:	
	\$ 84,950,000
Prior Modifications:	
	\$ 13,458,540
Prior Budgetary Increases:	
	\$ 0
Current Amount:	
	\$ 98,408,540
This Request	
	\$ 477,689
% of This Request to Current Amount:	
	0.49%
% of Modifications (Including This Request) to Original Amount:	
	16.4%

Discussion:

The work under this Contract includes but is not limited to, excavation beneath Northern Boulevard, provide and maintain temporary construction services and facilities, design and installation for ground treatment, ground freezing, and underpinning systems, design for support of excavation, sequence, initial support and lining systems. Pursuant to Article IX of the All-Agency Procurement Guidelines, Board approval is requested to modify the Contract by adding a 2nd part to a previously Board approved modification to pay for impact costs and additional design services related to the construction of the permanent Plaza Invert Slab within the Early Access Chamber (EAC).

In September 2011, the Board approved Modification No. 12 which was a scope and budget transfer from adjacent Contract CQ032 to construct the permanent Plaza Structure Invert Slab within the Early Access Chamber (EAC) for the amount of \$1,600,000. The Board was informed that the negotiated amount did not include time impact and any related cost as that issue was still under review. MTACC has now completed its Time Impact Analysis (TIA) and discussions with the contractor and has reached agreement that there were 28 days of schedule impact (25 compensable and 3 non-compensable). In accordance with the terms of the Contract, 25 compensable days equates to \$250,000 due to the Contractor.

Additional design costs were incurred by the Contractor for the design services they were required to perform under Part I of the modification. The final price for the design of the invert could not be included in Mod-012 Part I because the negotiation was not yet finalized. Therefore it was reserved for a later determination pending the Contractor's engineering firm design rates verification. After the verification of the rates, the Contractor submitted a cost proposal of \$227,689 which MTACC accepted as it compares favorably to MTACC's estimate of \$246,838.



SEPTEMBER 2012

MTA LONG ISLAND RAIL ROAD

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Majority Vote

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

6.	Nouveau Elevator Inc.	\$3,502,000	<i>Staff Summary Attached</i>
	SAVKOM Inc.	\$98,000	
	Van Deusen & Associates	\$159,400	

LIRR requests MTA Board ratification of modifications to three (3) separate LIRR escalator contracts with; (i) Nouveau Escalator, Inc. (Nouveau), (ii) SAVKOM, Inc., and, (iii) Van Deusen & Associates (VDA), in an aggregate amount of \$3.8 million dollars. These modifications were required in to order to progress extensive repairs and upgrades for nine (9) of the railroad's oldest escalators which were taken out of service as part of a major Rehabilitation Program to improve safety and reliability.

Schedule K: Ratification of Completed Procurement Actions (Involving Schedule E-J)

Staff Summary



Long Island Rail Road

Item Number: 6

Vendor Name (& Location) Nouveau Elevator Inc., (Brooklyn, N.Y.) SAVKOM Inc. (Stony Brook, N.Y.) Van Deusen & Associates (New York, N.Y.)	
Description Full Time Maintenance and Repair, On-Call Emergency and Safety Upgrade Services for Nineteen (19) LIRR Escalators Escalator Inspection and Consultant Services	
Contract Term (including Options, if any) May 15, 2012 through May 14, 2013	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-Competitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other:	
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: James Compton- General Manager Customer Revenue & Technology	

Contact Number	AWO/Modificalton #
04000...471	Mod #1
C4BP03698/99	Mod #1
04000...470	Mod #1
Original Amount:	
	\$1,547,608 - Nouveau
	\$ 146,040 - SAVKOM
	\$ 15,000 - Van Deusen
	\$1,708,648 - Total
Prior Modifications:	
	\$0
Prior Budgetary Increases:	
	\$0
Current Amount:	
	\$1,708,648
This Request:	
	\$3,502,000- Nouveau
	\$ 98,000 - SAVKOM
	\$ 159,400 - Van Deusen
	\$3,759,400
% of This Request to Current Amount:	
	220.02 %
% of Modifications (Including This Request) to Original Amount:	
	220.02 %

LIRR requests MTA Board ratification of modifications to three (3) separate LIRR escalator contracts with; (i) Nouveau Escalator, Inc. (Nouveau), (ii) SAVKOM, Inc. (SAVKOM), and, (iii) Van Deusen & Associates (VDA), in an aggregate amount of \$3,759,400 dollars. These modifications were required in to order to progress extensive repairs and upgrades for nine (9) of the railroad's oldest escalators which were taken out of service as part of a major Rehabilitation Program to improve safety and reliability. Two other escalators will be entered into the Rehabilitation Program as others are returned to service.

After obtaining Condition Assessment reports on LIRR's older escalator equipment, LIRR determined that a comprehensive Rehabilitation Program was required to improve safety and reliability. Numerous mechanical and electrical components were found in a state of disrepair which required immediate maintenance or replacement causing the LIRR to shut down nine (9) units. VDA or SAVKOM observed the assessments and concurred with Nouveau's recommendations for itemized repairs and upgrades. Replacement of major components was necessary. New parts were sized, ordered, fabricated, and must be installed and tested.

Due to the long lead ordering period associated with the needed components, the majority of which are no longer in manufacture, LIRR's Project Team directed Nouveau to order new replacement parts, including; steps, controllers, brakes, handrails, and step chains. Some of the parts were ordered from Germany; others came via Canada and some had to be manufactured or refurbished locally. Cost for the assessments, repairs and upgrades are shown in the chart below:

Contractor	Award	Prior Mods	This Mod #1	Rev. Total	% Inc.
Nouveau	\$1,547,608	\$0	\$3,502,000	\$5,049,608	226.28%
SAVKOM	\$146,040	\$0	\$98,000	\$244,040	67.10%
VDA	\$15,000	\$0	\$159,400	\$174,400	1,062.67%
Total	\$1,708,648	\$0	\$3,759,400	\$5,468,048	220.02%

Schedule K: Ratification of Completed Procurement Actions (Involving Schedule E-J)

Staff Summary



Long Island Rail Road

All work will be invoiced on a time and material basis, supported by contractor worksheets and material invoices. LIRR's operating budget will fund this work. Staff from the LIRR's newly established Escalator & Elevator Operations Center have been working closely with Nouveau and VDA to help expedite repairs and to ensure proper maintenance and safety procedures, including all required documentation.

SEPTEMBER 2012

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

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

- | | | | |
|----|--|-----------|-------------------------------|
| 6. | PB America/STV/Parsons Transportation
Group, Joint Venture
(General Engineering Consultant)
Contract No. 98-0040-01R
Modification No. 40 | \$868,500 | <u>Staff Summary Attached</u> |
|----|--|-----------|-------------------------------|

Pursuant to Article XIV of the All-Agency Procurement Guidelines for Services, MTACC requests that the Board ratify a contract modification for revisions to the GCT Concourse and additional work related to the Biltmore Room Connection to the GCT Concourse.

Schedule K: Ratification of Completed Procurement Actions

Item Number: 6

Page 1 of 2

Vendor Name (& Location) PB America/STV/Parsons Transportation Group, Joint Venture (NY)	
Description East Side Access General Engineering Consultant Services	
Contract Term (Including Options, if any) December 2016	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> n/a	
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: Modification	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: East Side Access, A. Paskoff	

Contract Number	AWO/Modification #
98-0040-01R	39
Original Amount:	\$ 140,000,000
Prior Modifications:	\$ 205,824,422
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 345,824,422
This Request	\$ 868,500
% of This Request to Current Amount:	0.2%
% of Modifications (Including This Request) to Original Amount:	148%

Discussion:

This Contract is for engineering, design and construction phase services for the LIRR East Side Access project. In accordance with Article XIV of the MTA All-Agency Guidelines for the Procurement of Services, Board approval is requested to modify the Contract.

The Contract has been modified several times to incorporate changes to the scope of Final Design. These changes have been required to satisfy various Program objectives such as implementation of Railroad operating requirements, realization of construction cost savings, resolution of schedule conflicts, mitigation of technical and contractual risk, and retroactive adjustment to overhead rates. In addition, funding for Construction Phase Services has been increased. The table below shows the allocation of the current and proposed Contract amounts.

Work Category	Original Contract	Previous Modifications	Current Contract	Proposed Modifications	Proposed Contract
Final Design	\$ 120,000,000	\$ 148,180,010	\$ 268,180,010	\$ 868,500	\$ 269,048,510
Construction Phase Services	\$ 20,000,000	\$ 57,109,782	\$ 77,109,782	\$ -0-	\$ 77,109,782
Misc Technical Support	\$ -0-	\$ 534,630	\$ 534,630	\$ -0-	\$ 534,630
TOTAL	\$140,000,000	\$205,824,422	\$ 345,824,422	\$ 868,500	\$ 346,692,922

The Current Contract and Proposed Contract amounts do not include \$3,002,779 for Task Orders and Repackaging work that has received Board approval but has not yet been allocated.

MTACC requests that the Board ratify a modification for design services for additional work to incorporate the Biltmore Room Connection into the final design for the ESA GCT Concourse (Contract CM014A). The work is summarized below -

1. Relocation of MNR switchgear from MNR switchgear rooms on the north side of the escalators into new rooms on the south side of the escalators.
2. Demolition and reframing of the platforms on the north side of the escalators to enable the escalators to be shifted northward into the space formerly occupied by the switchgear, so that a 30'-0" queuing distance required by ESA Design Criteria is realized.
3. Additional work resulting from changes implemented at the 44th Street Vent Plant (CM004) and the 50th Street Vent Plant (CM013) to provide construction access to the Vent Plants.
4. Reinforcement of columns at the 45th, 46th, 47th and 48th Street Escalator Well-ways.
5. Revisions requested by Metro-North Railroad to integrate the handicap ramp from the MNR Lower Level at 43rd Street into the ESA Concourse.
6. Transfer of Access Tunnel 5 and part of Shaft 5 and all related MEP work from CM019 into CM014B to accelerate CM019 construction progress.

This design work does not include the additional design alternatives for escalator placement referred to in Schedule H Item No. 1 of the Procurement Items for this month.

Schedule K: Ratification of Completed Procurement Actions

Item No. 6

Page 2 of 2

The Consultant proposed \$914,506 for this work while MTACC's estimate was for \$836,354. Negotiations were held and the parties agreed to a cost of \$868,500 which is considered fair and reasonable as the negotiated price falls within an acceptable parameter of the estimate. Funding is available through the Interagency Program.

In order to maintain the procurement schedule for the GCT Concourse contract (CM014B), the MTACC President approved a retroactive waiver on August 9, 2012 and the Consultant was directed to proceed with this work.



LONG ISLAND RAIL ROAD

**MONTHLY
OPERATING
REPORT**

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

AUGUST 2012

**Helena E. Williams
President**

09/24/12 *****

Performance Summary
On Time Performance

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

			2012 Data		2011 Data	
			Annual	YTD thru	YTD thru	
			Goal	Aug	Aug	Aug
System	Overall		95.1%	93.6%	94.9%	90.5%
						93.5%
	AM Peak			96.4%	94.8%	91.7%
	PM Peak			89.6%	92.0%	88.0%
	Total Peak			93.3%	93.5%	89.9%
	Off Peak Weekday			92.9%	95.0%	91.3%
	Weekend			96.2%	96.3%	88.8%
	Overall		95.1%	93.2%	94.5%	88.4%
Babylon Branch						93.0%
	AM Peak			97.4%	96.1%	90.4%
	PM Peak			88.1%	91.4%	86.2%
	Total Peak			93.2%	94.0%	88.5%
	Off Peak Weekday			91.7%	94.1%	88.5%
	Weekend			97.6%	96.4%	87.9%
	Overall		95.1%	96.1%	97.4%	93.1%
Far Rockaway Branch						96.4%
	AM Peak			95.7%	95.3%	94.3%
	PM Peak			93.2%	94.7%	92.8%
	Total Peak			94.6%	95.0%	93.6%
	Off Peak Weekday			96.3%	98.1%	96.7%
	Weekend			97.5%	98.5%	80.5%
	Overall		95.1%	93.6%	94.6%	89.7%
Huntington Branch						92.6%
	AM Peak			98.0%	94.5%	91.3%
	PM Peak			87.3%	89.1%	82.9%
	Total Peak			92.8%	91.9%	87.3%
	Off Peak Weekday			91.1%	94.7%	91.4%
	Weekend			98.4%	96.7%	89.3%
	Overall		95.1%	96.4%	97.4%	94.1%
Hempstead Branch						96.6%
	AM Peak			97.0%	96.7%	91.3%
	PM Peak			91.3%	94.4%	89.9%
	Total Peak			94.3%	95.6%	90.6%
	Off Peak Weekday			97.4%	97.9%	95.0%
	Weekend			96.3%	98.0%	96.5%
	Overall		95.1%	96.0%	96.6%	92.5%
Long Beach Branch						95.4%
	AM Peak			95.3%	96.2%	95.2%
	PM Peak			93.0%	94.2%	89.5%
	Total Peak			94.2%	95.3%	92.5%
	Off Peak Weekday			96.5%	96.9%	95.2%
	Weekend			97.2%	97.3%	84.2%
	Overall		95.1%	85.6%	90.7%	83.4%
Montauk Branch						87.7%
	AM Peak			89.1%	93.1%	89.8%
	PM Peak			79.7%	86.0%	83.0%
	Total Peak			85.0%	90.0%	86.8%
	Off Peak Weekday			86.0%	91.5%	84.8%
	Weekend			85.3%	89.8%	75.7%
	Overall		95.1%	96.1%	95.4%	93.1%
Oyster Bay Branch						93.9%
	AM Peak			98.1%	95.7%	95.3%
	PM Peak			92.0%	91.3%	86.8%
	Total Peak			95.3%	93.7%	91.4%
	Off Peak Weekday			95.3%	95.3%	93.8%
	Weekend			100.0%	98.3%	94.1%

Performance Summary		2012 Data		2011 Data	
		Annual	YTD thru		YTD thru
		Goal	Aug	Aug	Aug
Port Jefferson Branch	Overall	95.1%	89.3%	91.8%	90.7%
	AM Peak		93.5%	92.0%	90.5%
	PM Peak		90.7%	88.2%	90.6%
	Total Peak		92.2%	90.3%	90.5%
	Off Peak Weekday		85.3%	90.2%	90.9%
	Weekend		94.8%	97.0%	90.2%
Port Washington Branch	Overall	95.1%	94.8%	96.0%	90.4%
	AM Peak		96.9%	94.5%	90.9%
	PM Peak		92.0%	94.3%	85.4%
	Total Peak		94.4%	94.4%	88.0%
	Off Peak Weekday		94.3%	96.2%	89.5%
	Weekend		98.0%	98.0%	99.1%
Ronkonkoma Branch	Overall	95.1%	92.6%	92.5%	89.4%
	AM Peak		97.6%	92.0%	90.8%
	PM Peak		89.1%	92.7%	93.1%
	Total Peak		93.9%	92.3%	91.8%
	Off Peak Weekday		90.8%	92.4%	87.4%
	Weekend		95.0%	93.0%	91.1%
West Hempstead Branch	Overall	95.1%	95.4%	96.9%	96.4%
	AM Peak		97.4%	96.7%	95.7%
	PM Peak		89.1%	92.8%	94.2%
	Total Peak		92.9%	94.6%	94.9%
	Off Peak Weekday		96.8%	98.3%	97.2%
	Weekend		100.0%	100.0%	100.0%
Operating Statistics					
Trains Scheduled			20,726	157,926	18,849
Avg. Delay per Late Train (min) excluding trains canceled or terminated			-11.9	-12.9	-17.4
Trains Over 15 min. Late excluding trains canceled or terminated			235	1,590	444
Trains Canceled			24	313	236
Trains Terminated			28	239	127
Percent of Scheduled Trips Completed			99.7%	99.7%	98.1%
Consist Compliance					
(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)					
AM Peak			99.4%		
PM Peak			98.7%		
Total Peak			99.1%		



**OPERATING REPORT
FOR MONTH OF AUGUST 2012**

Categories Of Delay		Jul	2012 Data		2011 Data		YTD 2012 Vs 2011
			Aug	YTD Thru Aug	Aug	YTD Thru Aug	
Late Train Incidents	National Rail Passenger Corp	18	11	424	55	744	(320)
	Capital Programs	9	23	96	20	161	(65)
	Engineering	190	139	1,009	159	1,187	(178)
	Penn Station Central Control	102	8	158	5	57	101
	Maintenance of Equipment	187	154	1,169	209	1,724	(555)
	** Other / Miscellaneous	229	332	1,443	815	2,731	(1,288)
	Public	548	551	3,282	431	2,589	693
	Transportation	54	77	365	77	497	(132)
	Vandalism	5	3	73	3	131	(58)
	Maintenance of Way (Sched.)	10	20	87	23	137	(50)



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

Date	Day	DESCRIPTION OF EVENT	Number of Late Trains									TOTAL		
			AM Peak			PM Peak			Off Peak			Late	Cxld	Term
			L	C	T	L	C	T	L	C	T			
8/1	Wed	Defective impedance bond west of Deer Park				3			8			11		
8/2	Thurs	Equipment train BJX7558 with equipment trouble west of Dunton	6						7			13		
8/3	Fri	Heavy loading/unloading				5			16			21		
8/5	Sun	Heavy loading							10			10		
8/7	Tues	Multiple drill moves in Speonk Yard	7						6			13		
8/7	Tues	Unauthorized person on tracks at Hicksville Station				3			9			12		
8/10	Fri	Bridge strike at Little East Neck Road				7			4			11		
8/15	Wed	Severe weather	7			15	1		63		2	85	1	2
8/15	Wed	Train 2856 derailment in Atlantic Terminal				52	3	5	31	3	7	83	6	12
8/15	Wed	Loading related delays	7			6			14			27		
8/21	Tues	Signal trouble in Brook Interlocking	6		1				6			12		1
8/27	Mon	Employee fatality at Queens Interlocking							18			18		
8/31	Fri	Heavy holiday loading				6			10			16		
8/31	Fri	Equipment train 3749 gapped in Queens Interlocking				5			8			13		
8/31	Fri	Switch trouble in Jamaica				12			1			13		
TOTAL FOR MONTH			33	0	1	114	4	5	211	3	9	358	7	15
												380		

Long Island Rail Road

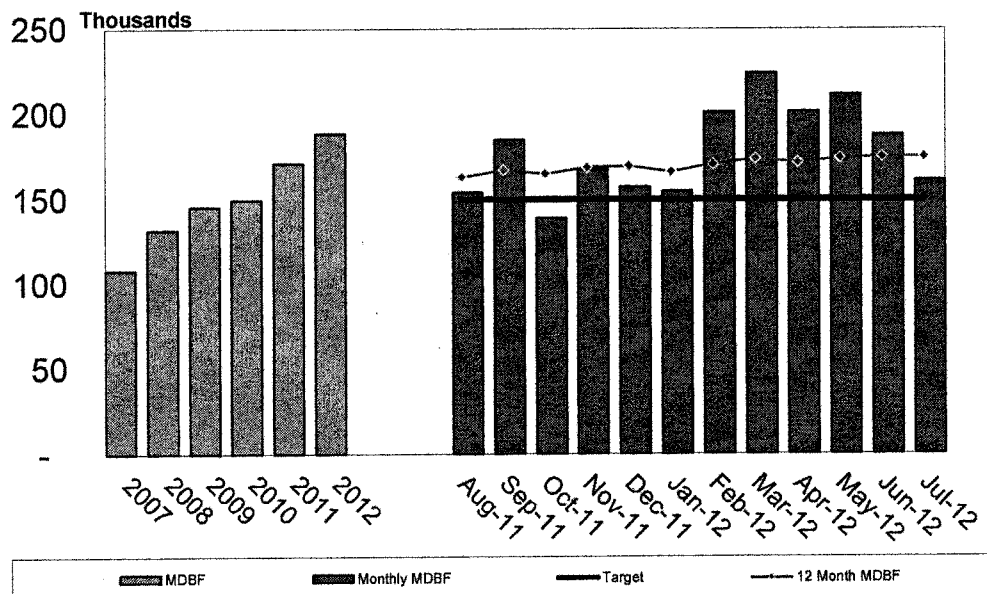
MEAN DISTANCE BETWEEN FAILURES

	2012 Data							2011 Data		
	Equip- ment Type	Total Fleet Size	MDBF Goal (miles)	July MDBF (miles)	July No. of Primary Failures	YTD MDBF thru July (miles)	12 month MDBF Rolling Avg (miles)	July MDBF (miles)	July No. of Primary Failures	YTD MDBF thru July (miles)
Mean Distance Between Failures	M-3	150	55,000	55,465	10	71,389	74,280	73,743	7	62,595
	M-7	836	350,000	375,624	13	421,934	420,748	317,463	15	440,292
	DM	22	18,000	19,100	4	27,582	20,195	26,558	3	23,219
	DE	23	18,000	18,465	5	17,283	18,375	28,133	3	24,572
	C-3	134	70,000	98,409	7	105,392	77,749	68,307	10	73,036
	Diesel	179	44,000	53,599	16	58,188	48,461	52,946	16	51,982
	Fleet	1,165	150,000	161,419	39	188,374	175,110	161,192	38	178,037

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

ALL FLEETS Mean Distance Between Failure

2007 - 2012





Long Island Rail Road

OPERATING REPORT FOR MONTH OF AUGUST 2012

Standee Report

East Of Jamaica

			2012 Data	
			August	
			AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	8	4
		Total Standees	8	4
	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Huntington Branch	Program Standees	40	0
		Add'l Standees	6	5
		Total Standees	46	5
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Long Beach Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Montauk Branch	Program Standees	0	0
		Add'l Standees	0	1
		Total Standees	0	1
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	47	0
		Total Standees	47	0
	Port Jefferson Branch	Program Standees	0	0
		Add'l Standees	0	6
		Total Standees	0	6
	Port Washington Branch	Program Standees	0	0
		Add'l Standees	11	11
		Total Standees	11	11
	Ronkonkoma Branch	Program Standees	0	28
		Add'l Standees	0	32
		Total Standees	0	60
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
System Wide PEAK			112	87

Definitions

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

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

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

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

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



Long Island Rail Road

OPERATING REPORT FOR MONTH OF AUGUST 2012

Standee Report

West Of Jamaica

			2012 Data August	
			AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	8	23
		Total Standees	8	23
	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Huntington Branch	Program Standees	40	0
		Add'l Standees	5	32
		Total Standees	45	32
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	41
		Total Standees	0	41
	Long Beach Branch	Program Standees	78	0
		Add'l Standees	11	2
		Total Standees	89	2
	Montauk Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Port Jefferson Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Port Washington Branch	Program Standees	0	0
		Add'l Standees	11	11
		Total Standees	11	11
	Ronkonkoma Branch	Program Standees	0	38
		Add'l Standees	8	28
		Total Standees	8	66
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	18	0
		Total Standees	18	0
System Wide PEAK			179	175

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.

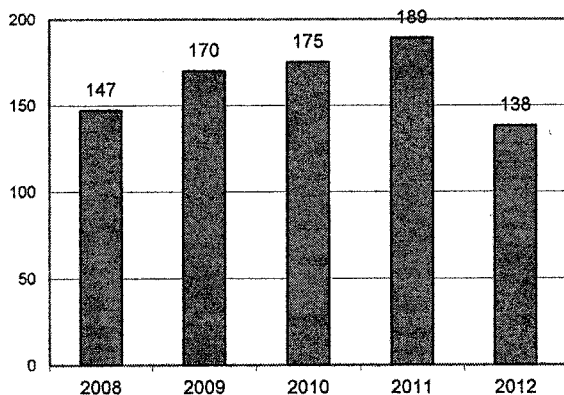
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**OPERATING REPORT
FOR MONTH OF AUGUST 2012**

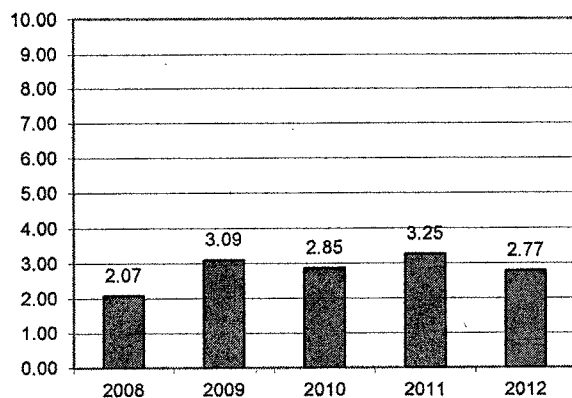
MTA Long Island Rail Road Summary of Employee Injuries thru July



Total Employee Injuries

Year	Total
2008	147
2009	170
2010	175
2011	189
2012	138

% change from last year: -27.0%



Employee FRA Reportable Injuries

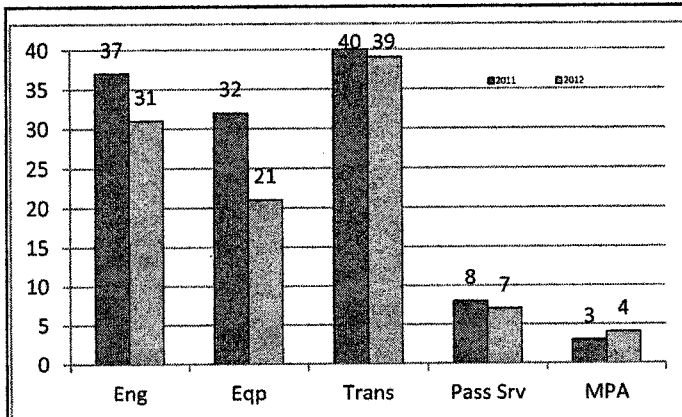
Year	Total	FRA FI*
2008	85	2.07
2009	114	3.09
2010	113	2.85
2011	120	3.25
2012	104	2.77

% change from last year: -13.3%

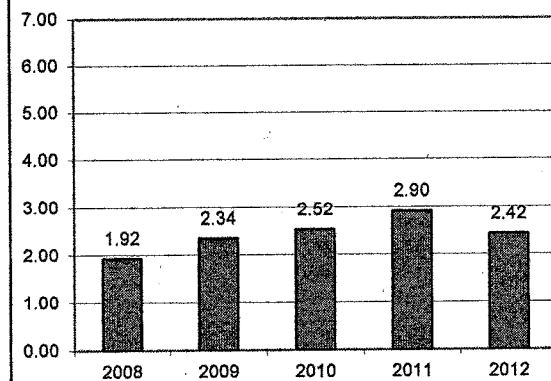
* Federal Railroad Administration Frequency Index

**OPERATING REPORT
FOR MONTH OF AUGUST 2012**

MTA Long Island Rail Road Summary of Employee Injuries thru July



Employee Reportable Accidents Comparison by Department			
Department	2011	2012	% Change
Engineering	37	31	-16%
Equipment	32	21	-34%
Transportation	40	39	-3%
Pass Serv	8	7	-13%
MPA	3	4	33%



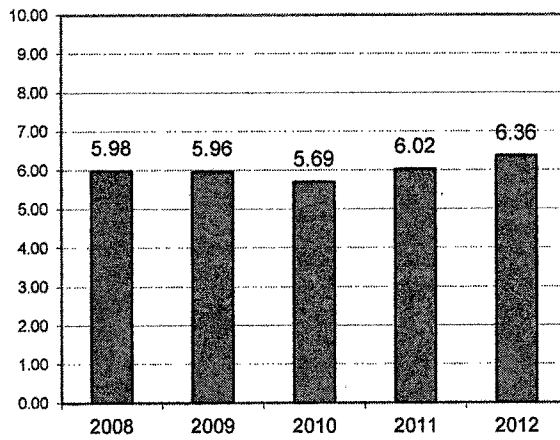
Employee Lost Time and Restricted Duty Injuries					
Year	LT	RD	LT FI*	RD FI*	LT&RD FI*
2008	75	4	1.82	0.10	1.92
2009	98	1	2.32	0.02	2.34
2010	100	2	2.47	0.05	2.52
2011	105	2	2.84	0.05	2.90
2012	91	0	2.42	0.00	2.42

% change from last year: -16.6%

* - Injuries per 200,000 hours worked

**OPERATING REPORT
FOR MONTH OF AUGUST 2012**

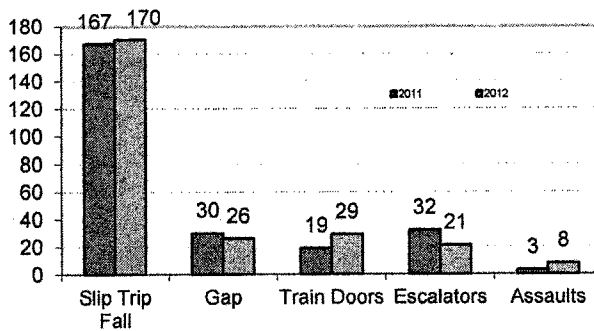
MTA Long Island Rail Road Summary of Customer Injuries thru July



Total Customer Injuries

Year	Total	FI*
2008	305	5.98
2009	288	5.96
2010	269	5.69
2011	279	6.02
2012	308	6.36

% change from last year: 10.4%



Top 5 Customer Injuries by Type

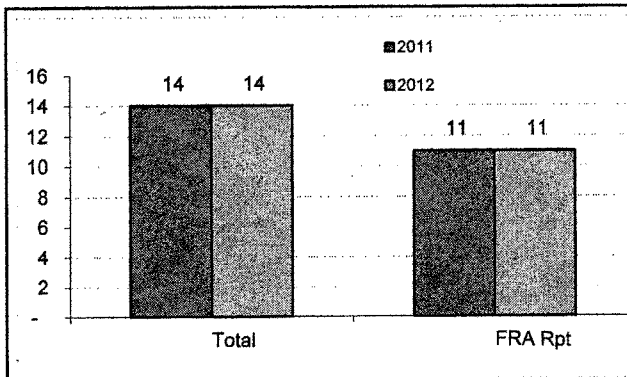
Year	Slip Trip Fall	Gap	Train Doors	Escalators	Assaults
2011	167	30	19	32	3
2012	170	26	29	21	8

*- Injuries per 1,000,000 rides

**OPERATING REPORT
FOR MONTH OF AUGUST 2012**

MTA Long Island Rail Road

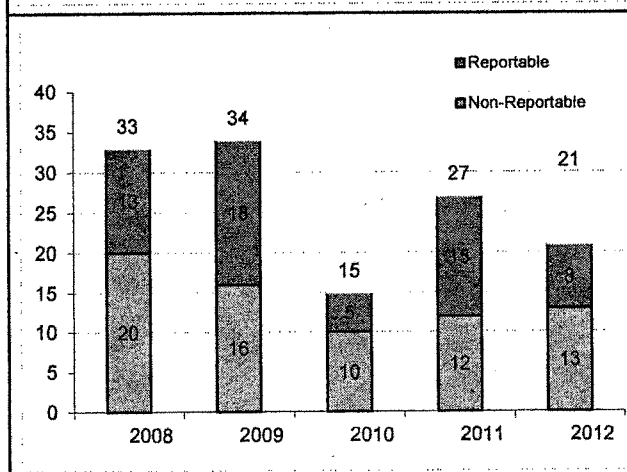
**Summary of Contractor Injuries, Train Accidents & T.R.A.C.K.S.
thru July**



Contractor Injuries

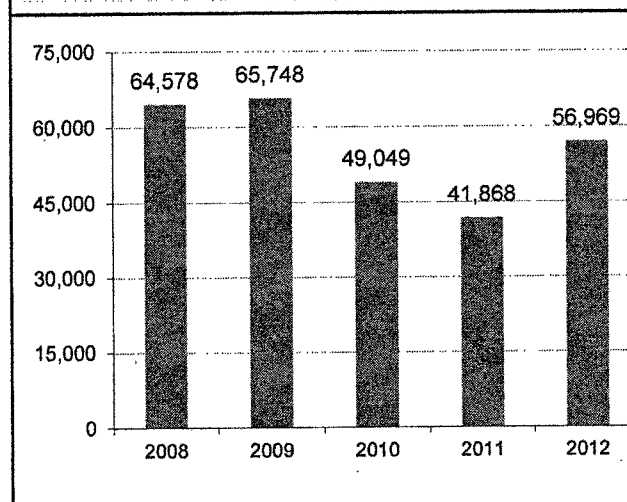
Year	Total	FRA Rpt.
2011	14	11
2012	14	11

% change from last year: 0.0%



Train Accidents

Year	Non-Reportable	Reportable
2008	20	13
2009	16	18
2010	10	5
2011	12	15
2012	13	8



T.R.A.C.K.S. Participants

Together Railroads and Communities Keeping Safe

Total Participants

Year	Total
2008	64,578
2009	65,748
2010	49,049
2011	41,868
2012	56,969



LONG ISLAND RAIL ROAD

A graphic featuring the text "MONTHLY OPERATING REPORT" in large, bold, black, sans-serif capital letters. The text is centered within a rectangular frame that has a grid of dotted lines. A diagonal dotted line runs from the bottom-left corner to the top-right corner of the frame.

**MONTHLY
OPERATING
REPORT**

JULY 2012

**Helena E. Williams
President**

09/24/12 *****

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

			2012 Data		2011 Data	
			Annual	YTD thru	YTD thru	
			Goal	Jul	Jul	Jul
System	Overall		95.1%	93.3%	95.1%	93.6%
						93.9%
	AM Peak			91.9%	94.6%	98.0%
	PM Peak			91.2%	92.4%	90.6%
	Total Peak			91.6%	93.5%	92.6%
	Off Peak Weekday			93.5%	95.4%	93.5%
	Weekend			94.8%	96.3%	94.9%
Babylon Branch	Overall		95.1%	93.2%	94.7%	92.6%
						93.7%
	AM Peak			92.4%	95.9%	98.9%
	PM Peak			92.5%	92.0%	83.4%
	Total Peak			92.5%	94.1%	91.9%
	Off Peak Weekday			93.0%	94.4%	91.7%
	Weekend			94.9%	96.2%	95.2%
Far Rockaway Branch	Overall		95.1%	97.0%	97.6%	97.3%
						96.9%
	AM Peak			90.5%	95.3%	97.3%
	PM Peak			96.3%	94.9%	96.1%
	Total Peak			93.1%	95.1%	96.8%
	Off Peak Weekday			98.1%	98.3%	97.0%
	Weekend			98.4%	98.6%	98.2%
Huntington Branch	Overall		95.1%	93.1%	94.7%	94.6%
						93.0%
	AM Peak			92.7%	94.0%	99.0%
	PM Peak			88.1%	89.4%	84.3%
	Total Peak			90.5%	91.8%	91.9%
	Off Peak Weekday			91.9%	95.2%	93.8%
	Weekend			96.4%	96.5%	97.3%
Hempstead Branch	Overall		95.1%	97.6%	97.5%	97.2%
						96.9%
	AM Peak			96.2%	96.7%	98.5%
	PM Peak			97.9%	94.9%	90.0%
	Total Peak			97.0%	95.8%	94.5%
	Off Peak Weekday			97.8%	97.9%	97.4%
	Weekend			97.6%	98.2%	99.0%
Long Beach Branch	Overall		95.1%	95.8%	96.7%	94.7%
						95.8%
	AM Peak			93.9%	96.4%	99.1%
	PM Peak			93.3%	94.3%	92.0%
	Total Peak			93.7%	95.4%	95.7%
	Off Peak Weekday			96.2%	97.0%	93.6%
	Weekend			97.3%	97.3%	95.7%
Montauk Branch	Overall		95.1%	85.9%	91.5%	84.0%
						88.3%
	AM Peak			90.5%	93.7%	93.8%
	PM Peak			81.8%	87.0%	76.0%
	Total Peak			86.7%	90.8%	86.0%
	Off Peak Weekday			88.4%	92.3%	87.1%
	Weekend			81.3%	90.4%	78.4%
Oyster Bay Branch	Overall		95.1%	91.8%	95.3%	96.0%
						94.0%
	AM Peak			91.8%	95.3%	98.6%
	PM Peak			81.0%	91.2%	88.3%
	Total Peak			86.8%	93.4%	93.9%
	Off Peak Weekday			92.0%	95.3%	96.4%
	Weekend			98.0%	98.1%	97.7%

Performance Summary		2012 Data		2011 Data	
		Annual	YTD thru		YTD thru
		Goal	Jul	Jul	Jul
Port Jefferson Branch	Overall	95.1%	89.9%	92.2%	93.0%
	AM Peak		88.1%	91.8%	96.3%
	PM Peak		85.7%	87.8%	80.7%
	Total Peak		87.0%	90.0%	89.0%
	Off Peak Weekday		87.5%	90.9%	93.1%
	Weekend		97.5%	97.3%	96.8%
Port Washington Branch	Overall	95.1%	96.0%	96.1%	94.2%
	AM Peak		91.5%	94.1%	98.6%
	PM Peak		96.5%	94.7%	89.0%
	Total Peak		94.1%	94.4%	93.7%
	Off Peak Weekday		96.4%	96.5%	94.1%
	Weekend		98.2%	98.0%	95.4%
Ronkonkoma Branch	Overall	95.1%	87.8%	92.5%	92.2%
	AM Peak		89.4%	91.2%	97.2%
	PM Peak		87.8%	93.2%	86.4%
	Total Peak		88.7%	92.1%	92.5%
	Off Peak Weekday		86.8%	92.6%	90.9%
	Weekend		88.8%	92.7%	93.9%
West Hempstead Branch	Overall	95.1%	96.7%	97.2%	94.0%
	AM Peak		96.2%	96.6%	97.0%
	PM Peak		90.5%	93.4%	85.8%
	Total Peak		93.1%	94.8%	90.9%
	Off Peak Weekday		98.7%	98.5%	96.0%
	Weekend		100.0%	100.0%	80.0%
Operating Statistics					
Trains Scheduled			20,144	137,200	19,402
Avg. Delay per Late Train (min)			-13.1	-13.1	-13.9
excluding trains canceled or terminated					-13.6
Trains Over 15 min. Late			272	1,355	293
excluding trains canceled or terminated					1,745
Trains Canceled			16	289	38
Trains Terminated			41	211	25
Percent of Scheduled Trips Completed			99.7%	99.6%	99.7%
Consist Compliance					
(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)					
AM Peak			99.4%		
PM Peak			98.7%		
Total Peak			99.1%		

Categories Of Delay		Jun	2012 Data		2011 Data		YTD 2012 Vs 2011
			Jul	YTD Thru Jul	Jul	YTD Thru Jul	
Late Train Incidents	National Rail Passenger Corp	132	18	413	82	689	(276)
	Capital Programs	28	9	73	12	141	(68)
	Engineering	186	190	870	208	1,028	(158)
	Penn Station Central Control	16	102	150	5	52	98
	Maintenance of Equipment	131	187	1,015	183	1,515	(500)
	** Other / Miscellaneous	425	229	1,111	139	1,916	(805)
	Public	469	548	2,731	510	2,157	574
	Transportation	444	54	288	50	420	(132)
	Vandalism	20	5	70	19	128	(58)
	Maintenance of Way (Sched.)	9	10	67	28	114	(47)



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

Date	Day	DESCRIPTION OF EVENT	Number of Late Trains									TOTAL		
			AM Peak			PM Peak			Off Peak			Late	Cxld	Term
			L	C	T	L	C	T	L	C	T			
7/2	Mon	Switch trouble in Harold Interlocking	16									16		
7/2	Mon	Track condition east of Cold Spring Harbor Station				5			5			10		
7/5	Thurs	Train 2025 Door operation error	12						1			13		
7/5	Thurs	Track circuit failure west of Central Islip Station				7			2	1		9	1	
7/6	Fri	Unauthorized person fell to track level in Jamaica Station	22						21	2		43	2	
7/6	Fri	Train 613 with equipment trouble in Merillon Avenue	12		1				8	1		20	1	1
7/8	Sun	Heavy holiday loading system wide							10			10		
7/9	Mon	Loss of supervisory signal system at PSCC	66						20			86		
7/12	Thurs	Train 801 struck unauthorized trespasser in Jamaica Station							15			15		
7/16	Mon	Defective insulated joint east of Farm 2 Interlocking				12			14	1		26	1	
7/18	Wed	Severe weather conditions				43			15			58		
7/23	Mon	Bridge strike Oyster Bay Road				2		3	1		5	3		8
7/24	Tues	Track circuit failure between Nostrand Ave and East New York				7			3			10		
7/26	Thurs	Train 2078 requiring police assistance in Woodside				8		1	1			9		1
7/27	Fri	Train 2019 with equipment trouble west of CI 1	14		1				1		1	15		2
TOTAL FOR MONTH			142	0	2	84	0	4	117	5	6	343	5	12
													360	

Long Island Rail Road

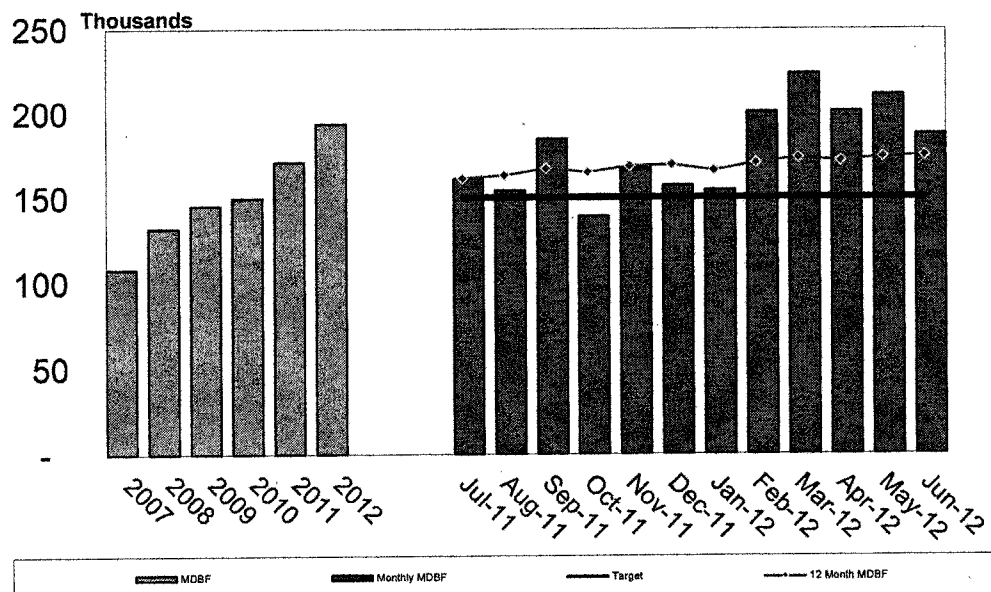
MEAN DISTANCE BETWEEN FAILURES

	2012 Data							2011 Data		
	Equip- ment Type	Total Fleet Size	MDBF Goal (miles)	June MDBF (miles)	June No. of Primary Failures	YTD MDBF thru June (miles)	12 month MDBF Rolling Avg (miles)	June MDBF (miles)	June No. of Primary Failures	YTD MDBF thru June (miles)
Mean Distance Between Failures	M-3	150	55,000	91,791	6	75,009	76,399	55,865	10	61,065
	M-7	836	350,000	370,955	13	430,920	413,872	533,055	9	470,496
	DM	22	18,000	24,279	3	30,005	20,753	14,811	5	22,691
	DE	23	18,000	12,930	7	17,085	18,919	29,879	3	24,038
	C-3	134	70,000	165,217	4	106,789	75,382	84,453	8	73,982
	Diesel	179	44,000	58,873	14	59,117	48,408	52,457	16	51,809
	Fleet	1,165	150,000	187,799	33	193,907	175,122	177,013	35	181,222

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

ALL FLEETS Mean Distance Between Failure

2007 - 2012





Long Island Rail Road

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Standee Report

East Of Jamaica

			2012 Data	
			July	
			AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	13	8
		Total Standees	13	8
	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Huntington Branch	Program Standees	40	0
		Add'l Standees	36	1
		Total Standees	76	1
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	1
		Total Standees	0	1
	Long Beach Branch	Program Standees	0	0
		Add'l Standees	5	0
		Total Standees	5	0
	Montauk Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	49	0
		Total Standees	49	0
	Port Jefferson Branch	Program Standees	0	0
		Add'l Standees	0	6
		Total Standees	0	6
	Port Washington Branch	Program Standees	0	0
		Add'l Standees	31	12
		Total Standees	31	12
	Ronkonkoma Branch	Program Standees	0	28
		Add'l Standees	13	0
		Total Standees	13	28
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
System Wide PEAK			187	56

Definitions

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Long Island Rail Road

OPERATING REPORT FOR MONTH OF JULY 2012

Standee Report

West Of Jamaica

West Of Jamaica			2012 Data	
			July	
			AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	24	26
		Total Standees	24	26
	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Huntington Branch	Program Standees	40	0
		Add'l Standees	22	12
		Total Standees	62	12
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	31
		Total Standees	0	31
	Long Beach Branch	Program Standees	78	0
		Add'l Standees	16	0
		Total Standees	94	0
	Montauk Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Port Jefferson Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Port Washington Branch	Program Standees	0	0
		Add'l Standees	31	12
		Total Standees	31	12
	Ronkonkoma Branch	Program Standees	0	38
		Add'l Standees	8	0
		Total Standees	8	38
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
		System Wide PEAK	219	119

Definitions

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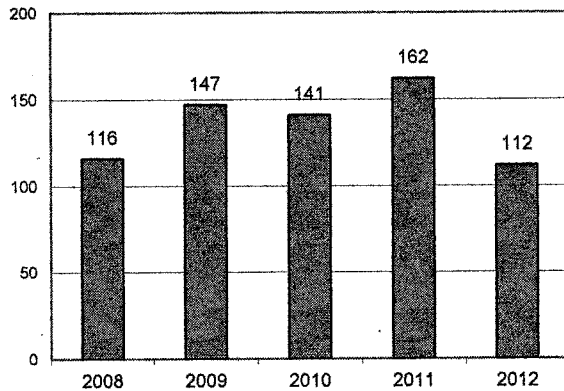
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**OPERATING REPORT
FOR MONTH OF JULY 2012**

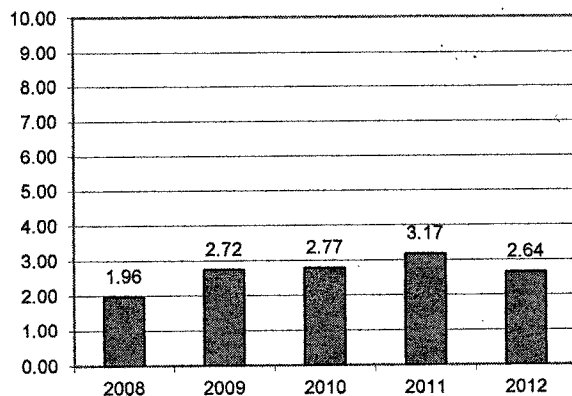
MTA Long Island Rail Road Summary of Employee Injuries thru June



Total Employee Injuries

Year	Total
2008	116
2009	147
2010	141
2011	162
2012	112

% change from last year: -30.9%



Employee FRA Reportable Injuries

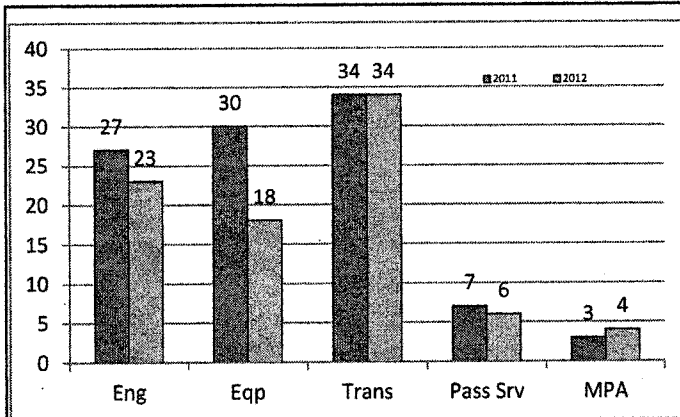
Year	Total	FRA FI*
2008	70	1.96
2009	97	2.72
2010	93	2.77
2011	101	3.17
2012	85	2.64

% change from last year: -15.8%

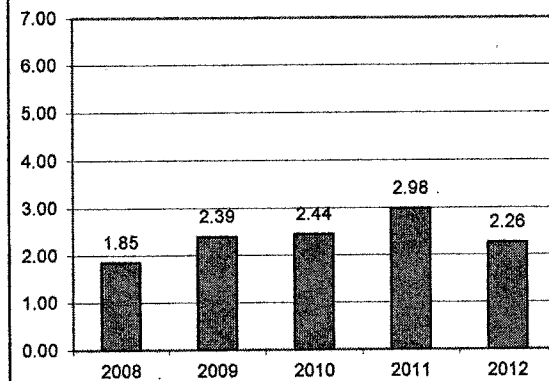
* Federal Railroad Administration Frequency Index

**OPERATING REPORT
FOR MONTH OF JULY 2012**

MTA Long Island Rail Road Summary of Employee Injuries thru June



Employee Reportable Accidents Comparison by Department			
Department	2011	2012	% Change
Engineering	27	23	-15%
Equipment	30	18	-40%
Transportation	34	34	0%
Pass Serv	7	6	-14%
MPA	3	4	33%



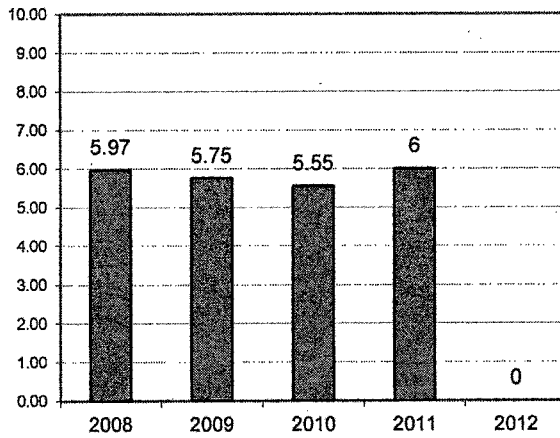
Employee Lost Time and Restricted Duty Injuries					
Year	LT	RD	LT FI*	RD FI*	LT&RD FI*
2008	64	2	1.80	0.05	1.85
2009	84	1	2.36	0.03	2.39
2010	80	2	2.38	0.06	2.44
2011	93	2	2.92	0.06	2.98
2012	73	0	2.26	0.00	2.26

% change from last year: -24.2%

* - Injuries per 200,000 hours worked

**OPERATING REPORT
FOR MONTH OF JULY 2012**

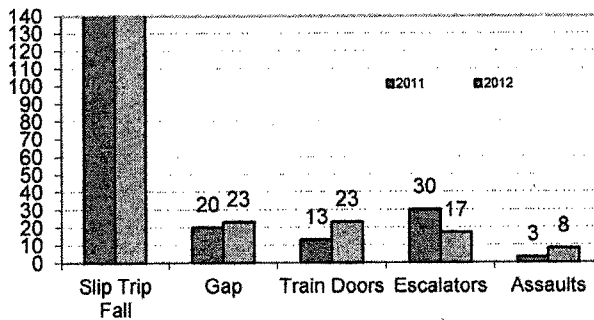
MTA Long Island Rail Road Summary of Customer Injuries thru June



Total Customer Injuries

Year	Total	FI*
2008	257	5.97
2009	236	5.75
2010	222	5.55
2011	236	6
2012	0	0

% change from last year: -100.0%



Top 5 Customer Injuries by Type

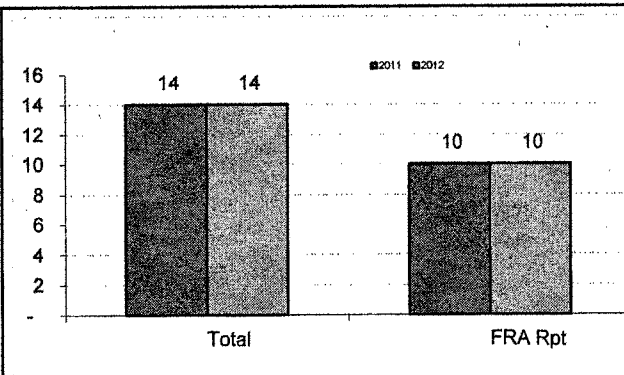
Year	Slip Trip Fall	Gap	Train Doors	Escalators	Assaults
2011	146	20	13	30	3
2012	147	23	23	17	8

*- Injuries per 1,000,000 rides

**OPERATING REPORT
FOR MONTH OF JULY 2012**

MTA Long Island Rail Road

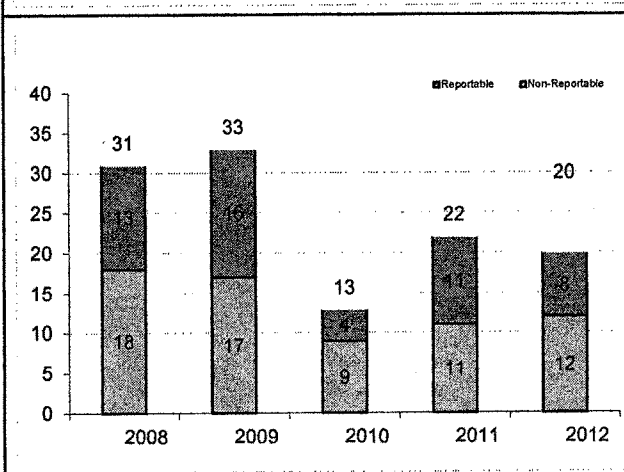
Summary of Contractor Injuries, Train Accidents & T.R.A.C.K.S. thru June



Contractor Injuries

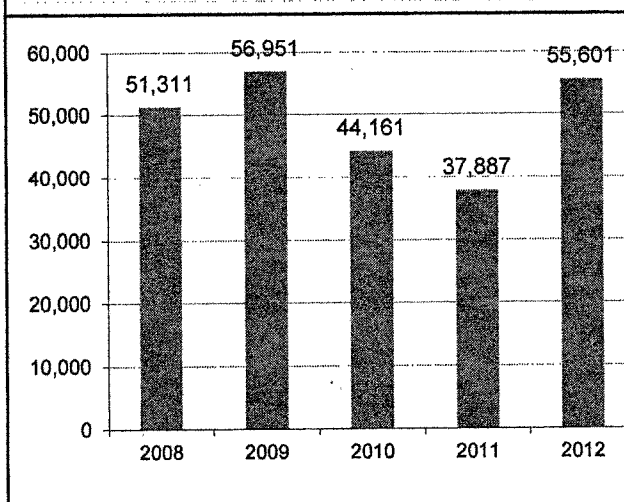
Year	Total	FRA Rpt.
2011	14	10
2012	14	10

% change from last year: 0.0%



Train Accidents

Year	Non-Reportable	Reportable
2008	18	13
2009	17	16
2010	9	4
2011	11	11
2012	12	8



T.R.A.C.K.S. Participants

Together Railroads and Communities Keeping Safe

Total Participants

Year	Total
2008	51,311
2009	56,951
2010	44,161
2011	37,887
2012	55,601



Long Island Rail Road

Monthly Financial Report

July 2012

MTA LONG ISLAND RAIL ROAD

July Ridership and Financial Report

Executive Summary

September 24, 2012

Ridership

- During the month of July, total ridership was 7.3 million, which was 1.4% higher than July 2011 (adjusted for same number of work days) and 0.2% below the forecast. This represents the eleventh consecutive month of growth and the largest year-to-year growth since 2008.
 - 2012 Total ridership through July was 48.5 million. This was 3.8% higher than 2011 and 0.2% higher than the 2012 forecast.
 - Through July 2012, commutation ridership was 2.8% higher than 2011 (work day adjusted) and 0.1% above the 2012 forecast.
 - Through July 2012, non-commutation ridership was 5.2% higher than 2011 and 0.4% above the forecast.
-

Revenues

- Farebox revenue through July totaling \$340.7 million was \$1.1 million above the forecast, reflecting continued strong ridership growth.
- Capital & Other Revenue of \$139.8 million was \$(3.5) million less than forecast due to lower material used on capital projects.
- In summary, total LIRR revenue of \$480.5 million was \$(2.4) million lower than forecast.

Expenses

- Through July 2012, total expenses of \$1,047.1 million were \$15.4 million less than forecast.
- Straight-time payroll spending was \$4.7 million favorable to forecast due to vacant positions and timing of retiree sick/vacation payouts, constructive allowance payments and other accruals. 134 of 6,550 positions were vacant. These vacancies consisted primarily of management/supervisor positions and professional, technical and clerical positions in Operations and Maintenance.
- Year-to-date overtime hours increased by 2.6% in 2012 compared to 2011. However, there was one additional week of payroll in 2012 during this time period.
- Year-to-date overtime hours worked was 3.6% greater than forecast. The vast majority was due to lower availability and 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 \$14.9 million, Electric Power and Fuel \$7.9 million, benefits associated with vacant positions and timing of various other expenses.

Financial Performance Measures

- Through July, the Adjusted Farebox Operating Ratio was 61.8%, which is favorable to forecast due to lower expenses and higher revenue.
- Through July, the Adjusted Cost per Passenger was \$10.29, which is less than expected due to lower expenses and higher ridership.
- Through July, the Revenue per Passenger was \$7.06, slightly favorable to forecast.

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

REVENUE

Year-to-date July **Total Revenues** (including Capital and Other Reimbursements) of \$480.5 were \$(2.4) or (0.5)% unfavorable to the forecast. The month of July of \$75.9 was favorable to forecast by \$0.2 million or 0.2%.

- **Y-T-D Farebox Revenues** were \$1.1 favorable to the forecast. The month was \$(0.2) unfavorable to forecast due to lower ridership.
- **Y-T-D Other Operating Revenues** were \$0.2 favorable to forecast. The month was \$(0.1) unfavorable due to timing.
- **Y-T-D Capital and Other Reimbursements** were \$(3.7) unfavorable to the forecast. The month was \$0.5 favorable due to lower level of material usage for capital projects.

OPERATING EXPENSES

Year-to-date July **Total Expenses** (including depreciation and other) of \$1,047.1 were favorable to the forecast by \$15.4 or 1.4%. The total expenses for the month of \$161.9 were unfavorable to forecast by \$(2.4) or 1.5%.

Labor Expenses, \$(8.8) unfavorable Y-T-D; \$(5.0) unfavorable for the month.

- **Payroll**, \$4.7 favorable Y-T-D; \$1.1 favorable for the month (primarily vacant positions, constructive allowance payments and timing of retiree sick/vacation payments).
- **Overtime**, \$(3.0) unfavorable Y-T-D; \$(1.8) unfavorable for the month (primarily open jobs in Maintenance of Equipment, higher project activity, lower availability in Transportation, higher maintenance in the Engineering department and higher coverage needs in Customer Service, partially offset by lower maintenance-related overtime in the Maintenance of Equipment department).
- **Health & Welfare**, \$0.3 favorable Y-T-D; \$(0.2) unfavorable for the month (higher rates, partially offset by vacant positions).
- **OPEB Current Payment**, \$1.0 favorable Y-T-D; \$0.3 favorable for the month (lower rates and retirees).
- **Pension**, \$(14.7) unfavorable Y-T-D; \$(3.7) unfavorable for the month (timing of accrual adjustment to properly reflect mid-year forecast. Expected to be on plan by year-end.)
- **Other Fringe**, \$2.8 favorable Y-T-D; \$(0.8) unfavorable for the month (primarily higher FELA indemnity payments, partially offset by lower Rail Road Retirement taxes and timing of certain employee reimbursements).

Non-Labor Expenses, \$31.9 favorable Y-T-D; \$1.8 favorable for the month.

- **Electric Power**, \$7.2 favorable Y-T-D; \$1.6 favorable for the month (lower rates and consumption).
- **Fuel**, \$0.7 favorable Y-T-D; \$0.1 favorable for the month (lower rates and consumption).
- **Insurance**, \$0.3 favorable Y-T-D; \$0.1 favorable for the month (primarily Force Account Insurance).
- **Maintenance and Other Operating Contracts**, \$2.3 favorable Y-T-D; \$0.6 favorable for the month (primarily lower IESS security costs, communication expenses and timing of vegetation management, partially offset by timing of project activity and natural gas).
- **Professional Services**, \$5.8 favorable Y-T-D; \$1.0 favorable for the month (primarily timing of various IT related expenses and timing of capital activity).
- **Materials and Supplies**, \$14.9 favorable Y-T-D; \$2.9 favorable for the month (capital material usage, pooled material charge-outs, rolling stock maintenance and modifications and inventory adjustments).
- **Other Business Expenses**, \$0.8 favorable Y-T-D; \$0.4 favorable for the month (primarily timing).

Depreciation and Other, \$(7.7) unfavorable Y-T-D; \$(4.2) unfavorable for the month (Depreciation and Other Post-Employment Benefits).

FAREBOX OPERATING RATIO

The year-to-date Farebox Operating Ratio was 49.2%, 2.1 percentage points higher than year-to-date June. The Farebox Operating Ratio for the month of July of 51.0% was 1.1 percentage points above the forecast resulting from lower expenses, partially offset by lower revenue. The adjusted year-to-date Farebox Operating Ratio was 61.8%. 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
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
July 2012
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)			
	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent
Revenue												
Farebox Revenue	\$52.792	\$52.609	(\$0.183)	(0.3)	\$0.000	\$0.000	\$0.000	-	\$52.792	\$52.609	(\$0.183)	(0.3)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	3.063	2.932	(0.131)	(4.3)	0.000	0.000	0.000	-	3.063	2.932	(0.131)	(4.3)
Capital & Other Reimbursements	0.000	0.000	0.000	-	19.917	20.406	0.489	2.5	19.917	20.406	0.489	2.5
Total Revenue	\$55.855	\$55.540	(\$0.315)	(0.6)	\$19.917	\$20.406	\$0.489	2.5	\$75.772	\$75.946	\$0.174	0.2
Expenses												
Labor:												
Payroll	\$34.185	\$33.471	\$0.714	2.1	\$7.023	\$6.603	\$0.420	6.0	\$41.208	\$40.074	\$1.134	2.8
Overtime	7.500	8.438	(0.938)	(12.5)	0.836	1.680	(0.844)	*	8.336	10.119	(1.783)	(21.4)
Health and Welfare	7.090	7.187	(0.097)	(1.4)	1.187	1.277	(0.090)	(7.6)	8.277	8.463	(0.186)	(2.3)
OPEB Current Payment	4.829	4.494	0.335	6.9	0.000	0.000	0.000	-	4.829	4.494	0.335	6.9
Pensions	12.540	15.573	(3.033)	(24.2)	1.802	2.435	(0.633)	(35.1)	14.342	18.007	(3.665)	(25.6)
Other Fringe Benefits	10.544	11.294	(0.750)	(7.1)	1.430	1.483	(0.053)	(3.7)	11.974	12.778	(0.804)	(6.7)
Reimbursable Overhead	(2.804)	(2.523)	(0.281)	(10.0)	2.804	2.522	0.282	10.1	0.000	(0.001)	0.001	-
Total Labor Expenses	\$73.884	\$77.934	(\$4.050)	(5.5)	\$15.082	\$16.001	(\$0.919)	(6.1)	\$88.966	\$93.934	(\$4.968)	(5.6)
Non-Labor:												
Electric Power	\$9.312	\$7.690	\$1.622	17.4	\$0.000	\$0.048	(\$0.048)	-	\$9.312	\$7.739	\$1.573	16.9
Fuel	2.425	2.321	0.104	4.3	0.000	0.000	0.000	-	2.425	2.321	0.104	4.3
Insurance	1.315	1.307	0.008	0.6	0.499	0.420	0.079	15.8	1.814	1.728	0.086	4.8
Claims	0.356	0.340	0.016	4.5	0.000	0.000	0.000	-	0.356	0.340	0.016	4.5
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	5.277	4.168	1.109	21.0	0.861	1.361	(0.500)	(58.1)	6.138	5.529	0.609	9.9
Professional Service Contracts	2.982	2.203	0.779	26.1	0.336	0.071	0.265	78.8	3.318	2.274	1.044	31.5
Materials & Supplies	8.858	6.564	2.294	25.9	3.052	2.461	0.591	19.4	11.910	9.024	2.886	24.2
Other Business Expenses	1.333	0.928	0.405	30.4	0.087	0.043	0.044	50.3	1.420	0.972	0.448	31.6
Total Non-Labor Expenses	\$31.858	\$25.522	\$6.336	19.9	\$4.835	\$4.405	\$0.430	8.9	\$36.693	\$29.927	\$6.766	18.4
Other Expense Adjustments:												
Other	\$0.000	(\$0.000)	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	(\$0.000)	\$0.000	-
Total Other Expense Adjustments	\$0.000	(\$0.000)	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	(\$0.000)	\$0.000	-
Total Expenses before Depreciation & Other Post Employment Benefits	\$105.742	\$103.456	\$2.286	2.2	\$19.917	\$20.406	(\$0.489)	(2.5)	\$125.659	\$123.861	\$1.798	1.4
Depreciation	\$27.077	\$25.985	\$1.092	4.0	\$0.000	\$0.000	\$0.000	-	\$27.077	\$25.985	\$1.092	4.0
Other Post Employment Benefits	6.555	11.849	(5.294)	(80.8)	0.000	0.000	0.000	-	6.555	11.849	(5.294)	(80.8)
Environmental Remediation	0.167	0.167	(0.000)	(0.1)	0.000	0.000	0.000	-	0.167	0.167	(0.000)	(0.1)
Total Expenses	\$139.541	\$141.456	(\$1.916)	(1.4)	\$19.917	\$20.406	(\$0.489)	(2.5)	\$169.458	\$161.862	\$7.596	(4.5)
Net Surplus/(Deficit)	(\$83.686)	(\$85.916)	(\$2.231)	(2.7)	\$0.000	(\$0.000)	\$0.000	-	(\$83.686)	(\$85.916)	(\$2.231)	(2.7)
Cash Conversion Adjustments												
Depreciation	27.077	25.985	(1.092)	(4.0)	0.000	0.000	0.000	-	27.077	25.985	(1.092)	(4.0)
Operating/Capital	(0.491)	(0.042)	0.449	91.5	0.000	0.000	0.000	-	(0.491)	(0.042)	0.449	91.5
Other Cash Adjustments	6.890	48.671	41.781	*	0.000	0.000	0.000	-	6.890	48.671	41.781	*
Total Cash Conversion Adjustments	\$33.476	\$74.615	\$41.139	*	0.000	\$0.000	\$0.000	-	\$33.476	\$74.615	\$41.139	*
Net Cash Surplus/(Deficit)	(\$50.210)	(\$11.302)	\$38.908	77.5	\$0.000	(\$0.000)	\$0.000	-	(\$50.210)	(\$11.302)	\$38.908	77.5

TABLE 2

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
July Year-To-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
			Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)	
	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent
Revenue												
Farebox Revenue	\$339.641	\$340.736	\$1.095	0.3	\$0.000	\$0.000	\$0.000	-	\$339.641	\$340.736	\$1.095	0.3
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	22.446	22.664	0.218	1.0	0.000	0.000	0.000	-	22.446	22.664	0.218	1.0
Capital & Other Reimbursements	0.000	0.000	0.000	-	120.829	117.103	(3.726)	(3.1)	120.829	117.103	(3.726)	(3.1)
Total Revenue	\$362.087	\$363.401	\$1.314	0.4	\$120.829	\$117.103	(\$3.726)	(3.1)	\$482.916	\$480.504	(\$2.412)	(0.5)
Expenses												
Labor												
Payroll	\$240.352	\$238.915	\$3.437	1.4	\$40.509	\$39.240	\$1.269	3.1	280.861	\$276.155	\$4.706	1.7
Overtime	44.515	46.487	(1.972)	(4.4)	6.325	7.373	(1.048)	(16.6)	50.840	53.859	(3.019)	(5.9)
Health and Welfare	49.645	49.148	0.497	1.0	7.204	7.380	(0.156)	(2.2)	56.849	56.508	0.341	0.6
OPEB Current Payment	33.282	32.238	1.044	3.1	0.000	0.000	0.000	-	33.282	32.238	1.044	3.1
Pensions	99.493	112.127	(12.634)	(12.7)	11.897	13.925	(2.028)	(17.0)	111.390	126.051	(14.661)	(13.2)
Other Fringe Benefits	64.715	61.985	2.730	4.2	8.511	8.478	0.033	0.4	73.226	70.463	2.763	3.8
Reimbursable Overhead	(15.722)	(14.175)	(1.546)	(9.8)	15.722	14.175	1.546	9.8	(0.000)	0.000	(0.000)	(100.0)
Total Labor Expenses	\$516.280	\$524.724	(\$8.444)	(1.6)	\$90.168	\$90.550	(\$0.382)	(0.4)	\$606.448	\$615.274	(\$8.826)	(1.5)
Non-Labor												
Electric Power	\$56.850	\$49.553	\$7.297	12.8	\$0.000	\$0.145	(\$0.145)	-	56.850	\$49.697	\$7.153	12.6
Fuel	15.983	15.241	0.742	4.6	0.000	0.000	0.000	-	15.983	15.241	0.742	4.6
Insurance	8.962	9.024	(0.062)	(0.7)	2.757	2.366	0.391	14.2	11.719	11.390	0.329	2.8
Claims	1.643	1.662	(0.019)	(1.2)	0.000	0.000	0.000	-	1.643	1.662	(0.019)	(1.2)
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	30.351	26.355	3.996	13.2	5.976	7.677	(1.701)	(28.5)	36.327	34.033	2.294	6.3
Professional Service Contracts	16.975	12.262	4.723	27.8	1.822	0.777	1.045	57.3	18.797	13.029	5.767	30.7
Materials & Supplies	59.032	48.580	10.452	17.7	19.657	15.206	4.451	22.6	78.689	63.785	14.903	18.9
Other Business Expenses	8.219	7.525	0.694	8.4	0.450	0.382	0.067	14.9	8.669	7.907	0.762	8.8
Total Non-Labor Expenses	\$198.015	\$170.191	\$27.824	14.1	\$30.661	\$26.663	\$4.108	13.4	\$228.676	\$196.744	\$31.932	14.0
Other Expense Adjustments												
Other	\$0.000	\$0.000	(\$0.000)	-	\$0.000	\$0.000	\$0.000	-	0.000	\$0.000	(\$0.000)	-
Total Other Expense Adjustments	\$0.000	\$0.000	(\$0.000)	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	(\$0.000)	-
Total Expenses before Depreciation & Other Post Employment Benefits	\$714.295	\$694.915	\$19.380	2.7	\$120.829	\$117.103	\$3.726	3.1	\$835.124	\$812.018	\$23.106	2.8
Depreciation	\$181.757	\$187.427	(5.670)	(3.1)	\$0.000	\$0.000	\$0.000	-	181.757	\$187.427	(\$5.670)	(3.1)
Other Post Employment Benefits	44.477	46.512	(2.035)	(4.6)	0.000	0.000	0.000	-	44.477	46.512	(2.035)	(4.6)
Environmental Remediation	1.168	1.167	0.001	0.1	0.000	0.000	0.000	-	1.168	1.167	0.001	0.1
Total Expenses	\$941.697	\$930.021	\$11.676	1.2	\$120.829	\$117.103	\$3.726	3.1	\$1,062.526	\$1,047.124	\$15.402	1.4
Net Surplus/(Deficit)	(\$579.610)	(\$566.620)	\$12.990	2.2	\$0.000	\$0.000	\$0.000	-	(\$579.610)	(\$566.620)	\$12.990	2.2
Cash Conversion Adjustments												
Depreciation	181.757	187.427	5.670	3.1	0.000	0.000	0.000	-	181.757	187.427	5.670	3.1
Operating/Capital	(3.318)	(0.550)	2.768	83.4	0.000	0.000	0.000	-	(3.318)	(0.550)	2.768	83.4
Other Cash Adjustments	28.426	52.383	23.957	84.3	0.000	0.000	0.000	-	28.426	52.383	23.957	84.3
Total Cash Conversion Adjustments	\$206.865	\$239.259	\$32.395	15.7	\$0.000	\$0.000	\$0.000	-	\$206.865	\$239.259	\$32.395	15.7
Net Cash Surplus/(Deficit)	(\$372.745)	(\$327.361)	\$45.385	12.2	\$0.000	\$0.000	\$0.000	-	(\$372.745)	(\$327.361)	\$45.385	12.2

TABLE 3

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN FORECAST AND ACTUAL: ACCRUAL BASIS

July 2012					Year-to-Date July 2012		
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Revenue							
Farebox Revenue	Non Reimb.	(0.183)	(0.3)	Lower ridership \$(0.123) and yield \$(0.060).	1.095	0.3	Higher ridership \$0.705 and yield \$0.390.
Other Operating Revenue	Non Reimb.	(0.131)	(4.3)	Primarily due to lower rental and station privileges revenue, partially offset by timing of freight revenue.	0.218	1.0	Primarily due to higher station privileges and timing of freight revenue, partially offset by lower rental revenue.
Capital & Other Reimbursements	Reimb.	0.489	2.5	Primarily due to the timing of project activity and other reimbursements.	(3.726)	(3.1)	Primarily due to the timing of project activity and other reimbursements.
Expenses							
Payroll	Non Reimb.	0.714	2.1	Lower retiree payments, vacant positions, lower work rule payments, rates and vacation pay accruals, partially offset by Engineering workforce performing maintenance activity instead of project activity.	3.437	1.4	Vacant positions and lower work rule payments, rates, sick/vacation retiree payments and vacation pay accruals, partially offset by higher differential payments and Engineering workforce performing maintenance activity instead of project activity.
	Reimb.	0.420	6.0	Primarily due to the timing of project activity and other reimbursements.	1.269	3.1	Primarily due to the timing of project activity and other reimbursements.
Overtime	Non Reimb.	(0.938)	(12.5)	Higher open job coverage, relief day overtime and rates, partially offset by lower maintenance-related overtime.	(1.972)	(4.4)	Higher relief day overtime and rates, partially offset by maintenance-related overtime.
	Reimb.	(0.844)	*	Primarily due to timing of project activity.	(1.048)	(16.6)	Primarily due to timing of project activity.
Health and Welfare	Non Reimb.	(0.097)	(1.4)	Primarily higher rates than forecast.	0.497	1.0	Primarily vacant positions
	Reimb.	(0.090)	(7.6)	Primarily due to timing of project activity.	(0.156)	(2.2)	Primarily due to timing of project activity.
OPEB Current Payment	Non Reimb.	0.335	6.9	Lower rates and fewer retirees/beneficiaries.	1.044	3.1	Lower rates and fewer retirees/beneficiaries.

TABLE 3

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN FORECAST AND ACTUAL: ACCRUAL BASIS

July 2012				Year-to-Date July 2012			
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Pensions	Non Reimb.	(3.033)	(24.2)	Timing of accruals and the estimated percentage of pension allocated to reimbursable was under-estimated. Total pension costs will be on forecast by year-end.	(12.634)	(12.7)	Timing of accruals and the estimated percentage of pension allocated to reimbursable was under-estimated. Total pension costs will be on forecast by year-end.
	Reimb.	(0.633)	(35.1)	Timing of accruals and the estimated percentage of pension allocated to reimbursable was under-estimated. Total pension costs will be on forecast by year-end.	(2.028)	(17.0)	Timing of accruals and the estimated percentage of pension allocated to reimbursable was under-estimated. Total pension costs will be on forecast by year-end.
Other Fringe Benefits	Non Reimb.	(0.750)	(7.1)	Higher FELA Indemnity payments, partially offset by lower Railroad Retirement taxes and timing of certain employee reimbursements.	2.730	4.2	Lower FELA indemnity payments, Railroad Retirement taxes and Unemployment Insurance.
	Reimb.	(0.053)	(3.7)	Primarily due to timing of project activity.	0.033	0.4	Primarily due to timing of project activity.
Electric Power	Non Reimb.	1.622	17.4	Primarily due to lower rates, consumption and timing of accrual adjustments.	7.297	12.8	Primarily due to lower rates, consumption and timing of accrual adjustments.
	Reimb.	(0.048)	-	VD Yard	(0.145)	-	VD Yard
Fuel	Non Reimb.	0.104	4.3	Primarily lower rates and consumption.	0.742	4.6	Primarily lower rates and consumption.
Insurance	Non Reimb.	0.008	0.6	Timing of premium payments.	(0.062)	(0.7)	Timing of premium payments.
	Reimb.	0.079	15.8	Force Account Insurance associated with project activity.	0.391	14.2	Force Account Insurance associated with project activity.
Claims	Non Reimb.	0.016	4.5	Primarily timing of payments.	(0.019)	(1.2)	Primarily timing of payments.
Maintenance & Other Operating Contracts	Non Reimb.	1.109	21.0	Timing of activities and payments for vegetation management, escalator/elevator maintenance, IESS security initiative, communication and security system maintenance, partially offset by the timing of payments for toilet servicing.	3.996	13.2	Timing of activities and payments for toilet servicing, rubbish removal, communications, escalator/elevator maintenance, IESS and other security related contracts, partially offset by the timing of payments for joint facilities, HVAC maintenance and non-revenue vehicle repairs.
	Reimb.	(0.500)	(58.1)	Primarily due to timing of project activity.	(1.701)	(28.5)	Primarily due to timing of project activity.

TABLE 3

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN FORECAST AND ACTUAL: ACCRUAL BASIS

July 2012					Year-to-Date July 2012				
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance		
		\$	%		\$	%			
Professional Service Contracts	Non Reimb.	0.779	26.1	Primarily due to timing of payments and activities for IT software and hardware and various consulting contracts.	4.723	27.8	Primarily due to timing of payments and activities for IT software and hardware, legal fees, postage and various consulting contracts.		
	Reimb.	0.265	78.8	Primarily due to timing of project activity.	1.045	57.3	Primarily due to timing of project activity.		
Materials & Supplies	Non Reimb.	2.294	25.9	Primarily timing of corporate inventory adjustments, charge-outs of material for rolling stock maintenance and pool material reclaims greater than chargeouts.	10.452	17.7	Primarily due to timing of charge-outs of fleet modification material, lower usage of running repair material in the Support and Car Shops, timing of charge-outs for pool material in the Equipment Department and the timing of corporate inventory adjustments, partially offset by higher charge-outs of RCM material from the Support Shops.		
	Reimb.	0.591	19.4	Primarily due to timing of project activity and timing of payments for project material.	4.451	22.6	Primarily due to timing of project activity and timing of payments for project material.		
Other Business Expenses	Non Reimb.	0.405	30.4	Primarily due to timing of expenses and lower debit/credit card fees.	0.694	8.4	Primarily due to timing of expenses and lower debit/credit card fees, partially offset by higher bad debt.		
	Reimb.	0.044	50.3	Primarily due to timing of project activity.	0.067	14.9	Primarily due to timing of project activity.		
Depreciation	Non Reimb.	1.092	4.0	Primarily timing.	(5.670)	(3.1)	Higher based on latest projection of projects achieving beneficial use in 2012.		
Other Post Employment Benefits	Non Reimb.	(5.294)	(80.8)	Higher GASB adjustment to reflect the value associated with unfunded accrued liability for post employment benefits.	(2.035)	(4.6)	Higher GASB adjustment to reflect the value associated with unfunded accrued liability for post employment benefits.		

Table 4

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
CASH RECEIPTS and EXPENDITURES

July 2012

(\$ in millions)

	Month				Year-to-Date			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Farebox Revenue	\$55.216	\$54.915	(\$0.301)	(0.5)	\$356.650	\$355.627	(\$1.023)	(0.3)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	4.082	3.557	(0.525)	(12.9)	27.209	24.448	(2.761)	(10.1)
Capital & Other Reimbursements	18.244	27.826	9.582	52.5	113.500	118.986	5.486	4.8
Total Receipts	\$77.542	\$86.298	\$8.756	11.3	\$497.359	\$499.061	\$1.702	0.3
Expenditures								
<i>Labor:</i>								
Payroll	\$37.123	\$36.993	\$0.130	0.4	\$274.442	\$272.925	\$1.517	0.6
Overtime	6.625	8.075	(1.450)	(21.9)	50.256	52.756	(2.500)	(5.0)
Health and Welfare	8.277	0.572	7.705	93.1	56.848	57.093	(0.245)	(0.4)
OPEB Current Payment	4.829	0.579	4.250	88.0	33.284	32.187	1.097	3.3
Pensions	18.007	17.999	0.008	0.0	126.050	125.971	0.079	0.1
Other Fringe Benefits	10.843	9.804	1.039	9.6	70.598	64.638	5.960	8.4
GASB	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	\$65.704	\$74.021	\$11.683	13.6	\$611.478	\$605.570	\$5.908	1.0
<i>Non-Labor:</i>								
Electric Power	\$10.350	\$3.943	\$6.407	61.9	\$55.425	\$44.738	\$10.687	19.3
Fuel	2.872	2.590	0.282	9.8	17.388	15.552	1.836	10.6
Insurance	1.728	0.131	1.597	92.4	17.224	10.737	6.487	37.7
Claims	0.023	0.149	(0.126)	*	2.510	3.659	(1.149)	(45.8)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	8.588	3.715	4.873	56.7	44.029	34.687	9.342	21.2
Professional Service Contracts	3.566	2.393	1.173	32.9	16.780	11.839	4.941	29.4
Materials & Supplies	10.958	8.432	2.526	23.1	81.046	78.580	2.466	3.0
Other Business Expenses	1.571	0.668	0.903	57.5	8.185	5.180	3.005	36.7
Total Non-Labor Expenditures	\$39.656	\$22.021	\$17.635	44.5	\$242.587	\$204.972	\$37.615	15.5
<i>Other Expenditure Adjustments:</i>								
Other	2.392	1.854	0.538	22.5	16.040	15.159	0.881	5.5
Total Other Expenditure Adjustments	\$2.392	\$1.854	\$0.538	22.5	\$16.040	\$15.159	\$0.881	5.5
Total Expenditures	\$127.752	\$97.896	\$29.856	23.4	\$870.105	\$825.701	\$44.404	5.1
Cash Timing and Availability Adjustment	0.000	0.296	0.296	-	0.000	(0.721)	(0.721)	-
Net Cash Deficit (excludes opening balance)	(\$50.210)	(\$11.302)	\$38.908	77.5	(\$372.746)	(\$327.361)	\$45.385	12.2
Subsidies								
MTA	50.210	15.000	(35.210)	(70.1)	369.498	327.805	(41.693)	(11.3)

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN JULY FORECAST AND ACTUAL CASH BASIS

Table 5

Generic Revenue or Expense Category	July 2012			Year-to-Date as of July 31, 2012		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Receipts						
Farebox Revenue	(\$0.301)	(0.5)	Lower Metrocard/AirTrain sales \$(0.207), ridership \$(0.123) and yields \$(0.060), partially offset by higher advance sales impact \$0.089.	(\$1.023)	-0.3%	Lower advance sales impact \$(1.152) and Metrocard/AirTrain sales \$(0.966), partially offset by higher ridership \$0.705 and yields \$0.390.
Other Operating Revenue	(\$0.525)	(12.9)	Primarily due to the timing of rental and miscellaneous revenue, partially offset by the timing of freight revenue.	(\$2.761)	-10.1%	Primarily due to the timing of intercompany receipts, miscellaneous and rental revenue.
Capital and Other Reimbursements	\$9.582	52.5	Timing of activity and reimbursement for capital and other reimbursements.	\$5.486	4.8%	Timing of activity and reimbursement for capital and other reimbursements.
Expenditures						
Labor:						
Payroll	\$0.130	0.4	Primarily lower work rule and retiree payments.	\$1.517	0.6%	Primarily due to lower work rule payments, project activity, retiree payments, rates, and vacant positions, partially offset by higher differential payments.
Overtime	(\$1.450)	(21.9)	Primarily higher project, vacancy/absentee coverage and rates, partially offset by lower maintenance overtime.	(\$2.500)	-5.0%	Primarily higher vacancy/absentee coverage, project overtime and rates, partially offset by lower maintenance overtime.
Health and Welfare	\$7.705	93.1	Primarily due to timing of payments.	(\$0.245)	-0.4%	Primarily due to timing of payments.
OPEB Current Payment	\$4.250	88.0	Primarily due to timing of payments.	\$1.097	3.3%	Primarily due to the timing of payments and fewer retirees/beneficiaries.
Pensions	\$0.008	0.0		\$0.079	0.1%	The reduced Pension forecast will be reflected in the August through December cash payments.

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN JULY FORECAST AND ACTUAL CASH BASIS

Table 5

Generic Revenue or Expense Category	July 2012			Year-to-Date as of July 31, 2012		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Other Fringe Benefits	\$1.039	9.6	Primarily lower FELA indemnity payments, partially offset by higher Railroad Retirement Tax payments and the timing of safety shoe and meal payments.	\$5.960	8.4%	Primarily lower FELA indemnity and Railroad Retirement payments, and the timing of Railroad Unemployment insurance payments.
Non-Labor:						
Electric Power	\$6.407	61.9	Primarily due to the timing of payments, lower consumption and lower rates.	\$10.687	19.3%	Primarily due to the timing of payments, lower consumption and lower rates.
Fuel	\$0.282	9.8%	Timing of payments, lower consumption and lower rates.	\$1.836	10.6%	Timing of payments, lower consumption and lower rates.
Insurance	\$1.597	92.4	Timing of payments.	\$6.487	37.7%	Timing of payments.
Claims	(\$0.126)	*	Timing of payment for claims.	(\$1.149)	-45.8%	Timing of payment for claims.
Maintenance and Other Operating Contracts	\$4.873	56.7	Timing of payments.	\$9.342	21.2%	Timing of payments.
Professional Service Contracts	\$1.173	32.9	Timing of and payment for consulting services, partially offset by higher MTA Chargeback catch-up payments.	\$4.941	29.4%	Timing of and payment for consulting services.
Materials and Supplies	\$2.526	23.1	Primarily the timing of program, production plan, and operating funded capital material and supplies.	\$2.466	3.0%	Primarily the timing of program, production plan, and operating funded capital material and supplies.
Other Business Expenses	\$0.903	57.5%	Primarily due to the timing of payments and lower debit/credit card fee payments.	\$3.005	36.7%	Primarily due to the timing of payments and lower debit/credit card fee payments.

Table 6

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
CASH CONVERSION (CASH FLOW ADJUSTMENTS)
July 2012
(\$ in millions)

	Month				Year-to-Date			
			Favorable (Unfavorable)				Favorable (Unfavorable)	
	Mid-Year Forecast	Actual	Variance	Percent	Mid-Year Forecast	Actual	Variance	Percent
<u>Receipts</u>								
Farebox Revenue	\$2.424	\$2.307	(\$0.117)	(4.8)	\$17.009	\$14.891	(\$2.118)	(12.5)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	1.019	0.625	(0.394)	(38.6)	4.763	1.784	(2.979)	(62.5)
Capital & Other Reimbursements	(1.673)	7.421	9.094	*	(7.329)	1.883	9.212	*
Total Receipts	\$1.770	\$10.353	\$8.583	*	\$14.443	\$18.558	\$4.115	28.5
<u>Expenditures</u>								
Labor:								
Payroll	\$4.085	\$3.082	(\$1.003)	(24.6)	\$6.419	\$3.230	(\$3.189)	(49.7)
Overtime	1.711	2.044	0.333	19.5	0.584	1.104	0.520	89.0
Health and Welfare	0.000	7.891	7.891	-	0.001	(0.585)	(0.586)	*
OPEB Current Payment	0.000	3.915	3.915	-	(0.002)	0.051	0.053	*
Pensions	(3.665)	0.009	3.674	*	(14.660)	0.080	14.740	*
Other Fringe Benefits	1.131	2.974	1.843	*	2.628	5.825	3.197	*
GASB	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	(0.001)	(0.001)	-	(0.000)	0.000	0.000	100.0
Total Labor Expenditures	\$3.262	\$19.913	\$16.651	*	(\$5.030)	\$9.704	\$14.734	*
Non-Labor:								
Electric Power	(\$1.038)	\$3.796	\$4.834	*	\$1.425	\$4.959	\$3.534	*
Fuel	(0.447)	(0.269)	0.178	39.8	(1.405)	(0.311)	1.094	77.9
Insurance	0.086	1.596	1.510	*	(5.505)	0.653	6.158	*
Claims	0.333	0.191	(0.142)	(42.5)	(0.867)	(1.997)	(1.130)	*
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	(2.450)	1.815	4.265	*	(7.702)	(0.654)	7.048	91.5
Professional Service Contracts	(0.248)	(0.119)	0.129	52.1	2.017	1.191	(0.826)	(41.0)
Materials & Supplies	0.952	0.593	(0.359)	(37.8)	(2.357)	(14.795)	(12.438)	*
Other Business Expenses	(0.151)	0.303	0.454	*	0.484	2.727	2.244	*
Total Non-Labor Expenditures	(\$2.963)	\$7.906	\$10.869	*	(\$13.911)	(\$8.228)	\$5.683	40.9
Other Expenditure Adjustments:								
Other	(2.392)	(1.854)	0.538	22.5	(16.040)	(15.159)	0.881	5.5
Total Other Expenditure Adjustments	(\$2.392)	(\$1.854)	\$0.538	22.5	(\$16.040)	(\$15.159)	\$0.881	5.5
Total Expenditures before Depreciation	(\$2.093)	\$25.965	\$28.058	*	(\$34.981)	(\$13.683)	\$21.298	60.9
Depreciation Adjustment	27.077	25.985	(1.092)	(4.0)	181.757	187.427	5.670	3.1
Other Post Employment Benefits	6.555	11.849	5.294	80.8	44.477	46.512	2.035	4.6
Environmental Remediation	0.167	0.167	0.000	0.1	1.168	1.167	(0.001)	(0.1)
Total Expenditures	\$31.706	\$63.966	\$32.261	*	\$192.421	\$221.423	\$29.002	15.1
Cash Timing and Availability Adjustment	0.000	0.296	0.296	-	0.000	(0.721)	(0.721)	-
Total Cash Conversion Adjustments	\$33.476	\$74.615	\$41.139	*	\$206.864	\$239.259	\$32.395	15.7

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

	July 2012						July Year-to-Date					
	Forecast		Actuals		Var. - Fav./ (Unfav)		Forecast		Actuals		Var. - Fav./ (Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u> ¹	30,548	\$1.6	32,582	\$1.7	(2,034)	(\$0.1)	207,392	\$10.4	211,910	\$10.7	(4,518)	(\$0.3)
					-6.7%	-6.4%					-2.2%	-2.4%
<u>Unscheduled Service</u>	10,220	\$0.5	12,266	\$0.6	(2,046)	(\$0.1)	61,365	\$3.2	62,407	\$3.2	(1,043)	(\$0.0)
					-20.0%	-16.9%					-1.7%	-0.9%
<u>Programmatic/Routine Maintenance</u>	48,577	\$2.3	43,540	\$2.0	5,036	\$0.3	284,748	\$13.1	268,665	\$12.6	16,084	\$0.6
					10.4%	12.0%					5.6%	4.7%
<u>Unscheduled Maintenance</u>	646	\$0.0	704	\$0.0	(58)	(\$0.0)	3,815	\$0.2	3,667	\$0.2	148	\$0.0
					-8.9%	-8.9%					3.9%	3.0%
<u>Vacancy/Absentee Coverage</u>	62,909	\$3.0	76,978	\$3.7	(14,069)	(\$0.7)	320,910	\$15.4	357,219	\$17.1	(36,309)	(\$1.7)
					-22.4%	-23.8%					-11.3%	-9.7%
<u>Weather Emergencies</u>	1,779	\$0.1	1,811	\$0.1	(32)	\$0.0	25,990	\$1.2	22,700	\$1.0	3,291	\$0.2
					-1.8%	10.2%					12.7%	19.3%
<u>Safety/Security/Law Enforcement</u> ²												
<u>Other</u> ³	1,462	\$0.1	1,530	\$0.4	(68)	(\$0.3)	9,952	\$0.9	9,299	\$1.7	653	(\$0.8)
					-4.7%	*					6.6%	-47.4%
Subtotal	156,140	\$7.5	169,411	\$8.4	(13,271)	(\$0.9)	914,173	\$44.5	935,866	\$46.5	(21,693)	(\$2.0)
					-8.5%	-12.5%					-2.4%	-4.2%
REIMBURSABLE OVERTIME	16,450	\$0.8	31,708	\$1.7	(15,258)	(0.8)	125,010	\$6.3	140,723	\$7.4	(15,713)	(\$1.0)
					-92.8%	*					-12.6%	-14.2%
TOTAL OVERTIME	172,590	\$8.3	201,119	\$10.1	(28,529)	(\$1.8)	1,039,183	\$50.8	1,076,589	\$53.9	(37,406)	(\$3.0)
					-16.5%	-21.4%					-3.6%	-5.6%

¹ Includes Service Delay, Tour Length and Holiday overtime.

² Not Applicable

³ 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 July Financial Plan
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	Monthly			Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u>	(2,034)	(0.1)	Due to overruns in Crewbook overtime.	(4,518)	(0.3)	Due to overruns in Crewbook overtime.
	-6.7%	-6.4%		-2.2%	-2.4%	
<u>Unscheduled Service</u>	(2,046)	(0.1)		(1,043)	(0.0)	
	-20.0%	-16.9%		-1.7%	-0.9%	
<u>Programmatic/Routine Maintenance</u>	5,036	0.3	Primarily due to Maintenance of Equipment aggressive management oversight.	16,084	0.6	Primarily due to Maintenance of Equipment aggressive management oversight.
	10.4%	12.0%		5.6%	4.7%	
<u>Unscheduled Maintenance</u>	(58)	(0.0)		148	0.0	
	-8.9%	-8.9%		3.9%	3.0%	
<u>Vacancy/Absentee Coverage</u>	(14,069)	(0.7)	Primarily vacant craft and foreman positions in Maintenance of Equipment Department and lower availability in Train Operations and Customer Service.	(36,309)	(1.7)	Primarily vacant craft and foreman positions in Maintenance of Equipment Department and lower availability in Train Operations and Customer Service.
	-22.4%	-23.8%		-11.3%	-9.7%	
<u>Weather Emergencies</u>	(32)	0.0		3,291	0.2	
	-1.8%	10.2%		12.7%	19.3%	
<u>Safety/Security/Law Enforcement</u>						
<u>Other</u>	(68)	(0.3)		653	(0.8)	
	-4.7%	*		6.6%	-47.4%	
Subtotal	(13,271)	(\$0.9)		(21,693)	(\$2.0)	
	-8.5%	-12.5%		-2.4%	-4.2%	
REIMBURSABLE OVERTIME	(15,258)	(0.8)	Over-run due to PNTC-Annual Track Program resulting from latest project schedule requirements.	(15,713)	(1.0)	Over-run due to PNTC-Annual Track Program resulting from latest project schedule requirements.
	-92.8%	*		-12.6%	-14.2%	
TOTAL OVERTIME	(28,529)	(\$1.8)		(37,406)	(\$3.0)	
	-16.5%	-21.4%		-3.6%	-5.6%	
* Exceeds 100%						

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

REVISED OVERTIME DECOMPOSITION LEGEND DEFINITIONS

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

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and DEPARTMENT
NON-REIMBURSABLE and REIMBURSABLE
END-of-MONTH JULY 2012

	Forecast	Actual	Favorable/ (Unfavorable) Variance
Administration			
Executive VP	3	3	0
Labor Relations	11	10	1
Procurement & Logistics (excl. Stores)	86	82	4
Human Resources	31	30	1
Sr VP Administration	2	2	0
Strategic Investments	28	27	1
President	4	4	0
VP & CFO/Pension	8	8	0
Information Technology	163	157	6
Controller	41	38	3
Management & Budget	18	17	1
Process Re-Engineering	7	7	0
VP - East Side Access & Special Projects	20	22	(2)
Market Dev. & Public Affairs	59	54	5
Gen. Counsel & Secretary	30	30	0
Diversity Management	1	1	0
System Safety/Training	72	70	2
Security	6	6	0
Sr VP Operations & Service Planning	22	20	2
Total Administration	612	588	24
Operations			
Train Operations	1,871	1,852	19
Customer Services	302	285	17
Total Operations	2,173	2,137	36
Maintenance			
Engineering	1,557	1,529	28
Equipment	1,986	1,956	30
Procurement (Stores)	93	93	-
Total Maintenance	3,636	3,578	58
Engineering/Capital			
Department of Project Management	129	113	16
Total Engineering/Capital	129	113	16
Baseline Total Positions	6,550	6,416	134
Non-Reimbursable	5,764	5,741	23
Reimbursable	786	675	111
Total Full-Time	6,550	6,416	134
Total Full-Time-Equivalents			

**MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
NON-REIMBURSABLE and REIMBURSABLE
END-OF-MONTH JULY 2012**

Explanation of Variances	
NON-REIMBURSABLE POSITIONS	Favorable 23 positions due to hiring delays company-wide.
REIMBURSABLE POSITIONS	Favorable 111 positions primarily due to the timing of project activity.

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and OCCUPATION
END-of-MONTH JULY 2012

	Forecast	Actual	Favorable/ (Unfavorable) Variance
Administration			
Managers/Supervisors	298	277	21
Professional, Technical, Clerical	314	311	3
Operational Hourlies	-	-	-
Total Administration	612	588	24
Operations			
Managers/Supervisors	320	292	28
Professional, Technical, Clerical	174	162	12
Operational Hourlies	1,679	1,683	(4)
Total Operations	2,173	2,137	36
Maintenance			
Managers/Supervisors	686	648	38
Professional, Technical, Clerical	272	242	30
Operational Hourlies	2,678	2,688	(10)
Total Maintenance	3,636	3,578	58
Engineering/Capital			
Managers/Supervisors	102	101	1
Professional, Technical, Clerical	27	12	15
Operational Hourlies	-	-	-
Total Engineering/Capital	129	113	16
Total Positions			
Managers/Supervisors	1,406	1,318	88
Professional, Technical, Clerical	787	727	60
Operational Hourlies	4,357	4,371	(14)
Total Positions	6,550	6,416	134

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
RIDERSHIP
(In Thousands)

RIDERSHIP	July 2012				Year-to-date July 2012			
	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance	%	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance	%
Monthly	3.772	3.784	0.013	0.3%	27.234	27.221	(0.014)	-0.1%
Weekly	0.174	0.186	0.012	6.6%	0.969	0.997	0.028	2.9%
Total Commutation	3.946	3.970	0.024	0.6%	28.203	28.218	0.015	0.1%
One-Way Full Fare	0.744	0.754	0.010	1.3%	4.592	4.665	0.074	1.6%
One-Way Off-Peak	1.712	1.671	(0.041)	-2.4%	10.067	10.035	(0.032)	-0.3%
All Other	0.905	0.895	(0.010)	-1.1%	5.501	5.545	0.044	0.8%
Total Non-Commutation	3.361	3.320	(0.041)	-1.2%	20.160	20.245	0.086	0.4%
Total	7.307	7.290	(0.017)	-0.2%	48.363	48.463	0.100	0.2%

**MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
MONTHLY PERFORMANCE INDICATORS
July 2012**

		<u>MONTH</u>			<u>VARIANCE</u>	
		<u>2012</u>	<u>Mid - Year Forecast</u>	<u>2011</u>	<u>vs. Forecast</u>	<u>vs. 2011</u>
Farebox Operating Ratio	Standard ⁽¹⁾	51.0%	49.9%	58.9%	1.1%	-7.9%
	Adjusted ⁽²⁾	67.1%	60.1%	72.0%	7.0%	-4.9%
Cost Per Passenger	Standard ⁽¹⁾	\$14.20	\$14.54	\$12.59	\$0.34	(\$1.61)
	Adjusted ⁽²⁾	\$11.18	\$12.71	\$10.77	\$1.53	(\$0.41)
Passenger Revenue/Passenger ⁽³⁾		\$7.25	\$7.26	\$7.42	(\$0.01)	(\$0.17)
		<u>YEAR-TO-DATE</u>			<u>VARIANCE</u>	
		<u>2012</u>	<u>Mid - Year Forecast</u>	<u>2011</u>	<u>vs. Forecast</u>	<u>vs. 2011</u>
Farebox Operating Ratio	Standard ⁽¹⁾	49.2%	47.5%	49.3%	1.7%	-0.1%
	Adjusted ⁽²⁾	61.8%	58.7%	60.2%	3.1%	1.6%
Cost Per Passenger	Standard ⁽¹⁾	\$14.35	\$14.84	\$14.40	\$0.49	\$0.05
	Adjusted ⁽²⁾	\$10.29	\$12.75	\$12.44	\$2.46	\$2.15
Passenger Revenue/Passenger ⁽³⁾		\$7.06	\$7.05	\$7.10	\$0.01	(\$0.04)

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

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

(3) Passenger Revenue/Passenger includes Bar Car Services



Long Island Rail Road

Monthly Financial Report

June 2012

TABLE 1

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
June 2012
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
			Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)	
	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent
Revenue												
Farebox Revenue	\$51.142	\$51.613	\$0.471	0.9	\$0.000	\$0.000	\$0.000	-	\$51.142	\$51.613	\$0.471	0.9
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	3.031	3.081	0.050	1.6	0.000	0.000	0.000	-	3.031	3.081	0.050	1.6
Capital & Other Reimbursements	0.000	0.000	0.000	-	18.677	17.752	(0.925)	(5.0)	18.677	17.752	(0.925)	(5.0)
Total Revenue	\$54.173	\$54.693	\$0.520	1.0	\$18.677	\$17.752	(\$0.925)	(5.0)	\$72.850	\$72.446	(\$0.404)	(0.6)
Expenses												
Labor:												
Payroll	\$34.526	\$32.557	\$1.969	5.7	\$5.619	\$5.919	(\$0.300)	(5.3)	\$40.145	\$38.476	\$1.669	4.2
Overtime	5.809	6.215	(0.406)	(7.0)	1.171	1.232	(0.061)	(5.2)	6.980	7.446	(0.466)	(6.7)
Health and Welfare	7.258	7.006	0.252	3.5	1.008	1.128	(0.120)	(11.9)	8.266	8.134	0.132	1.6
OPEB Current Payment	4.829	4.883	0.146	3.0	0.000	0.000	0.000	-	4.829	4.883	0.146	3.0
Pensions	12.816	15.888	(3.070)	(24.0)	1.526	2.121	(0.595)	(39.0)	14.342	18.007	(3.665)	(25.6)
Other Fringe Benefits	9.320	8.467	0.853	9.1	1.214	1.300	(0.086)	(7.1)	10.534	9.767	0.767	7.3
Reimbursable Overhead	(2.346)	(2.128)	(0.218)	(9.3)	2.346	2.129	0.217	9.3	0.000	0.001	(0.001)	-
Total Labor Expenses	\$72.212	\$72.688	(\$0.474)	(0.7)	\$12.884	\$13.828	(\$0.944)	(7.3)	\$85.096	\$86.515	(\$1.419)	(1.7)
Non-Labor:												
Electric Power	\$9.055	\$6.837	\$2.218	24.5	\$0.000	\$0.000	\$0.000	-	\$9.055	\$6.837	\$2.218	24.5
Fuel	2.394	2.104	0.290	12.1	0.000	0.000	0.000	-	2.394	2.104	0.290	12.1
Insurance	1.315	1.386	(0.071)	(5.4)	0.428	0.378	0.050	11.6	1.743	1.764	(0.021)	(1.2)
Claims	0.356	0.196	0.160	44.8	0.000	0.000	0.000	-	0.356	0.196	0.160	44.8
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	5.209	3.538	1.671	32.1	0.779	1.169	(0.390)	(50.1)	5.988	4.707	1.281	21.4
Professional Service Contracts	3.118	1.012	2.106	67.5	0.331	0.039	0.292	88.2	3.449	1.051	2.398	69.5
Materials & Supplies	8.761	7.491	1.270	14.5	4.169	2.228	1.941	46.6	12.930	9.719	3.211	24.8
Other Business Expenses	1.394	1.748	(0.354)	(25.4)	0.086	0.109	(0.023)	(27.2)	1.480	1.857	(0.377)	(25.5)
Total Non-Labor Expenses	\$31.602	\$24.312	\$7.290	23.1	\$5.793	\$3.924	\$1.869	32.3	\$37.395	\$28.236	\$9.159	24.5
Other Expense Adjustments:												
Other	\$0.000	\$0.000	(\$0.000)	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	(\$0.000)	-
Total Other Expense Adjustments	\$0.000	\$0.000	(\$0.000)	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	(\$0.000)	-
Total Expenses before Depreciation & Other Post Employment Benefits	\$103.814	\$96.998	\$6.816	6.6	\$18.677	\$17.752	\$0.925	5.0	\$122.491	\$114.750	\$7.741	6.3
Depreciation	\$27.077	\$31.269	(\$4.192)	(15.5)	\$0.000	\$0.000	\$0.000	-	\$27.077	\$31.269	(\$4.192)	(15.5)
Other Post Employment Benefits	6.555	4.020	2.535	38.7	0.000	0.000	0.000	-	6.555	4.020	2.535	38.7
Environmental Remediation	0.167	0.167	(0.000)	(0.1)	0.000	0.000	0.000	-	0.167	0.167	(0.000)	(0.1)
Total Expenses	\$137.613	\$132.454	\$5.159	3.7	\$18.677	\$17.752	\$0.925	5.0	\$156.290	\$150.206	\$6.084	3.9
Net Surplus/(Deficit)	(\$83.440)	(\$77.760)	\$5.679	6.8	\$0.000	\$0.000	\$0.000	-	(\$83.440)	(\$77.760)	\$5.679	6.8
Cash Conversion Adjustments												
Depreciation	27.077	31.269	4.192	15.5	0.000	0.000	0.000	-	27.077	31.269	4.192	15.5
Operating/Capital	(1.499)	(0.003)	1.496	99.8	0.000	0.000	0.000	-	(1.499)	(0.003)	1.496	99.8
Other Cash Adjustments	(3.739)	(16.205)	(12.466)	-	0.000	0.000	0.000	-	(3.739)	(16.205)	(12.466)	-
Total Cash Conversion Adjustments	\$21.839	\$15.060	(\$6.778)	(31.0)	0.000	\$0.000	\$0.000	-	\$21.839	\$15.060	(\$6.778)	(31.0)
Net Cash Surplus/(Deficit)	(\$61.601)	(\$62.700)	(\$1.099)	(1.8)	\$0.000	\$0.000	\$0.000	-	(\$61.601)	(\$62.700)	(\$1.099)	(1.8)

TABLE 2

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
June Year-To-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
			Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)	
	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent
Revenue												
Farebox Revenue	\$286,849	\$288,128	\$1,279	0.4	\$0,000	\$0,000	\$0,000	-	\$286,849	\$288,128	\$1,279	0.4
Vehicle Toll Revenue	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Other Operating Revenue	19,383	19,733	0,350	1.8	0,000	0,000	0,000	-	19,383	19,733	0,350	1.8
Capital & Other Reimbursements	0,000	0,000	0,000	-	100,912	96,697	(4,214)	(4.2)	100,912	96,697	(4,214)	(4.2)
Total Revenue	\$306,232	\$307,861	\$1,629	0.5	\$100,912	\$96,697	(\$4,214)	(4.2)	\$407,144	\$404,558	(\$2,586)	(0.6)
Expenses												
Labor												
Payroll	\$206,167	\$203,444	\$2,723	1.3	\$33,486	\$32,636	\$850	2.5	239,653	\$236,081	\$3,572	1.5
Overtime	37,015	38,048	(1,033)	(2.8)	5,489	5,692	(2,003)	(3.7)	42,504	43,741	(1,237)	(2.9)
Health and Welfare	42,555	41,961	0,594	1.4	6,017	6,083	(0,066)	(1.1)	48,572	48,044	0,528	1.1
OPEB Current Payment	28,453	27,744	0,709	2.5	0,000	0,000	0,000	-	28,453	27,744	0,709	2.5
Pensions	86,953	96,554	(9,601)	(11.0)	10,095	11,490	(1,395)	(13.8)	97,048	108,044	(10,996)	(11.3)
Other Fringe Benefits	54,171	50,691	3,480	6.4	7,081	6,995	0,086	1.2	61,252	57,685	3,567	5.8
Reimbursable Overhead	(12,918)	(11,652)	(1,265)	(9.8)	12,918	11,653	1,264	9.8	(0,000)	0,001	(0,001)	-
Total Labor Expenses	\$442,396	\$446,790	(\$4,394)	(1.0)	\$75,086	\$74,549	\$536	0.7	\$517,482	\$521,340	(\$3,858)	(0.7)
Non-Labor												
Electric Power	\$47,538	\$41,862	\$5,676	11.9	\$0,000	\$0,096	(\$0,096)	-	47,538	\$41,959	\$5,579	11.7
Fuel	13,558	12,919	0,639	4.7	0,000	0,000	0,000	-	13,558	12,919	0,639	4.7
Insurance	7,647	7,717	(0,070)	(0.9)	2,258	1,945	0,313	13.8	9,905	9,663	0,242	2.4
Claims	1,287	1,322	(0,035)	(2.7)	0,000	0,000	0,000	-	1,287	1,322	(0,035)	(2.7)
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	25,074	22,187	2,887	11.5	5,115	6,316	(1,201)	(23.5)	30,189	28,503	1,686	5.6
Professional Service Contracts	13,993	10,050	3,943	28.2	1,486	0,706	0,780	52.5	15,479	10,755	4,723	30.5
Materials & Supplies	50,174	42,016	8,158	16.3	16,605	12,745	3,860	23.2	66,779	54,761	12,018	18.0
Other Business Expenses	6,886	6,596	0,290	4.2	0,363	0,338	0,023	6.5	7,249	6,935	0,313	4.3
Total Non-Labor Expenses	\$166,157	\$144,670	\$21,487	12.9	\$25,826	\$22,148	\$3,678	14.2	\$191,983	\$166,818	\$25,165	13.1
Other Expense Adjustments												
Other	\$0,000	\$0,000	(\$0,000)	-	\$0,000	\$0,000	\$0,000	-	0,000	\$0,000	(\$0,000)	-
Total Other Expense Adjustments	\$0,000	\$0,000	(\$0,000)	-	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	(\$0,000)	-
Total Expenses before Depreciation & Other Post Employment Benefits	\$608,553	\$591,460	\$17,093	2.8	\$100,912	\$96,697	\$4,214	4.2	\$709,465	\$688,157	\$21,308	3.0
Depreciation	\$154,680	\$161,442	(6,762)	(4.4)	\$0,000	\$0,000	\$0,000	-	154,680	\$161,442	(\$6,762)	(4.4)
Other Post Employment Benefits	37,922	34,663	3,259	8.6	0,000	0,000	0,000	-	37,922	34,663	3,259	8.6
Environmental Remediation	1,001	1,000	0,001	0.1	0,000	0,000	0,000	-	1,001	1,000	0,001	0.1
Total Expenses	\$802,156	\$788,565	\$13,592	1.7	\$100,912	\$96,697	\$4,214	4.2	\$903,068	\$885,262	\$17,806	2.0
Net Surplus/(Deficit)	(\$495,924)	(\$480,704)	\$15,220	3.1	\$0,000	\$0,000	\$0,000	-	(\$495,924)	(\$480,704)	\$15,220	3.1
Cash Conversion Adjustments												
Depreciation	154,680	161,442	6,762	4.4	0,000	0,000	0,000	-	154,680	161,442	6,762	4.4
Operating/Capital	(2,827)	(0,509)	2,318	82.0	0,000	0,000	0,000	-	(2,827)	(0,509)	2,318	82.0
Other Cash Adjustments	21,536	3,712	(17,824)	(82.8)	0,000	0,000	0,000	-	21,536	3,712	(17,824)	(82.8)
Total Cash Conversion Adjustments	\$173,389	\$164,645	(\$8,743)	(5.0)	\$0,000	\$0,000	\$0,000	-	\$173,389	\$164,645	(\$8,743)	(5.0)
Net Cash Surplus/(Deficit)	(\$322,536)	(\$316,059)	\$6,477	2.0	\$0,000	\$0,000	\$0,000	-	(\$322,536)	(\$316,059)	\$6,477	2.0

TABLE 3

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN FORECAST AND ACTUAL: ACCRUAL BASIS

June 2012				Year-to-Date June 2012			
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Revenue							
Farebox Revenue	Non Reimb.	0.471	0.9	Higher ridership \$0.329 and yield \$0.142.	1.279	0.4	Higher ridership \$0.821 and yield \$0.458.
Other Operating Revenue	Non Reimb.	0.050	1.6	Primarily due to higher rental and station privileges revenue, partially offset by timing of freight revenue.	0.350	1.8	Primarily due to higher rental and station privileges revenue, partially offset by timing of freight revenue.
Capital & Other Reimbursements	Reimb.	(0.925)	(5.0)	Primarily due to the timing of project activity and other reimbursements.	(4.214)	(4.2)	Primarily due to the timing of project activity and other reimbursements.
Expenses							
Payroll	Non Reimb.	1.969	5.7	Vacant positions, lower work rule payments, rates, vacation pay accruals, timing of retiree vacation buyouts and Engineering workforce performing project activity instead of maintenance activity.	2.723	1.3	Vacant positions and lower work rule payments, rates, sick/vacation retiree payments and vacation pay accruals, partially offset by higher differential payments and Engineering workforce performing maintenance activity instead of project activity.
	Reimb.	(0.300)	(5.3)	Primarily due to the timing of project activity and other reimbursements.	0.850	2.5	Primarily due to the timing of project activity and other reimbursements.
Overtime	Non Reimb.	(0.406)	(7.0)	Higher vacancy/absentee coverage and rates, partially offset by lower maintenance-related overtime.	(1.033)	(2.8)	Higher vacancy/absentee coverage and rates, partially offset by maintenance-related overtime.
	Reimb.	(0.061)	(5.2)	Primarily due to timing of project activity.	(0.203)	(3.7)	Primarily due to timing of project activity.
Health and Welfare	Non Reimb.	0.252	3.5	Primarily vacant positions	0.594	1.4	Primarily vacant positions
	Reimb.	(0.120)	(11.9)	Primarily due to timing of project activity.	(0.066)	(1.1)	Primarily due to timing of project activity.
OPEB Current Payment	Non Reimb.	0.146	3.0	Lower rates and fewer retirees/beneficiaries.	0.709	2.5	Lower rates and fewer retirees/beneficiaries.

TABLE 3

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN FORECAST AND ACTUAL: ACCRUAL BASIS

June 2012				Year-to-Date June 2012			
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Pensions	Non Reimb.	(3.070)	(24.0)	Timing of accruals and the estimated percentage of pension allocated to reimbursable was under-estimated. Total pension costs will be on forecast by year-end.	(9.601)	(11.0)	Timing of accruals and the estimated percentage of pension allocated to reimbursable was under-estimated. Total pension costs will be on forecast by year-end.
	Reimb.	(0.595)	(39.0)	Timing of accruals and the estimated percentage of pension allocated to reimbursable was under-estimated. Total pension costs will be on forecast by year-end.	(1.395)	(13.8)	Timing of accruals and the estimated percentage of pension allocated to reimbursable was under-estimated. Total pension costs will be on forecast by year-end.
Other Fringe Benefits	Non Reimb.	0.853	9.1	Lower Railroad Retirement taxes.	3.480	6.4	Lower FELA indemnity payments, Railroad Retirement taxes and Unemployment Insurance.
	Reimb.	(0.086)	(7.1)	Primarily due to timing of project activity.	0.086	1.2	Primarily due to timing of project activity.
Electric Power	Non Reimb.	2.218	24.5	Primarily due to lower rates, consumption and timing of accrual adjustments.	5.676	11.9	Primarily due to lower rates, consumption and timing of accrual adjustments.
	Reimb.	0.000	-		(0.096)	-	VD Yard
Fuel	Non Reimb.	0.290	12.1	Primarily lower rates and consumption.	0.639	4.7	Primarily lower rates and consumption.
Insurance	Non Reimb.	(0.071)	(5.4)	Timing of premium payments.	(0.070)	(0.9)	Timing of premium payments.
	Reimb.	0.050	11.6	Force Account Insurance associated with project activity.	0.313	13.8	Force Account Insurance associated with project activity.
Claims	Non Reimb.	0.160	44.8	Primarily timing of payments.	(0.035)	(2.7)	Primarily timing of payments.
Maintenance & Other Operating Contracts	Non Reimb.	1.671	32.1	Timing of activities and payments for toilet servicing, rubbish removal, IESS Security initiative, vegetation management, communication, security system maintenance and escalator/elevator maintenance, partially offset by the timing of payments for joint facilities and emergency bussing.	2.887	11.5	Timing of activities and payments for toilet servicing, rubbish removal, communications, escalator/elevator maintenance, IESS and other security related contracts, partially offset by the timing of payments for joint facilities, HVAC maintenance and non-revenue vehicle repairs.
	Reimb.	(0.390)	(50.1)	Primarily due to timing of project activity.	(1.201)	(23.5)	Primarily due to timing of project activity.

TABLE 3

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN FORECAST AND ACTUAL: ACCRUAL BASIS

June 2012				Year-to-Date June 2012			
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Professional Service Contracts	Non Reimb.	2.106	67.5	Primarily due to timing of payments and activities for IT software and hardware, prior period adjustments, legal fees, postage and various consulting contracts.	3.943	28.2	Primarily due to timing of payments and activities for IT software and hardware, prior period adjustments, legal fees, postage and various consulting contracts.
	Reimb.	0.292	88.2	Primarily due to timing of project activity.	0.780	52.5	Primarily due to timing of project activity.
Materials & Supplies	Non Reimb.	1.270	14.5	Primarily timing of charge-outs of material for running repair efforts and fleet modification initiatives, partially offset by higher charge-outs of pool material.	8.158	16.3	Primarily due to lower usage of running repair material in the Support and Car Shops, timing of charge-outs for pool material in the Equipment Department, and the timing of corporate inventory adjustments, partially offset by higher charge-outs of RCM material from the Support Shops.
	Reimb.	1.941	46.6	Primarily due to timing of project activity and timing of payments for project material.	3.860	23.2	Primarily due to timing of project activity and timing of payments for project material.
Other Business Expenses	Non Reimb.	(0.354)	(25.4)	Primarily due to bad debt, partially offset by debit/credit card fees.	0.290	4.2	Primarily due to timing of expenses and lower debit/credit card fees, partially offset by higher bad debt.
	Reimb.	(0.023)	(27.2)	Primarily due to timing of project activity.	0.023	6.5	Primarily due to timing of project activity.
Depreciation	Non Reimb.	(4.192)	(15.5)	Primarily timing.	(6.762)	(4.4)	Primarily timing.
Other Post Employment Benefits	Non Reimb.	2.535	38.7	Lower GASB adjustment to reflect the value associated with unfunded accrued liability for post employment benefits.	3.259	8.6	Lower GASB adjustment to reflect the value associated with unfunded accrued liability for post employment benefits.

Table 4

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
CASH RECEIPTS and EXPENDITURES

June 2012

(\$ in millions)

	Month				Year-to-Date			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$53,566	\$52,541	(\$1,025)	(1.9)	\$301,434	\$300,712	(\$0,722)	(0.2)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	3,923	3,239	(0,684)	(17.4)	23,127	20,892	(2,235)	(9.7)
Capital & Other Reimbursements	21,714	19,850	(1,864)	(8.6)	95,256	91,159	(4,097)	(4.3)
Total Receipts	\$79,203	\$75,631	(\$3,572)	(4.5)	\$419,817	\$412,763	(\$7,054)	(1.7)
Expenditures								
Labor:								
Payroll	\$41,118	\$39,577	\$1,541	3.7	\$237,319	\$235,932	\$1,387	0.6
Overtime	6,937	7,558	(0,621)	(9.0)	43,631	44,681	(1,050)	(2.4)
Health and Welfare	8,266	15,973	(7,707)	(93.2)	48,571	56,521	(7,950)	(16.4)
OPEB Current Payment	4,829	8,585	(3,756)	(77.8)	28,455	31,608	(3,153)	(11.1)
Pensions	18,007	18,004	0.003	0.0	108,043	107,973	0.070	0.1
Other Fringe Benefits	12,560	10,176	2,384	19.0	59,755	54,834	4,921	8.2
GASB	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	\$91,717	\$99,873	(\$8,156)	(8.9)	\$525,774	\$531,548	(\$5,774)	(1.1)
Non-Labor:								
Electric Power	\$11,092	\$9,948	\$1,144	10.3	\$45,075	\$40,795	\$4,280	9.5
Fuel	2,842	2,395	0,447	15.7	14,516	12,961	1,555	10.7
Insurance	7,554	2,726	4,828	63.9	15,496	10,606	4,890	31.6
Claims	0.023	0.556	(0,533)	*	2,487	3,511	(1,024)	(41.2)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	7,858	5,180	2,678	34.1	35,441	30,972	4,469	12.6
Professional Service Contracts	3,717	2,319	1,398	37.6	13,214	9,446	3,768	28.5
Materials & Supplies	11,977	11,984	(0,007)	(0.1)	70,088	70,149	(0,061)	(0.1)
Other Business Expenses	1,632	0,362	1,270	77.8	6,614	4,511	2,103	31.8
Total Non-Labor Expenditures	\$46,695	\$35,471	\$11,224	24.0	\$202,931	\$182,951	\$19,980	9.8
Other Expenditure Adjustments:								
Other	2,392	2,246	0,146	6.1	13,648	13,306	0,342	2.5
Total Other Expenditure Adjustments	\$2,392	\$2,246	\$0,146	6.1	\$13,648	\$13,306	\$0,342	2.5
Total Expenditures	\$140,804	\$137,590	\$3,214	2.3	\$742,353	\$727,805	\$14,548	2.0
Cash Timing and Availability Adjustment	0.000	(0,740)	(0,740)	-	0.000	(1,017)	(1,017)	-
Net Cash Deficit (excludes opening balance)	(\$61,601)	(\$62,700)	(\$1,099)	(1.8)	(\$322,536)	(\$316,059)	\$6,477	2.0
Subsidies								
MTA	61,601	62,700	1,099	1.8	319,288	312,805	(6,483)	(2.0)

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN JULY FORECAST AND ACTUAL CASH BASIS

Table 5

Generic Revenue or Expense Category	June 2012			Year-to-Date as of June 30, 2012		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Receipts						
Farebox Revenue	(\$1.025)	(1.9)	Lower advance sales impact \$(0.919), and lower Metrocard/AirTrain sales \$(0.577), partially offset by higher ridership \$0.329, and higher yields \$0.142.	(\$0.722)	-0.2%	Lower advance sales impact \$(1.242), and lower Metrocard/AirTrain sales \$(0.759), partially offset by higher ridership \$0.821, and higher yields \$0.458.
Other Operating Revenue	(\$0.684)	(17.4)	Primarily due to the timing of intercompany receipts.	(\$2.235)	-9.7%	Primarily due to the timing of intercompany receipts, freight and miscellaneous revenue.
Capital and Other Reimbursements	(\$1.864)	(8.6)	Timing of activity and reimbursement for capital and other reimbursements.	(\$4.097)	-4.3%	Timing of activity and reimbursement for capital and other reimbursements.
Expenditures						
Labor:						
Payroll	\$1.541	3.7	Primarily lower work rule payments, the timing of retiree payments, vacant positions and lower rates, partially offset by higher project activity.	\$1.387	0.6%	Primarily due to lower work rule payments, project activity, retiree payments, rates, and vacant positions, partially offset by higher differential payments.
Overtime	(\$0.621)	(9.0)	Primarily higher vacancy/absentee coverage and rates, partially offset by lower maintenance overtime.	(\$1.050)	-2.4%	Primarily higher vacancy/absentee coverage, rates and project overtime, partially offset by lower maintenance overtime.
Health and Welfare	(\$7.707)	(93.2)	Primarily due to timing of payments.	(\$7.950)	-16.4%	Primarily due to timing of payments.
OPEB Current Payment	(\$3.756)	(77.8)	Primarily due to timing of payments.	(\$3.153)	-11.1%	Primarily due to timing of payments.
Pensions	\$0.003	0.0	The reduced Pension Forecast will be reflected in the August through December cash payments.	\$0.070	0.1%	The reduced Pension Forecast will be reflected in the August through December cash payments.

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN JULY FORECAST AND ACTUAL CASH BASIS

Table 5

Generic Revenue or Expense Category	June 2012			Year-to-Date as of June 30, 2012		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Other Fringe Benefits	\$2.384	19.0	Primarily lower FELA indemnity and Railroad Retirement Tax payments.	\$4.921	8.2%	Primarily lower FELA indemnity and Railroad Retirement payments, and the timing of Railroad Unemployment insurance payments.
Non-Labor:						
Electric Power	\$1.144	10.3	Primarily due to lower consumption and lower rates.	\$4.280	9.5%	Primarily due to lower consumption, lower rates and the timing of payments.
Fuel	\$0.447	15.7%	Primarily lower rates and consumption.	\$1.555	10.7%	Timing of payments, lower consumption, and lower rates.
Insurance	\$4.828	63.9	Timing of payments.	\$4.890	31.6%	Timing of payments.
Claims	(\$0.533)	*	Timing of payment for claims.	(\$1.024)	-41.2%	Timing of payment for claims.
Maintenance and Other Operating Contracts	\$2.678	34.1	Timing of payments.	\$4.469	12.6%	Timing of payments.
Professional Service Contracts	\$1.398	37.6	Timing of and payment for consulting services, partially offset by higher MTA Chargeback catch -up payment.	\$3.768	28.5%	Timing of and payment for consulting services.
Materials and Supplies	(\$0.007)	(0.1)	Primarily the timing of program, production plan, and operating funded capital material and supplies.	(\$0.061)	-0.1%	Primarily the timing of program, production plan, and operating funded capital material and supplies.
Other Business Expenses	\$1.270	77.8%	Primarily due to the timing of payments and lower debit/credit card fee payments.	\$2.103	31.8%	Primarily due to the timing of payments and lower debit/credit card fee payments.

Table 6

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
CASH CONVERSION (CASH FLOW ADJUSTMENTS)

June 2012

(\$ in millions)

	Month				Year-to-Date			
			Favorable (Unfavorable)				Favorable (Unfavorable)	
	Mid-Year Forecast	Actual	Variance	Percent	Mid-Year Forecast	Actual	Variance	Percent
Receipts								
Farebox Revenue	\$2.424	\$0.929	(\$1.495)	(61.7)	\$14.585	\$12.584	(\$2.001)	(13.7)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	0.892	0.158	(0.734)	(82.3)	3.744	1.159	(2.585)	(69.1)
Capital & Other Reimbursements	3.037	2.098	(0.939)	(30.9)	(5.656)	(5.538)	0.118	2.1
Total Receipts	\$6.353	\$3.185	(\$3.168)	(49.9)	\$12.673	\$8.205	(\$4.468)	(35.3)
Expenditures								
<i>Labor:</i>								
Payroll	(\$0.973)	(\$1.101)	(\$0.128)	(13.1)	\$2.334	\$0.149	(\$2.185)	(93.6)
Overtime	0.043	(0.112)	(0.155)	*	(1.127)	(0.940)	0.187	16.6
Health and Welfare	0.000	(7.839)	(7.839)	-	0.001	(8.477)	(8.478)	*
OPEB Current Payment	0.000	(3.901)	(3.901)	-	(0.002)	(3.864)	(3.862)	*
Pensions	(3.665)	0.003	3.668	*	(10.995)	0.071	11.066	*
Other Fringe Benefits	(2.026)	(0.409)	1.617	79.8	1.497	2.851	1.354	90.5
GASB	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.001	0.001	-	(0.000)	0.001	0.001	*
Total Labor Expenditures	(\$6.621)	(\$13.359)	(\$6.738)	*	(\$8.292)	(\$10.209)	(\$1.917)	(23.1)
<i>Non-Labor:</i>								
Electric Power	(\$2.037)	(\$3.111)	(\$1.074)	(52.7)	\$2.463	\$1.163	(\$1.300)	(52.8)
Fuel	(0.448)	(0.291)	0.157	35.0	(0.958)	(0.042)	0.916	95.6
Insurance	(5.811)	(0.962)	4.849	83.5	(5.591)	(0.943)	4.648	83.1
Claims	0.333	(0.360)	(0.693)	*	(1.200)	(2.189)	(0.989)	(82.4)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	(1.870)	(0.473)	1.397	74.7	(5.252)	(2.469)	2.783	53.0
Professional Service Contracts	(0.268)	(1.268)	(1.000)	*	2.265	1.310	(0.955)	(42.2)
Materials & Supplies	0.953	(2.265)	(3.218)	*	(3.309)	(15.388)	(12.078)	*
Other Business Expenses	(0.152)	1.495	1.647	*	0.635	2.424	1.789	*
Total Non-Labor Expenditures	(\$9.300)	(\$7.235)	\$2.065	22.2	(\$10.948)	(\$16.134)	(\$5.186)	(47.4)
<i>Other Expenditure Adjustments:</i>								
Other	(2.392)	(2.246)	0.146	6.1	(13.648)	(13.306)	0.342	2.5
Total Other Expenditure Adjustments	(\$2.392)	(\$2.246)	\$0.146	6.1	(\$13.648)	(\$13.306)	\$0.342	2.5
Total Expenditures before Depreciation	(\$18.313)	(\$22.840)	(\$4.527)	(24.7)	(\$32.888)	(\$39.648)	(\$6.760)	(20.6)
Depreciation Adjustment	27.077	31.269	4.192	15.5	154.680	161.442	6.762	4.4
Other Post Employment Benefits	6.555	4.020	(2.535)	(38.7)	37.922	34.663	(3.259)	(8.6)
Environmental Remediation	0.167	0.167	0.000	0.1	1.001	1.000	(0.001)	(0.1)
Total Expenditures	\$15.466	\$12.615	(\$2.870)	(18.5)	\$160.715	\$157.457	(\$3.258)	(2.0)
Cash Timing and Availability Adjustment	0.000	(0.740)	(0.740)	-	0.000	(1.017)	(1.017)	-
Total Cash Conversion Adjustments	\$21.839	\$15.060	(\$6.778)	(31.0)	\$173.388	\$164.645	(\$8.743)	(5.0)

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

	June 2012						June Year-to-Date					
	Forecast		Actuals		Var. - Fav./Unfav)		Forecast		Actuals		Var. - Fav./Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u> ¹	14,224	\$0.7	16,187	\$0.9	(1,963)	(\$0.1)	176,844	\$8.9	179,328	\$9.0	(2,484)	(\$0.2)
					-13.8%	-18.1%					-1.4%	-1.7%
<u>Unscheduled Service</u>	10,812	\$0.6	8,664	\$0.5	2,148	\$0.1	51,145	\$2.7	50,141	\$2.6	1,004	\$0.1
					19.9%	19.4%					2.0%	2.3%
<u>Programmatic/Routine Maintenance</u>	41,788	\$1.9	38,658	\$1.8	3,131	\$0.2	236,172	\$10.9	225,124	\$10.6	11,048	\$0.3
					7.5%	8.4%					4.7%	3.0%
<u>Unscheduled Maintenance</u>	519	\$0.0	521	\$0.0	(2)	(\$0.0)	3,169	\$0.1	2,963	\$0.1	206	\$0.0
					-0.4%	-0.4%					6.5%	5.6%
<u>Vacancy/Absentee Coverage</u>	49,336	\$2.4	57,751	\$2.8	(8,414)	(\$0.4)	258,001	\$12.4	280,241	\$13.4	(22,240)	(\$0.9)
					-17.1%	-16.9%					-8.6%	-7.0%
<u>Weather Emergencies</u>	1,628	\$0.1	808	\$0.0	820	\$0.0	24,212	\$1.1	20,889	\$1.0	3,323	\$0.2
					50.4%	56.1%					13.7%	19.9%
<u>Safety/Security/Law Enforcement</u> ²												
<u>Other</u> ³	1,464	\$0.1	1,014	\$0.2	450	(\$0.2)	8,490	\$0.9	7,769	\$1.4	721	(\$0.5)
					30.8%	*					8.5%	-37.3%
Subtotal	119,771	\$5.8	123,601	\$6.2	(3,830)	(\$0.4)	758,033	\$37.0	766,455	\$38.0	(8,422)	(\$1.0)
					-3.2%	-7.0%					-1.1%	-2.7%
REIMBURSABLE OVERTIME	23,178	\$1.2	23,391	\$1.2	(213)	(0.1)	108,560	\$5.5	109,015	\$5.7	(455)	(\$0.2)
					-0.9%	-5.1%					-0.4%	-3.6%
TOTAL OVERTIME	142,949	\$7.0	146,992	\$7.4	(4,043)	(\$0.5)	866,593	\$42.5	875,470	\$43.7	(8,877)	(\$1.2)
					-2.8%	-6.7%					-1.0%	-2.8%

¹ Includes Service Delay, Tour Length and Holiday overtime.

² Not Applicable

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

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 July Financial Plan
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	Monthly			Year-to-Date		
	Var. - Fav/(Unfav)		Explanations	Var. - Fav/(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
Scheduled Service	(1,963)	(0.1)		(2,484)	(0.2)	
	-13.8%	-18.1%		-1.4%	-1.7%	
Unscheduled Service	2,148	0.1		1,004	0.1	Favorable on-time-performance resulted in lower unscheduled service overtime.
	19.9%	19.4%		2.0%	2.3%	
Programmatic/Routine Maintenance	3,131	0.2	Primarily due to Maintenance of Equipment aggressive management oversight.	11,048	0.3	Primarily due to Maintenance of Equipment aggressive management oversight.
	7.5%	8.4%		4.7%	3.0%	
Unscheduled Maintenance	(2)	(0.0)		206	0.0	
	-0.4%	-0.4%		6.5%	5.6%	
Vacancy/Absentee Coverage	(8,414)	(0.4)	Primarily vacant craft and foreman positions in Maintenance of Equipment Department and lower availability in Train Operations and Customer Service.	(22,240)	(0.9)	Primarily craft and foreman positions vacant in Maintenance of Equipment Department YTD against forecast. Hiring plan in place to fill by year-end 2012. Lower availability in Train Operations (train and engine) and Customer Service.
	-17.1%	-16.9%		-8.6%	-7.0%	
Weather Emergencies	820	0.0		3,323	0.2	
	50.4%	56.1%		13.7%	19.9%	
Safety/Security/Law Enforcement						
Other	450	(0.2)		721	(0.5)	
	30.8%	*		8.5%	-37.3%	
Subtotal	(3,830)	(\$0.4)		(8,422)	(\$1.0)	
	-3.2%	-7.0%		-1.1%	-2.7%	
REIMBURSABLE OVERTIME	(213)	(0.1)	Timing of Annual Track Program resulting from latest project schedule requirements.	(455)	(0.2)	Timing of Annual Track Program resulting from latest project schedule requirements.
	-0.9%	-5.1%		-0.4%	-3.6%	
TOTAL OVERTIME	(4,043)	(\$0.5)		(8,877)	(\$1.2)	
	-2.8%	-6.7%		-1.0%	-2.8%	
* Exceeds 100%						

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

REVISED OVERTIME DECOMPOSITION LEGEND DEFINITIONS

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

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and DEPARTMENT
NON-REIMBURSABLE and REIMBURSABLE
END-of-MONTH JUNE 2012

	Forecast	Actual	Favorable/ (Unfavorable) Variance
Administration			
Executive VP	4	3	1
Labor Relations	11	9	2
Procurement & Logistics (excl. Stores)	86	85	1
Human Resources	31	29	2
Sr VP Administration	2	2	0
Strategic Investments	26	25	1
President	4	4	0
VP & CFO/Pension	8	8	0
Information Technology	163	157	6
Controller	41	39	2
Management & Budget	18	17	1
Process Re-Engineering	7	7	0
VP - East Side Access & Special Projects	20	20	0
Market Dev. & Public Affairs	58	56	2
Gen. Counsel & Secretary	30	30	0
Diversity Management	1	1	0
System Safety/Training	72	70	2
Security	6	6	0
Sr VP Operations & Service Planning	22	19	3
Total Administration	610	587	23
Operations			
Train Operations	1,866	1,836	30
Customer Services	302	292	10
Total Operations	2,168	2,128	40
Maintenance			
Engineering	1,556	1,528	28
Equipment	1,993	1,976	17
Procurement (Stores)	94	91	3
Total Maintenance	3,643	3,595	48
Engineering/Capital			
Department of Project Management	122	113	9
Total Engineering/Capital	122	113	9
Baseline Total Positions	6,543	6,423	120
Non-Reimbursable	5,783	5,670	113
Reimbursable	760	753	7
Total Full-Time	6,543	6,423	120
Total Full-Time-Equivalents			

**MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
NON-REIMBURSABLE and REIMBURSABLE
END-OF-MONTH JUNE 2012**

Explanation of Variances
NON-REIMBURSABLE POSITIONS - Favorable 113 positions due to hiring delays company-wide.
REIMBURSABLE POSITIONS - Favorable 7 positions primarily due to the timing of project activity.

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and OCCUPATION
END-of-MONTH JUNE 2012

	Forecast	Actual	Favorable/ (Unfavorable) Variance
Administration			
Managers/Supervisors	296	273	23
Professional, Technical, Clerical	314	314	-
Operational Hourlies	-	-	-
Total Administration	610	587	23
Operations			
Managers/Supervisors	315	292	23
Professional, Technical, Clerical	173	161	12
Operational Hourlies	1,680	1,675	5
Total Operations	2,168	2,128	40
Maintenance			
Managers/Supervisors	685	651	34
Professional, Technical, Clerical	267	244	23
Operational Hourlies	2,691	2,700	(9)
Total Maintenance	3,643	3,595	48
Engineering/Capital			
Managers/Supervisors	103	100	3
Professional, Technical, Clerical	19	13	6
Operational Hourlies	-	-	-
Total Engineering/Capital	122	113	9
Total Positions			
Managers/Supervisors	1,399	1,316	83
Professional, Technical, Clerical	773	732	41
Operational Hourlies	4,371	4,375	(4)
Total Positions	6,543	6,423	120

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
RIDERSHIP
(In Thousands)

RIDERSHIP	June 2012				Year-to-date June 2012			
	Favorable/ (Unfavorable)				Favorable/ (Unfavorable)			
	Mid Year Forecast	Actual	Variance	%	Mid Year Forecast	Actual	Variance	%
Monthly	3.942	3.909	(0.033)	-0.8%	23.463	23.437	(0.026)	-0.1%
Weekly	0.152	0.169	0.018	11.5%	0.794	0.811	0.017	2.1%
Total Commutation	4.094	4.078	(0.016)	-0.4%	24.257	24.248	(0.009)	0.0%
One-Way Full Fare	0.707	0.736	0.028	4.0%	3.848	3.912	0.064	1.7%
One-Way Off-Peak	1.540	1.546	0.006	0.4%	8.356	8.364	0.008	0.1%
All Other	0.847	0.875	0.027	3.2%	4.595	4.650	0.055	1.2%
Total Non-Commutation	3.095	3.157	0.062	2.0%	16.799	16.926	0.127	0.8%
Total	7.189	7.236	0.046	0.6%	41.056	41.173	0.117	0.3%

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
MONTHLY PERFORMANCE INDICATORS
June 2012

		<u>MONTH</u>			<u>VARIANCE</u>	
		<u>2012</u>	<u>Mid - Year Forecast</u>	<u>2011</u>	<u>vs. Forecast</u>	<u>vs. 2011</u>
Farebox Operating Ratio						
	Standard ⁽¹⁾	53.5%	48.8%	57.1%	4.7%	-3.6%
	Adjusted ⁽²⁾	67.1%	59.0%	70.1%	8.1%	-3.0%
Cost Per Passenger						
	Standard ⁽¹⁾	\$13.41	\$14.65	\$12.28	\$1.24	(\$1.13)
	Adjusted ⁽²⁾	\$11.26	\$12.76	\$10.52	\$1.50	(\$0.74)
Passenger Revenue/Passenger ⁽³⁾		\$7.17	\$7.15	\$7.01	\$0.02	\$0.16
		<u>YEAR-TO-DATE</u>			<u>VARIANCE</u>	
		<u>2012</u>	<u>Mid - Year Forecast</u>	<u>2011</u>	<u>vs. Forecast</u>	<u>vs. 2011</u>
Farebox Operating Ratio						
	Standard ⁽¹⁾	48.9%	47.1%	47.8%	1.8%	1.1%
	Adjusted ⁽²⁾	61.8%	58.5%	58.4%	3.3%	3.4%
Cost Per Passenger						
	Standard ⁽¹⁾	\$14.38	\$14.89	\$14.73	\$0.51	\$0.35
	Adjusted ⁽²⁾	\$12.11	\$12.76	\$12.74	\$0.65	\$0.63
Passenger Revenue/Passenger ⁽³⁾		\$7.03	\$7.02	\$7.04	\$0.01	(\$0.01)

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

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

(3) Passenger Revenue/Passenger includes Bar Car Services

MTA LONG ISLAND RAIL ROAD

MONTHLY RIDERSHIP REPORT

JUNE/JULY 2012

JUNE/JULY 2012 RIDERSHIP AND REVENUE REPORT MTA LONG ISLAND RAIL ROAD EXECUTIVE SUMMARY

June

- June 2012 total ridership was 7.2 million vs. 7.0 million in June 2011, an increase of 213,500 passengers, or a 3.0% increase compared to June 2011.
- June 2012 commutation ridership was 4.1 million vs. 4.0 million in June 2011, an increase of 92,967 passengers, or an increase of 2.3%.
- June 2012 non-commutation ridership was 3.2 million vs. 3.0 million in June 2011, an increase of 120,533 passengers, or an increase of 4.0%.
- June 2012 revenue was \$51.6 million vs. \$50.1 million, an increase of \$1,537,187 or an increase of 3.1% compared to June 2011.

July

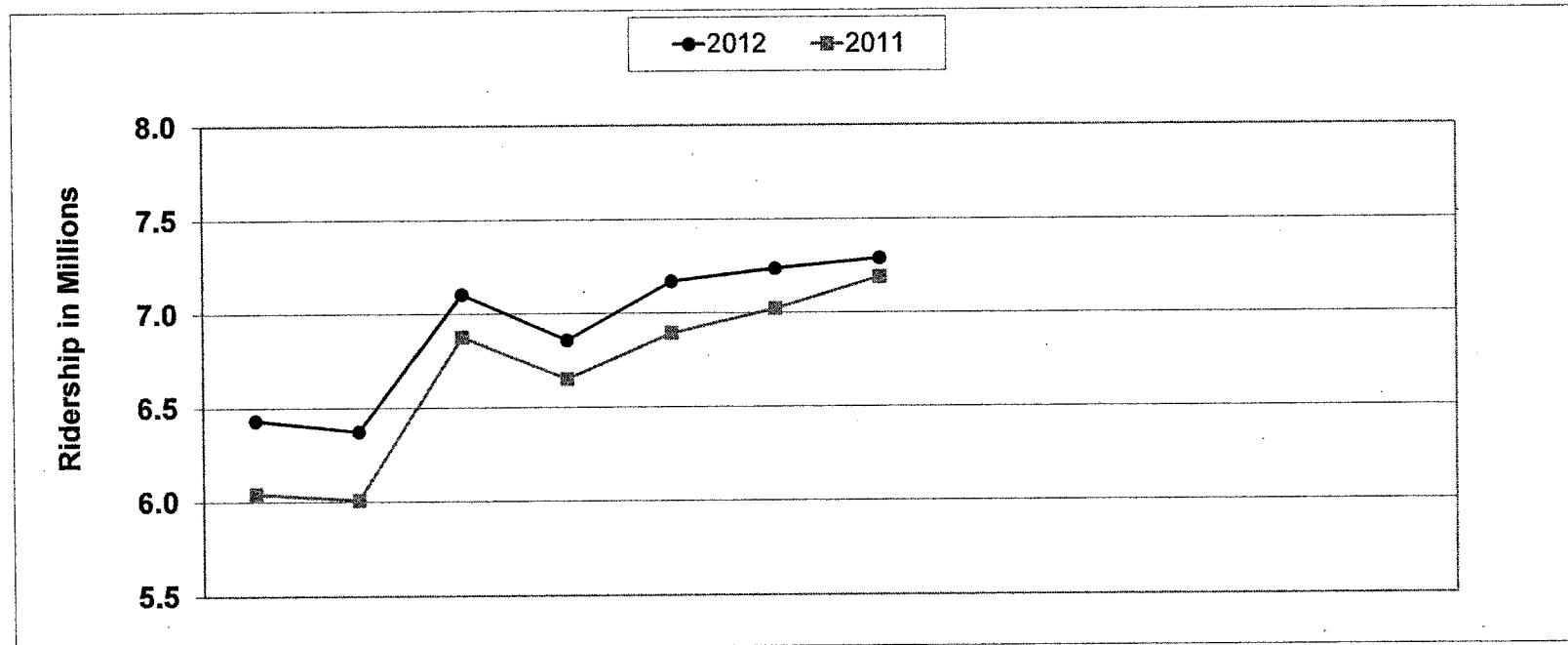
- July 2012 total ridership was 7.3 million vs. 7.2 million in July 2011, an increase of 100,021 passengers, or a 1.4% increase compared to July 2011.
- July 2012 commutation ridership was 4.0 million vs. 3.8 million in July 2011, an increase of 142,099 passengers, or an increase of 3.7%.
- July 2012 non-commutation ridership was 3.3 million vs. 3.4 million in July 2011, a decrease of 42,078 passengers, or a decrease of 1.3%.
- July 2012 revenue was \$52.6 million vs. \$52.1 million, an increase of \$557,626 or an increase of 1.1% compared to July 2011.

Year-To-Date

- 2012 YTD total ridership was 48.5 million vs. 46.7 million in 2011, an increase of 1,779,134 or a 3.8% increase compared to 2011, and 0.2% above budget.
- 2012 YTD commutation ridership was 28.2 million vs. 27.4 million in 2011, an increase of 779,255 or a 2.8% increase compared to 2011, and 0.1% above budget.
- 2012 YTD non-commutation ridership was 20.2 million vs. 19.2 million in 2011, an increase of 999,879 or an increase of 5.2% compared to 2011, and 0.4% above budget.
- 2012 YTD revenue was \$340.7 million vs. \$327.9 million in 2011, an increase of \$12,858,758 or an increase of 3.9% compared to 2011 and 0.3% above budget.

JULY RIDERSHIP

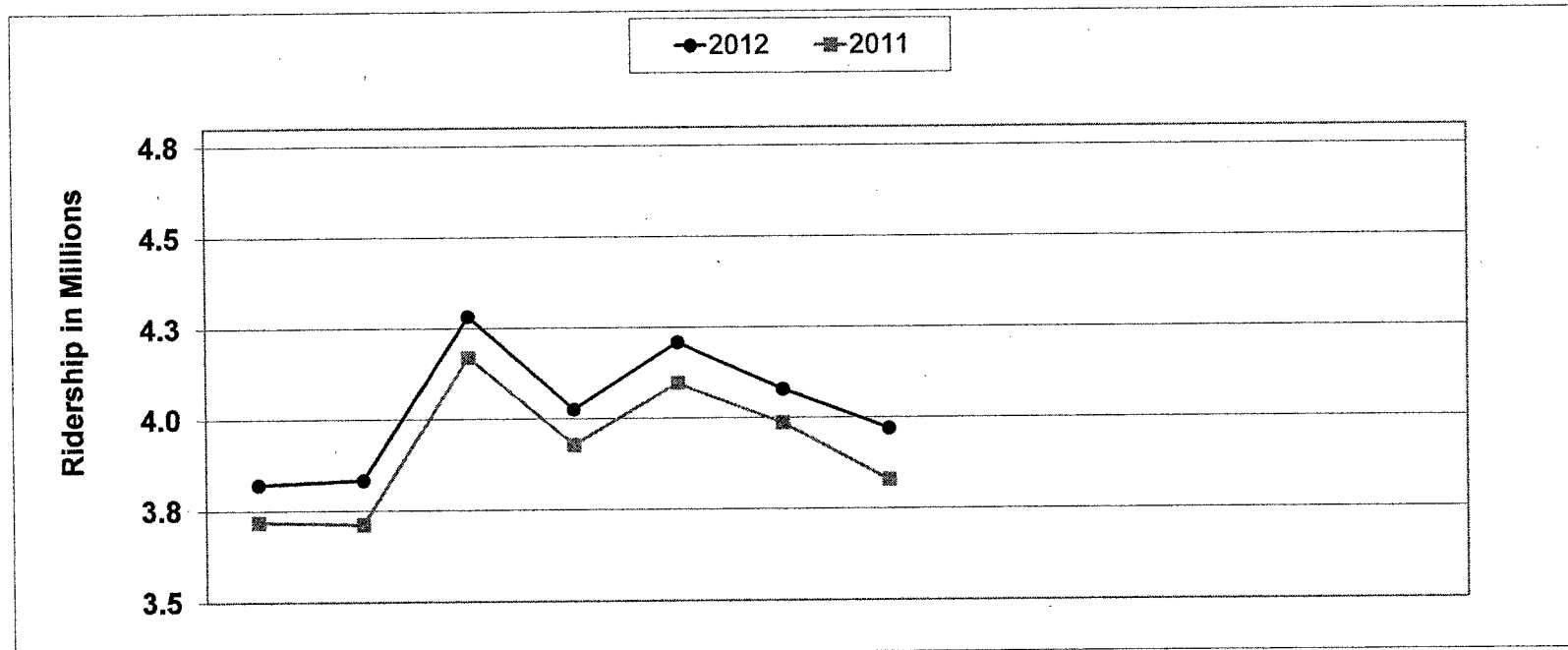
- July's Total Ridership was 1.4% above '11 and -0.2% below budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2012	6.4	6.4	7.1	6.9	7.2	7.2	7.3						48.5
2011	6.0	6.0	6.9	6.7	6.9	7.0	7.2						46.7
PCT CHG.	6.4%	6.1%	3.3%	3.1%	4.0%	3.0%	1.4%						3.8%

JULY COMMUTATION RIDERSHIP

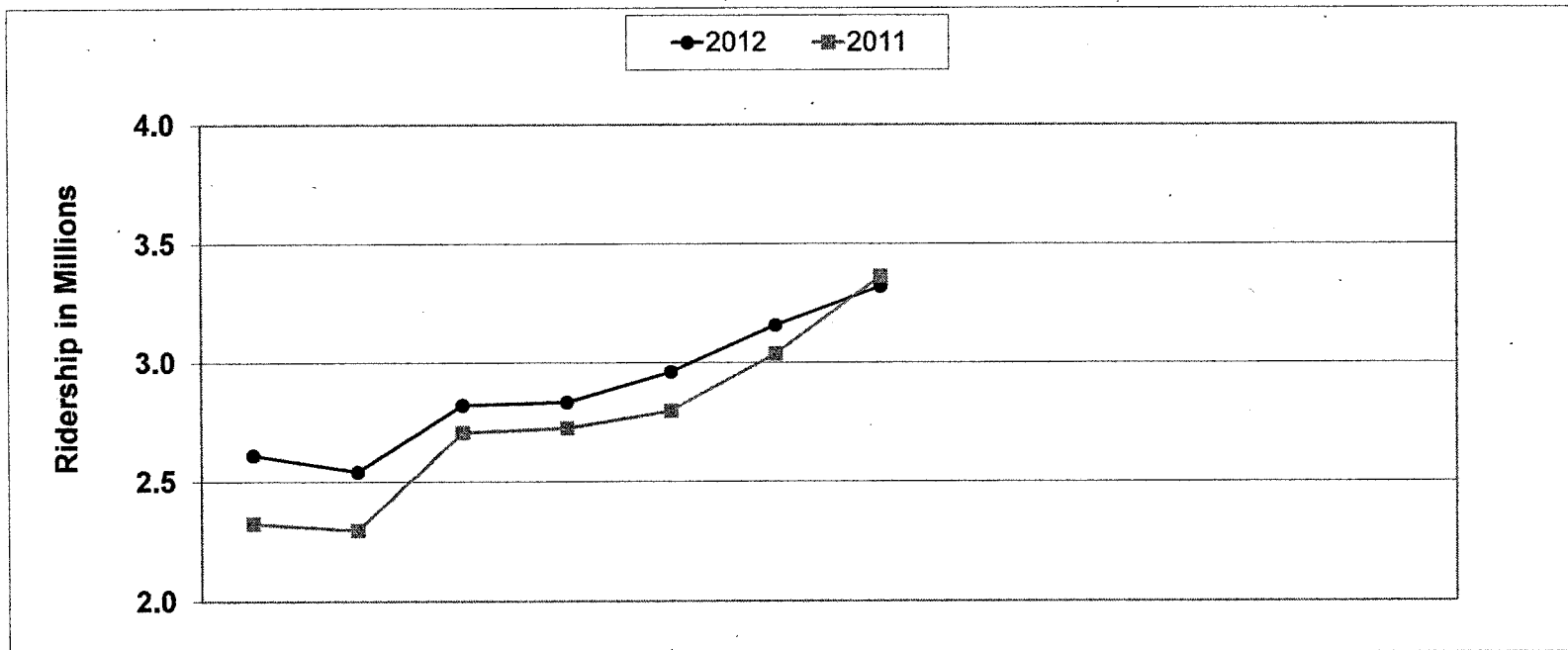
- July's Commutation Ridership was 3.7% above '11 and 0.6% above budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2012	3.8	3.8	4.3	4.0	4.2	4.1	4.0						28.2
2011	3.7	3.7	4.2	3.9	4.1	4.0	3.8						27.4
PCT CHG.	2.8%	3.2%	2.7%	2.5%	2.8%	2.3%	3.7%						2.8%

JULY NON-COMMUTATION RIDERSHIP

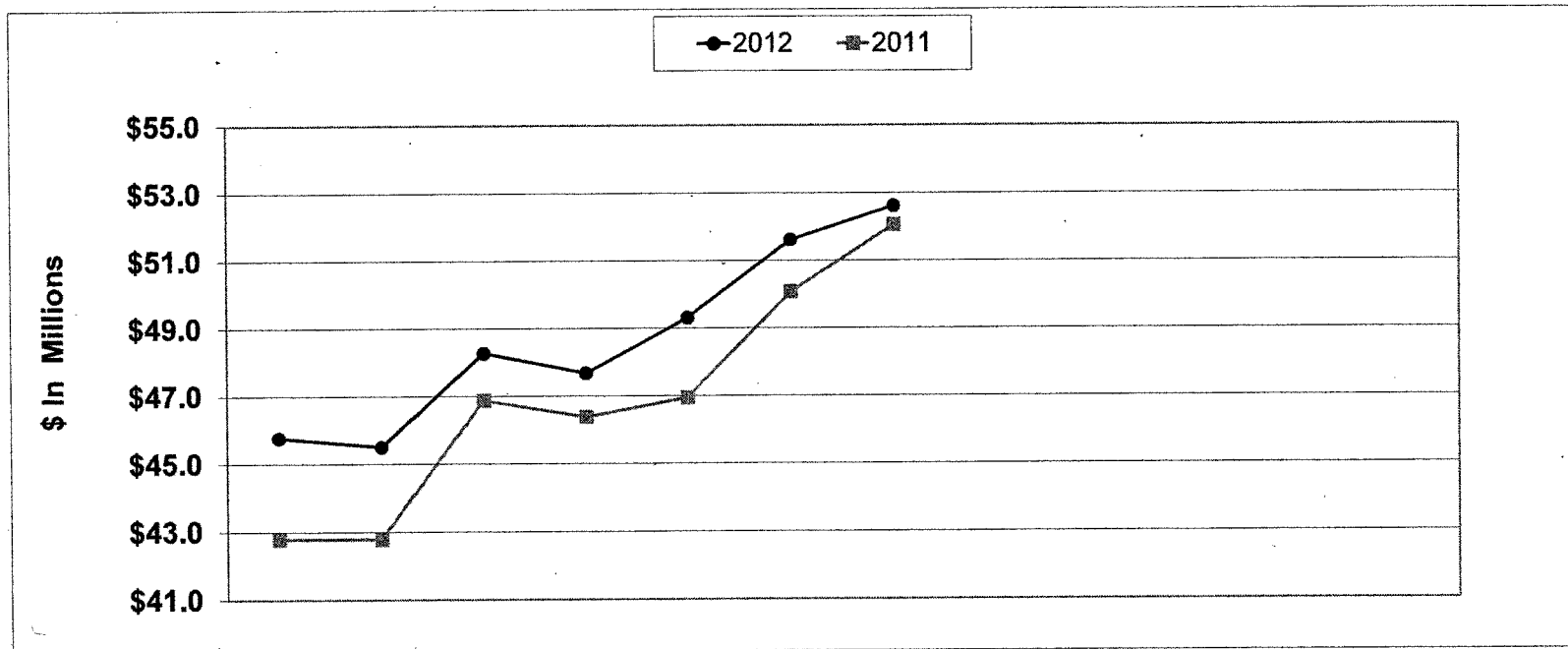
- July's Non-Commutation Ridership was -1.3% below '11 and -1.2% below budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2012	2.6	2.5	2.8	2.8	3.0	3.2	3.3						20.2
2011	2.3	2.3	2.7	2.7	2.8	3.0	3.4						19.2
PCT CHG.	12.3%	10.6%	4.2%	4.0%	5.8%	4.0%	-1.3%						5.2%

JULY REVENUE

- July's Total Revenue was 1.1% above '11 and -0.3% below budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2012	\$45.8	\$45.5	\$48.3	\$47.7	\$49.3	\$51.6	\$52.6						\$340.7
2011	\$42.8	\$42.8	\$46.9	\$46.4	\$46.9	\$50.1	\$52.1						\$327.9
PCT CHG.	7.0%	6.4%	3.0%	2.8%	5.0%	3.1%	1.1%						3.9%

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

TICKET TYPE/SERVICE	JULY 2012	JULY 2011	CHANGE VS. 2011	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	3,969,953	3,827,854	142,099	3.7%
NON-COMMUTATION RIDERSHIP	3,319,730	3,361,808	(42,078)	-1.3%
TOTAL RIDERSHIP	7,289,683	7,189,662	100,021	1.4%

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

TICKET TYPE/SERVICE	JULY 2012	JULY 2011	CHANGE VS. 2011	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	28,217,683	27,438,429	779,254	2.8%
NON-COMMUTATION RIDERSHIP	20,245,311	19,245,432	999,879	5.2%
TOTAL RIDERSHIP	48,462,994	46,683,861	1,779,133	3.8%

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

REVENUE	JULY 2012	JULY 2011	CHANGE VS. 2011	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$25,470,894	\$24,448,388	\$1,022,506	4.2%
NON-COMMUTATION REVENUE	\$27,137,612	\$27,602,493	(\$464,881)	-1.7%
TOTAL REVENUE	\$52,608,506	\$52,050,881	\$557,625	1.1%

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

REVENUE	JULY 2012	JULY 2011	CHANGE VS. 2011	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$178,979,826	\$173,900,026	\$5,079,800	2.9%
NON-COMMUTATION REVENUE	\$161,756,581	\$153,977,623	\$7,778,958	5.1%
TOTAL REVENUE	\$340,736,407	\$327,877,649	\$12,858,758	3.9%



Long Island Rail Road

CAPITAL PROGRAM REPORT

SEPTEMBER 2012

**LONG ISLAND RAIL ROAD
CAPITAL PROGRAM HIGHLIGHTS & UPDATES
JULY and AUGUST 2012**

HIGHLIGHTS

PN-TU: JAMAICA CAPACITY IMPROVEMENTS

Project Budget: \$332.83M

Milestone: Design Start

The Design of Jamaica Capacity Improvements Phase I was awarded to HNTB Engineering and Architecture for \$8,574,971. Phase I of the Jamaica Capacity Improvements project includes development of a Cross-Borough Scoot Service between Jamaica and Atlantic Terminal Brooklyn, as well as other infrastructure improvements needed to support East Side Access Opening Day service to Grand Central Terminal. This project also includes new outlying crossover switches for more flexible transition of train traffic through Jamaica Station.

The Scoot Service will provide greater service frequency to Atlantic Terminal and permit a 40% increase in the number of trains for service to the Manhattan terminals. Construction is scheduled to commence in 2013 with the award of a Design-Build Contract for the reconfiguration of Johnson Avenue Rail Yard which is required to accommodate the new Scoot platform.

PN-TX: 2ND MAIN LINE TRACK FARMINGDALE TO RONKONKOMA

Project Budget: \$138M

Milestone: Design Start

A contract for design of a second Main Line Track between Farmingdale and Ronkonkoma was awarded to STV/AECOM for \$8,099,604 on July 31. This strategic project will add 12.6 miles of double track to the 5.3 miles of double tracked sidings along this 17.9 mile corridor resulting in greater service reliability and intra island travel opportunities.

PN-TG: ATLANTIC BRANCH HALF-TIES

Project Budget: \$14.00M

Milestone: Study / Design Start

A Contract for the Atlantic Avenue Tunnel Half-Tie Replacement Study and Preliminary Design was awarded to Parsons Brinckerhoff for \$958,437. The Study / Design effort includes evaluation of half-tie replacement methods with test block installation in selected locations, design of track structure repairs, and development of standard specifications and track details for priority replacements. The intent of this study is to seek viable construction methods that will provide the greatest efficiency in the renewal of the track structure. Study / Design Completion is planned for the first quarter of 2013 and rehabilitation of approximately 10,000 LF of track structure in the prioritized locations will then commence.

PN-2E: NEW ELEVATORS AT FLUSHING MAIN STREET STATION

Project Budget: \$8.45M

Milestone: Design Start

A Contract for the Design of two new elevators at the Flushing Main St Station was awarded to Dewberry Engineers Inc for \$632,877. The new elevators, one for each platform, will provide ADA accessibility from ground level to the platforms and improve vertical circulation. This project will enhance station access and provide a wheelchair accessible entry to the busy Downtown Flushing transit hub. Design Completion is planned for the 3rd quarter 2013.

PN-27: NEW ELEVATOR AT ATLANTIC TERMINAL STATION

Project Budget: \$3.43M

Milestone: Construction Start

A Construction Contract for a new Elevator and associated equipment at the Atlantic Terminal Station in Brooklyn was awarded to Elit Green Builders Corp for \$1,662,000 on Aug 21. The ADA-Compliant elevator will improve the vertical circulation between the LIRR station platforms and the street level vestibule of the LIRR Entry Pavilion. Beneficial Use is planned for the 2nd quarter of 2014.

PN-PH: CONSTRUCTION OF 6 SUBSTATIONS

Project Budget: \$61.34M

Milestone: Beneficial Use

Design and replacement of substation equipment at Lindenhurst, Little Neck, Merrick, Nassau Blvd, Bellaire, and Rockville Centre is complete. The existing buildings were demolished and each replaced by a single modular building complete with all required equipment for functionality. This normal replacement project will also improve service reliability by reducing equipment failures thereby supporting on-time performance.

PN-TH: MERRICK AND BELLMORE DIRECT FIXATION

Project Budget: \$16.50M

Milestone: Beneficial Use

Replacement of the existing Direct Fixation Fastening System on the double track between Merrick and Bellmore on the Babylon Branch is complete. This project included a survey of the existing track geometry and the concrete deck, localized concrete deck repairs, replacement or enlargement of the existing plinths, as well as the installation of new Direct Fixation Fasteners on the concrete viaducts supporting the 2 tracks between Merrick and Bellmore.

PROJECT UPDATES

EAST SIDE ACCESS - LIRR ACTIVITIES

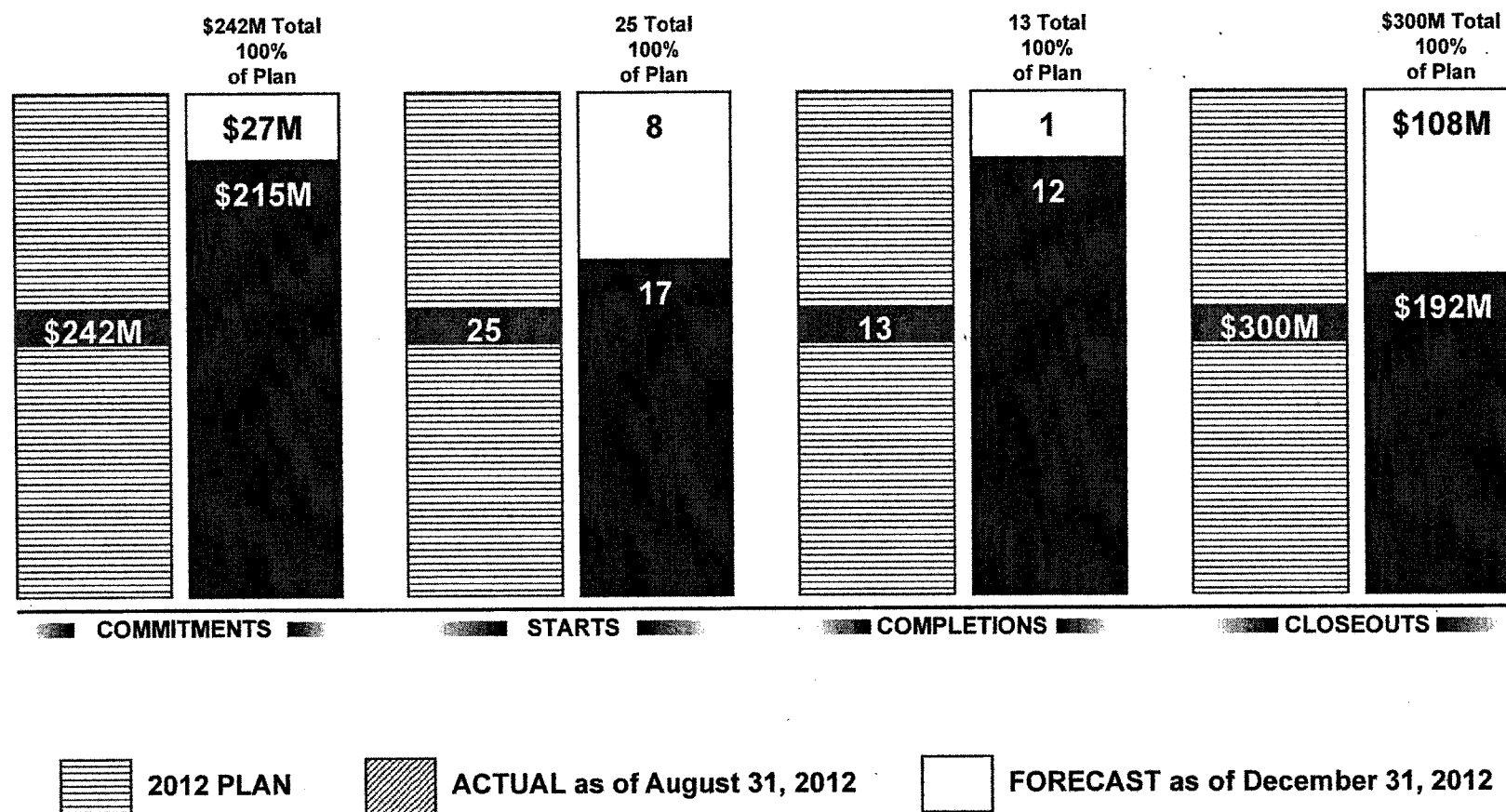
- The Harold Interlocking Central Instrument Locations (CIL) and Harold Tower Supervisory Control Systems (HTSCS) development continues with an updated delivery and cutover schedule to be an integral part of the new rebaselined ESA Integrated Project Schedule (IPS). Equipment delivery for F Interlocking Harold Interlocking Alternate Control Room (FHACS) is complete and installation continuing. Testing and cutover of FHACS is planned for September 2012. Cutover of HTSC planned for September 2012. FHACS will be validated and cut over prior to cutover of Amtrak's F1 and F2 CIH as a predecessor to cutting over the LIRR Point CIL currently in place.
- LIRR F/A work at Harold has expanded. Signal performed work at Point CIL, hand digging, trough, conduit and cable work along PW 1, PW2 and ML1Harold at 39th 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 commenced building track panels in advance of the WWP track reconstruction work planned for the fall 2012. LIRR HT completed the temporary 60Hz power supply to F2 CIH and F2E and performed Signal Power cable work at Towers 34 to 41 and cross track cable pulls between Towers 47 and 49. Communications continued installation of temporary communication cables from Point CIL to Harold.

MENTORING ACTIVITIES

- Hillside Support Facility Platform Elevator Replacements: Installation of north elevator continued.
- Richmond Hill Sheridan Shop Roof Replacement: Submittals continued.
- Richmond Hill Storage Facility Fitout: Work continued.
- Massapequa Bridge Painting: Contract awarded to RVS Construction for \$0.54M on Jul 03.
- HVAC Replacement West Side Yard: Contract awarded to Cardanis Group for \$0.18M on Jul 09.

2012 LIRR Capital Program Goals

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Metro-North Railroad

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

Performance Summary			2012 Data			2011 Data	
			Annual Goal	August	YTD thru August	August	YTD thru August
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	System	Overall	97.8%	96.7%	97.7%	96.8%	96.6%
		AM Peak	97.0%	97.4%	97.9%	97.4%	95.5%
		AM Reverse Peak	97.6%	97.5%	98.1%	97.0%	96.2%
		PM Peak	98.0%	96.7%	97.5%	96.8%	96.3%
		Total Peak		97.1%	97.8%	97.1%	95.9%
		Off Peak Weekday	97.9%	96.1%	97.5%	96.8%	97.0%
		Weekend	97.9%	97.2%	98.2%	96.1%	97.2%
	Hudson Line	Overall	98.2%	95.9%	98.1%	97.7%	98.0%
		AM Peak	98.0%	98.7%	99.0%	98.8%	97.6%
		AM Reverse Peak	98.5%	95.7%	98.0%	99.5%	98.3%
		PM Peak	98.4%	95.0%	98.0%	98.4%	98.4%
		Total Peak		96.7%	98.5%	98.7%	98.0%
		Off Peak Weekday	98.1%	94.1%	97.7%	97.6%	98.1%
		Weekend	98.2%	97.5%	98.0%	95.2%	97.7%
	Harlem Line	Overall	98.3%	98.2%	98.3%	96.7%	97.8%
		AM Peak	98.0%	97.9%	98.3%	97.2%	97.4%
		AM Reverse Peak	98.0%	98.2%	98.3%	96.0%	97.5%
		PM Peak	98.5%	97.8%	98.3%	97.6%	97.5%
		Total Peak		97.9%	98.3%	97.1%	97.5%
		Off Peak Weekday	98.4%	98.1%	98.1%	96.9%	98.0%
		Weekend	98.5%	99.5%	98.7%	94.7%	98.1%
	New Haven Line	Overall	97.2%	96.0%	97.1%	96.4%	95.0%
		AM Peak	95.7%	96.3%	96.9%	96.6%	92.7%
		AM Reverse Peak	96.8%	97.8%	97.9%	96.7%	93.7%
		PM Peak	97.5%	97.0%	96.5%	95.2%	94.0%
		Total Peak		96.8%	96.9%	96.0%	93.3%
		Off Peak Weekday	97.5%	95.7%	96.9%	96.3%	95.8%
		Weekend	97.4%	95.3%	98.0%	97.6%	96.2%
Operating Statistics							
Trains Scheduled				18,753	143,245	17,143	138,188
Avg. Delay per Late Train (min) <small>excluding trains canceled or terminated</small>				13.7	14.5	17.0	15.7
Trains Over 15 min. Late <small>excluding trains canceled or terminated</small>			1,000	129	763	177	1,314
Trains Canceled			160	50	142	19	224
Trains Terminated			160	44	170	34	248
Percent of Scheduled Trips Completed			99.8%	99.5%	99.8%	99.7%	99.7%
Consist Compliance <i>(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)</i>	System	Overall	98.6%	99.7%	99.8%	99.4%	98.7%
		AM Peak	97.7%	99.5%	99.6%	99.0%	97.7%
		AM Reverse Peak	97.7%	99.8%	99.9%	99.8%	98.9%
		PM Peak	97.3%	99.4%	99.8%	99.0%	97.5%
		Total Peak		99.5%	99.7%	99.1%	97.8%
		Off Peak Weekday	99.3%	99.8%	99.9%	99.6%	99.3%
		Weekend	99.3%	99.7%	99.8%	99.6%	99.4%
	Hudson Line	AM Peak	99.0%	100.0%	99.9%	100.0%	99.8%
		PM Peak	99.0%	99.8%	99.9%	99.7%	99.7%
	Harlem Line	AM Peak	99.0%	99.9%	99.9%	99.7%	99.6%
		PM Peak	99.0%	100.0%	99.9%	99.9%	99.2%
	New Haven Line	AM Peak	96.0%	98.8%	99.0%	97.7%	94.5%
		PM Peak	95.0%	98.7%	99.7%	97.9%	94.6%

Categories of Delay
**Train Delay Incidents
Resulting in Late
Trains.**

(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.)

		2012 Data			2011 Data	
		July	August	YTD thru August	August	YTD thru August
	Maintenance of Way	223	179	1326	194	1276
	Capital Projects	17	95	185	20	74
	Maintenance of Equipment	215	116	987	147	1562
	Operations Services	25	21	135	13	155
	Police Incidents	50	93	341	29	347
	Other	17	95	185	17	372
	Customers	81	67	333	37	275
	3rd Party Operations <i>(Other railroads, marine traffic, etc.)</i>	10	0	32	13	228
	Weather and Environmental	124	118	413	225	1190



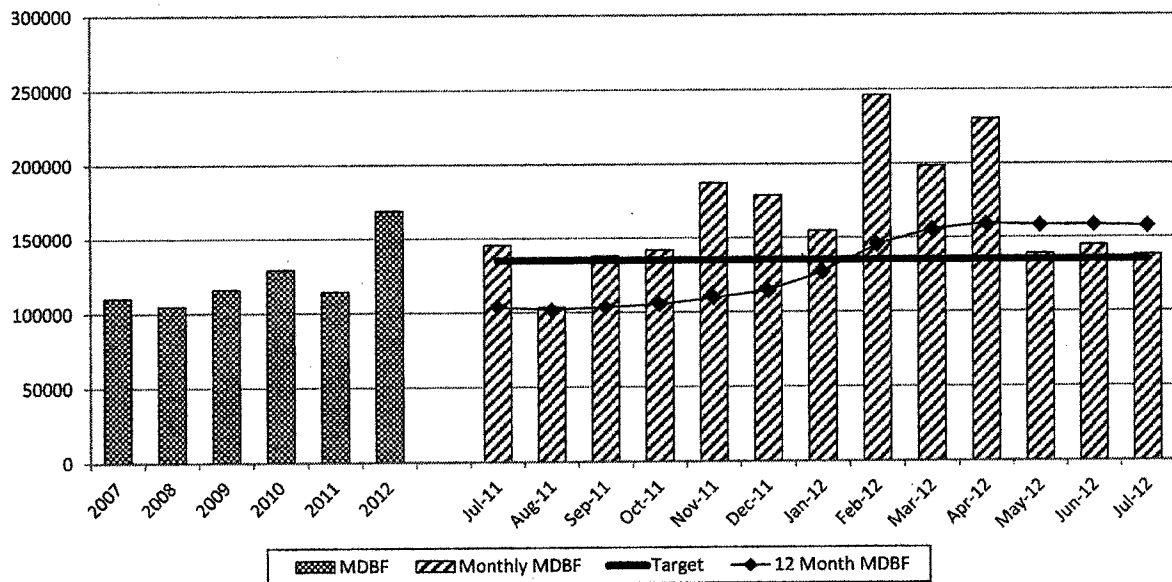
EVENTS RESULTING IN 10 or MORE LATE (L), CANCELED (C) OR TERMINATED (T) TRAINS

Date	Day	DESCRIPTION OF EVENT	Number of Late Trains																			
			AM Peak			AM Reverse			PM Peak			Off Peak			Weekend			TOTAL				
			L	C	T	L	C	T	L	C	T	L	C	T	L	C	T	Late	Cxld	Term		
08/05	Sun	Trees down between CP229 and CP223 on the New Haven line.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	8	8	3	8	8
08/06	Mon	Trees down at various locations on the New Haven line.	0	0	0	0	0	0	2	1	1	15	25	17	0	0	0	17	26	18		
08/06	Mon	On the New Haven line, a hold on all four tracks between CP244 and CP248 for the passage of the President's motorcade.	0	0	0	0	0	0	13	0	0	14	0	0	0	0	0	27	0	0		
08/15	Wed	Tree down on track 2 at MP48.6, 1st curve north of Croton Falls, and was fouling track 1 with train 622 unable to get by.	5	1	3	3	0	1	1	0	0	1	0	0	0	0	0	10	1	4		
08/15	Wed	MTAPD placed a hold on all tracks with power off between cp3 to cp5 for a person on tracks around 120th Street.	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	11	0	0		
08/16	Thr	Track circuits down on tracks 1 and 2 at CP1119, causing congestion from CP121 - CP113.	0	0	0	0	0	0	4	0	0	12	0	0	0	0	0	16	0	0		
08/20	Mon	A contractor cut 6 cables at Glenwood, resulting in trains operating at 10 to 15 minutes late.	0	0	0	0	0	0	39	0	0	35	0	0	0	0	0	74	0	0		
08/21	Tue	Residual delays as a result of Monday's event where a contractor cut 6 cables at Glenwood.	0	0	0	9	0	0	0	0	0	9	0	0	0	0	0	18	0	0		
08/25	Sat	Walk bridge stuck open.	0	0	0	0	0	0	0	0	0	0	0	0	6	0	4	6	0	4		
08/28	Tue	Hold on all tracks between Mamaroneck and Rye due to Harrison police in pursuit of a suspect.	22	0	0	3	0	1	0	0	0	3	0	0	0	0	0	28	0	1		
TOTAL FOR MONTH			27	1	3	15	0	2	59	1	1	100	25	17	9	8	12	210	35	35	280	

	Equip- ment Type	Total Fleet Size	2012 Data						2011 Data		
			MDBF Goal (miles)	Jul MDBF (miles)	Primary Failure Goal	Jul No. of Primary Failures	YTD MDBF thru Jul (miles)	12 month MDBF Rolling Avg (miles)	Jul MDBF (miles)	Jul No. of Primary Failures	YTD MDBF thru Jul (miles)
Mean Distance Between Failures	M2	198	80,000	115,396	10	9	123,417	107,545	105,263	14	55,561
	M4/M6	102	60,000	84,407	8	6	98,210	71,183	87,979	6	39,491
	M8	122	200,000	69,250	4	13	131,980	138,994	49,297	3	102,900
	M3	140	120,000	279,962	3	0	646,156	558,055	269,349	1	177,623
	M7	336	440,000	378,126	4	5	586,591	624,654	893,327	2	559,618
	Coach	213	290,000	276,561	5	5	368,480	389,067	198,327	7	322,300
	P-32	31	35,000	32,367	5	6	34,807	34,026	49,147	4	36,896
	BL-20	12	12,000	22,457	3	1	9,526	11,113	6,411	3	8,264
	Fleet	1154	135,000	138,118	42	45	168,967	157,716	145,254	40	99,332
	M2/4/6/8		100,000	87,331	22	28	118,734	100,254	93,454	23	51,349
	M3/7		300,000	434,118	7	5	593,739	614,908	685,535	3	432,286
	Diesel/Coach		120,000	133,289	13	12	126,498	135,465	145,254	14	124,395

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 Failures 2007-2012



West of Hudson Performance Summary			2012 Data			2011 Data	
			Annual Goal	August	YTD thru August	August	YTD thru August
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	West of Hudson Total	Overall	96.4%	97.3%	97.4%	96.4%	96.0%
		AM Peak	97.3%	98.1%	97.9%	99.4%	95.5%
		PM Peak	96.8%	96.0%	98.1%	95.9%	95.3%
		Total Peak		97.1%	98.0%	97.6%	95.4%
		Off Peak Weekday	95.9%	97.6%	97.4%	95.7%	96.2%
		Weekend	95.9%	97.0%	96.3%	94.7%	96.6%
	Pascack Line	Overall	97.0%	97.0%	98.3%	96.6%	97.4%
	Valley Line	AM Peak	98.0%	98.4%	98.8%	99.5%	98.1%
		PM Peak	97.5%	94.4%	98.4%	94.8%	96.7%
		Total Peak		96.5%	98.6%	97.4%	97.5%
		Off Peak Weekday	96.5%	97.4%	98.2%	96.4%	97.2%
		Weekend	96.5%	96.9%	97.8%	95.5%	97.5%
	Port Jervis Line	Overall	95.5%	97.7%	96.1%	95.9%	94.0%
		AM Peak	96.0%	97.8%	96.7%	99.2%	91.6%
		PM Peak	96.0%	97.8%	97.7%	96.9%	94.1%
		Total Peak		97.8%	97.2%	97.9%	93.0%
		Off Peak Weekday	95.0%	97.8%	96.2%	94.6%	94.6%
		Weekend	95.0%	97.3%	93.8%	93.4%	95.1%
Operating Statistics							
	Trains Scheduled			1,707	13,203	1,535	12,959
	Avg. Delay per Late Train (min) <small>excluding trains canceled or terminated</small>			22.6	20.7	22.3	19.0
	Trains Over 15 min. Late <small>excluding trains canceled or terminated</small>		80	18	139	27	213
	Trains Canceled			1	11	1	19
	Trains Terminated			9	35	3	43
	Percent of Scheduled Trips Completed		99.8%	99.4%	99.7%	99.7%	99.5%

AUGUST 2012 STANDEE REPORT

East of Hudson *

East of Hudson *			AUGUST 2011	YTD 2011	AUGUST 2012	YTD 2012
Daily Average AM Peak	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	0	3	0	0
		Total Standees	0	3	0	0
	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	4	8	1	5
		Total Standees	4	8	1	5
	New Haven Line	Program Standees	0	81 ***	0	0
		Add'l Standees	28	135	10	17
		Total Standees	28	216	10	17
	EAST OF HUDSON TOTAL - AM PEAK			32	227	11
Daily Average PM Peak	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	1	2	0	0
		Total Standees	1	2	0	0
	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	0	10	0	1
		Total Standees	0	10	0	1
	New Haven Line	Program Standees	0	91 ***	0	0
		Add'l Standees	55	126	23	8
		Total Standees	55	217	23	8
	EAST OF HUDSON TOTAL - PM PEAK			56	229	23

West of Hudson

West of Hudson			AUGUST 2011	YTD 2011	AUGUST 2012	YTD 2012	
Daily Average AM Peak	Port Jervis Line	Program Standees	0	0	0	0	
		Add'l Standees	0	0	**	0	0
		Total Standees	0	0	0	0	
	Pascack Valley Line	Program Standees	0	0	0	0	
		Add'l Standees	0	0	0	0	
		Total Standees	0	0	0	0	
	WEST OF HUDSON TOTAL - AM PEAK		0	0	0	0	
Daily Average PM Peak	Port Jervis Line	Program Standees	0	0	0	0	
		Add'l Standees	0	0	**	0	0
		Total Standees	0	0	0	0	
	Pascack Valley Line	Program Standees	0	0	0	0	
		Add'l Standees	0	0	0	0	
		Total Standees	0	0	0	0	
	WEST OF HUDSON TOTAL - PM PEAK		0	0	0	0	

Definitions

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

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

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

Notes: These statistics do not include the effects of daily ridership variation or uneven distribution of customers within trains. Annulled or terminated trains are not included in this report.

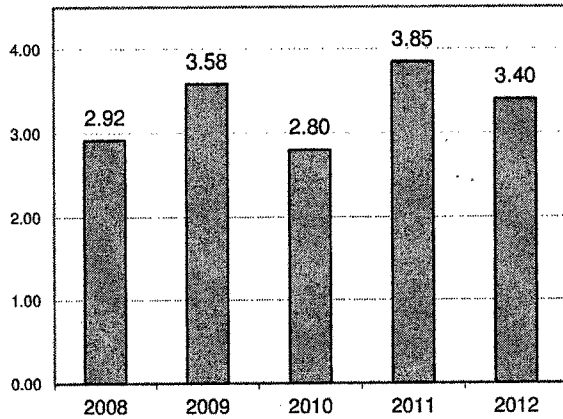
Holidays and Special Events for which there are special equipment programs are not included.

* East of Hudson standee information does not include August 29, 2011 when a Sunday schedule was in effect due to Hurricane Irene impacts.

** Port Jervis Line statistics based on data through August 26, 2011 due to impacts of Hurricane Irene track washout.

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

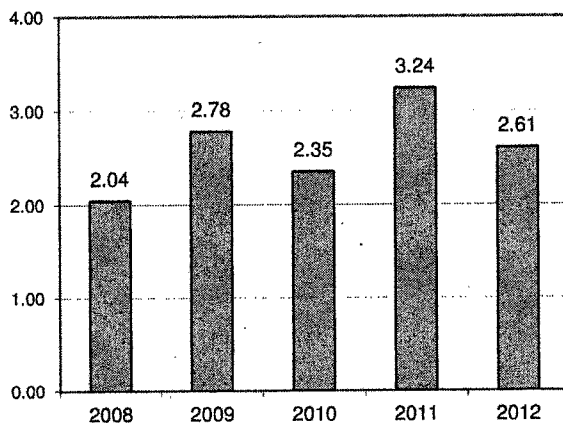
MTA Metro-North Railroad Summary of Employee Injuries thru July



Total Employee Injuries

Year	Total	Total FI*
2008	107	2.92
2009	134	3.58
2010	101	2.80
2011	139	3.85
2012	124	3.40

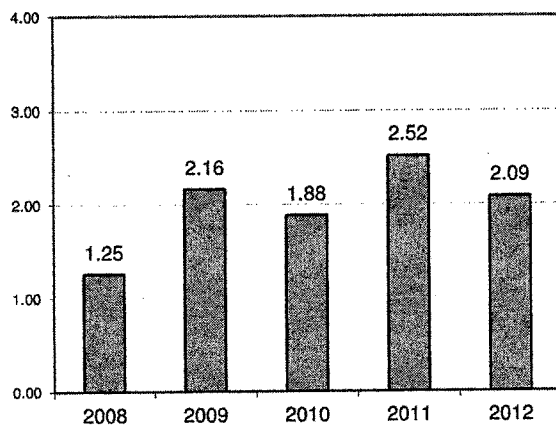
% change from last year: -11.5%
2012 Total FI Goal 2.90



Employee FRA Reportable Injuries

Year	Total	FRA FI*
2008	75	2.04
2009	104	2.78
2010	85	2.35
2011	117	3.24
2012	95	2.61

% change from last year: -19.5%
2012 FRA FI Goal 2.50



Employee Lost Time and Restricted Duty Injuries

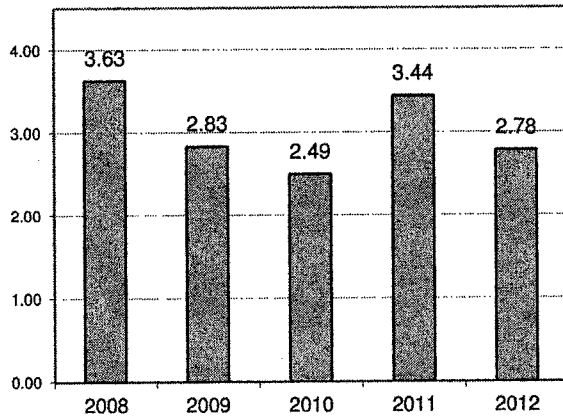
Year	LT	RD	LT FI*	RD FI*	LT&RD FI*
2008	29	17	0.79	0.46	1.25
2009	72	9	1.92	0.24	2.16
2010	57	11	1.58	0.30	1.88
2011	70	21	1.94	0.58	2.52
2012	70	6	1.92	0.16	2.09

% change from last year: -17.2%
2012 LT&RD FI Goal 2.00

* - Injuries per 200,000 hours worked

MTA Metro-North Railroad

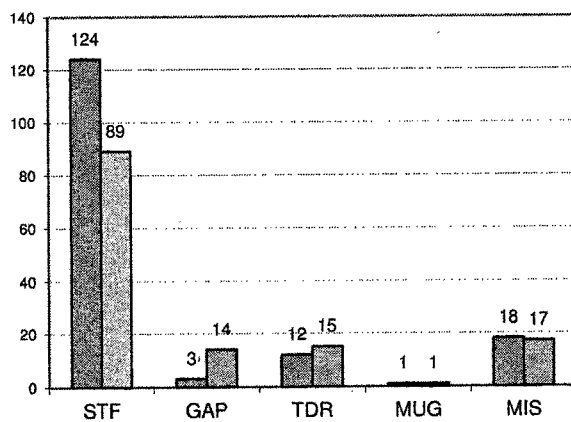
Summary of Customer/Contractor Injuries thru July



Total Customer Injuries

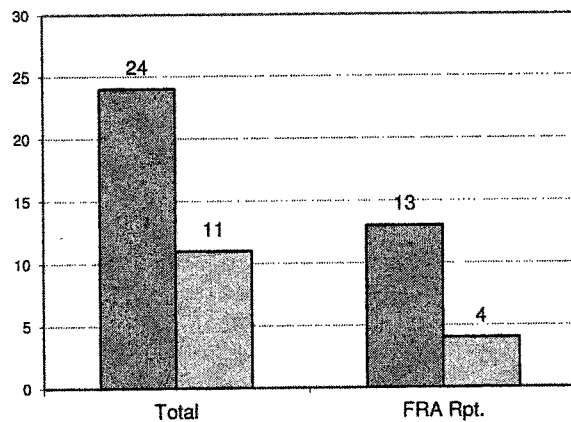
Year	Total	Total FI*
2008	171	3.63
2009	128	2.83
2010	113	2.49
2011	158	3.44
2012	133	2.78

% change from last year: -19.0%
2012 Total FI Goal 2.70



Top 5 Customer Injuries by Type

Year	Slip/Trip/Fall	Gap	Train Doors	Mugging	Misc.
2011	124	3	12	1	18
2012	89	14	15	1	17



Contractor Injuries

Year	Total	FRA Rpt.
2011	24	13
2012	11	4
% Chg	-54.2%	-69.2%

* - Injuries per 1,000,000 rides

Performance Summary			2012 Data			2011 Data	
			Annual Goal	July	YTD thru July	July	YTD thru July
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	System	Overall	97.8%	96.7%	97.9%	96.8%	96.6%
		AM Peak	97.0%	97.5%	98.0%	96.1%	95.2%
		AM Reverse Peak	97.6%	97.5%	98.2%	97.7%	96.1%
		PM Peak	98.0%	95.2%	97.6%	96.0%	96.2%
		Total Peak		96.6%	97.9%	96.3%	95.8%
		Off Peak Weekday	97.9%	96.2%	97.7%	96.6%	97.1%
		Weekend	97.9%	97.6%	98.4%	98.0%	97.3%
	Hudson Line	Overall	98.2%	97.8%	98.4%	97.3%	98.0%
		AM Peak	98.0%	99.1%	99.1%	98.2%	97.4%
		AM Reverse Peak	98.5%	97.6%	98.4%	100.0%	98.1%
		PM Peak	98.4%	97.5%	98.5%	96.3%	98.4%
		Total Peak		98.3%	98.7%	97.6%	97.9%
		Off Peak Weekday	98.1%	97.2%	98.3%	97.4%	98.2%
		Weekend	98.2%	98.0%	98.1%	96.8%	97.9%
	Harlem Line	Overall	98.3%	97.3%	98.3%	98.8%	98.0%
		AM Peak	98.0%	98.6%	98.3%	98.2%	97.5%
		AM Reverse Peak	98.0%	98.6%	98.4%	100.0%	97.8%
		PM Peak	98.5%	95.9%	98.4%	99.1%	97.5%
		Total Peak		97.6%	98.4%	98.9%	97.5%
		Off Peak Weekday	98.4%	96.4%	98.1%	98.4%	98.2%
		Weekend	98.5%	98.2%	98.6%	99.4%	98.5%
	New Haven Line	Overall	97.2%	95.5%	97.3%	95.0%	94.8%
		AM Peak	95.7%	95.5%	97.0%	93.2%	92.1%
		AM Reverse Peak	96.8%	96.3%	97.9%	94.2%	93.2%
		PM Peak	97.5%	93.2%	96.4%	93.4%	93.8%
		Total Peak		94.7%	96.9%	93.4%	92.9%
		Off Peak Weekday	97.5%	95.6%	97.1%	94.8%	95.8%
		Weekend	97.4%	96.7%	98.4%	97.7%	96.1%
Operating Statistics				18,138	124,499	17,666	121,137
Trains Scheduled							
Avg. Delay per Late Train (min) <i>excluding trains canceled or terminated</i>				15.5	14.6	17.1	15.5
Trains Over 15 min. Late <i>excluding trains canceled or terminated</i>			1,000	158	634	163	1,137
Trains Canceled			160	11	92	23	205
Trains Terminated			160	23	127	21	214
Percent of Scheduled Trips Completed			99.8%	99.8%	99.8%	99.8%	99.7%
Consist Compliance <i>(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)</i>	System	Overall	98.6%	99.8%	99.8%	99.5%	98.6%
		AM Peak	97.7%	99.4%	99.6%	99.3%	97.5%
		AM Reverse Peak	97.7%	99.9%	99.9%	99.2%	98.7%
		PM Peak	97.3%	99.8%	99.9%	98.6%	97.3%
		Total Peak		99.6%	99.7%	99.0%	97.6%
		Off Peak Weekday	99.3%	99.9%	99.9%	99.7%	99.3%
		Weekend	99.3%	99.8%	99.8%	99.8%	99.4%
	Hudson Line	AM Peak	99.0%	100.0%	99.9%	99.9%	99.8%
		PM Peak	99.0%	99.8%	99.9%	99.7%	99.7%
	Harlem Line	AM Peak	99.0%	99.9%	99.9%	99.9%	99.6%
		PM Peak	99.0%	100.0%	99.9%	99.9%	99.1%
	New Haven Line	AM Peak	96.0%	98.6%	99.1%	98.6%	94.0%
		PM Peak	95.0%	99.6%	99.8%	96.9%	94.1%

Categories of Delay		2012 Data			2011 Data	
		June	July	YTD thru July	July	YTD thru July
Train Delay Incidents Resulting in Late Trains. <i>(Each delay incurred by a late train is considered a separate train delay incident. Therefore, the number of train delay incidents is higher than the number of late trains for the month.)</i>	Maintenance of Way	236	223	1147	159	1081
	Capital Projects	37	17	90	0	54
	Maintenance of Equipment	161	215	871	101	1415
	Operations Services	35	25	114	37	142
	Police Incidents	64	50	248	74	318
	Other	37	17	90	55	356
	Customers	60	81	266	63	238
	3rd Party Operations <i>(Other railroads, marine traffic, etc.)</i>	7	10	32	38	215
	Weather and Environmental	78	124	295	149	965

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

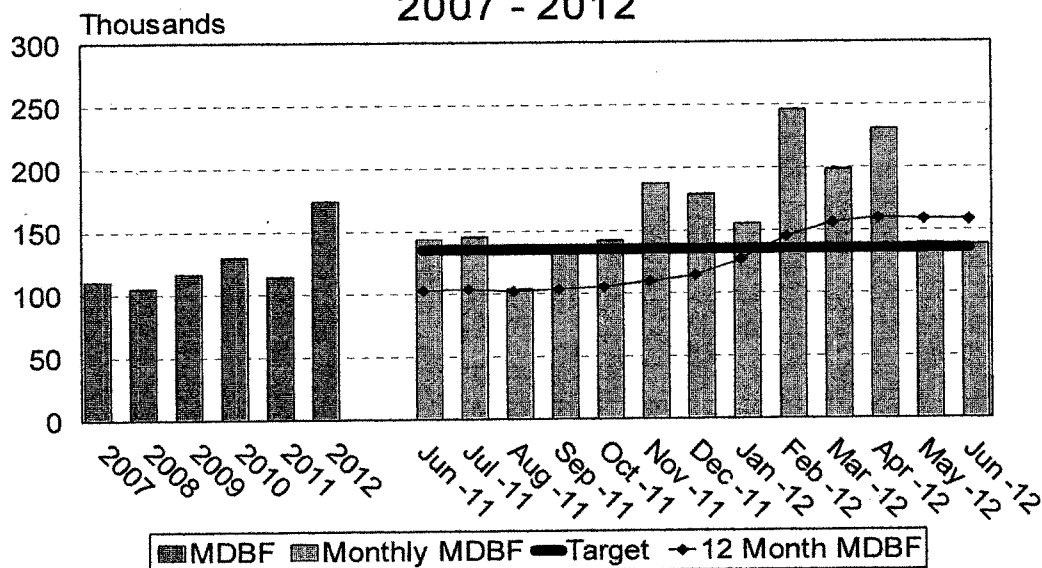
Date	Day	DESCRIPTION OF EVENT	Number of Late Trains															TOTAL		
			AM Peak			AM Reverse			PM Peak			Off Peak			Weekend			Late	Cxld	Term
			L	C	T	L	C	T	L	C	T	L	C	T	L	C	T			
07/10	Tue	Amtrak 141 disabled at MP 53 on track 3.	4	0	0	4	0	0	0	0	0	5	0	0	0	0	0	13	0	0
07/15	Sun	Train 6749 was terminated at Talmadge Hill due to striking a tree branch at CAT 142.	0	0	0	0	0	0	0	0	0	0	0	0	11	0	1	11	0	1
07/17	Tue	Congestion on the New Haven Line from CP 229 - CP 223 due to wire damage on track 4 at Greenwich.	0	0	0	0	0	0	22	0	0	15	0	0	0	0	0	37	0	0
07/18	Wed	Train 659 was terminated at Pleasantville Station due to missing third rail shoes on the west side of the equipment.	0	0	0	0	0	0	11	0	1	6	1	0	0	0	0	17	1	1
07/18	Wed	Train 843 lost HEP, swapped equipment at 125th Street causing delays.	0	0	0	0	0	0	6	0	0	12	0	0	0	0	0	18	0	0
07/25	Wed	An ill passenger required medical assistance on train 330 at 125th Street Station track 4.	13	0	0	1	0	0	0	0	0	0	0	0	0	0	0	14	0	0
07/26	Thr	High winds are downing trees and fouling tracks on all three lines, resulting in delays.	0	0	0	0	0	0	14	0	4	14	1	0	0	0	0	28	1	4
07/27	Fri	Train 1256 unable to take power lined tracks 111 on N to B, blocking track 111 to track 108, causing delays.	0	0	0	0	0	0	22	2	0	17	0	0	0	0	0	39	2	0
07/27	Fri	Train 1522 was terminated at cp257 account flipped pantograph on the triplet, causing delays.	0	0	0	0	0	0	0	0	0	9	0	1	0	0	0	9	0	1
TOTAL FOR MONTH			17	0	0	5	0	0	75	2	5	78	2	1	11	0	1	186	4	7
																		197		

			2012 Data						2011 Data		
	Equip- ment Type	Total Fleet Size	MDBF Goal (miles)	Jun MDBF (miles)	Primary Failure Goal	Jun No. of Primary Failures	YTD MDBF thru Jun (miles)	12 month MDBF Rolling Avg (miles)	Jun MDBF (miles)	Jun No. of Primary Failures	YTD MDBF thru Jun (miles)
Mean Distance Between Failures	M2	220	80,000	106,649	11	10	124,683	106,842	79,435	19	51,369
	M4/M6	102	60,000	89,460	8	6	100,881	71,421	74,592	7	36,027
	M8	112	200,000	149,542	3	5	170,813	159,561	145,806	1	156,502
	M3	140	120,000	130,776	3	2	552,835	476,817	142,010	2	168,451
	M7	336	440,000	932,563	4	2	647,905	679,985	602,229	3	526,217
	Coach	213	290,000	342,732	5	4	390,366	371,507	461,591	3	360,031
	P-32	31	35,000	21,397	5	9	35,264	35,110	32,229	6	35,365
	BL-20	12	12,000	7,014	3	4	8,964	10,342	24,261	0	8,528
	Fleet	1166	135,000	144,505	42	42	175,739	158,572	143,179	41	94,215
	M2/4/6/8		100,000	111,951	22	21	126,801	101,023	80,637	27	47,522
	M3/7		300,000	531,669	7	4	633,644	643,519	418,141	5	406,961
	Diesel/Coach		120,000	93,621	13	17	125,425	133,590	178,045	9	126,204

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

2007 - 2012



West of Hudson Performance Summary			2012 Data			2011 Data	
			Annual Goal	July	YTD thru July	July	YTD thru July
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	West of Hudson Total	Overall	96.4%	96.4%	97.4%	96.7%	95.9%
		AM Peak	97.3%	96.9%	97.8%	98.0%	95.0%
		PM Peak	96.8%	97.8%	98.4%	96.3%	95.3%
		Total Peak		97.4%	98.1%	97.2%	95.1%
		Off Peak Weekday	95.9%	97.1%	97.4%	95.7%	96.3%
		Weekend	95.9%	93.8%	96.2%	97.6%	96.8%
	Pascack Line	Overall	97.0%	99.1%	98.4%	97.1%	97.5%
	Valley Line	AM Peak	98.0%	99.4%	98.8%	98.9%	97.9%
		PM Peak	97.5%	100.0%	99.0%	97.9%	97.0%
		Total Peak		99.7%	98.9%	98.4%	97.5%
		Off Peak Weekday	96.5%	98.8%	98.4%	94.7%	97.3%
		Weekend	96.5%	98.8%	97.9%	98.9%	97.7%
	Port Jervis Line	Overall	95.5%	92.6%	95.9%	96.2%	93.8%
		AM Peak	96.0%	93.7%	96.5%	96.7%	90.5%
		PM Peak	96.0%	95.2%	97.7%	95.0%	93.8%
		Total Peak		94.4%	97.1%	95.7%	92.4%
		Off Peak Weekday	95.0%	94.6%	96.0%	97.1%	94.6%
		Weekend	95.0%	85.5%	93.4%	95.5%	95.3%
Operating Statistics							
	Trains Scheduled			1,667	11,496	1,640	11,424
	Avg. Delay per Late Train (min) <small>excluding trains canceled or terminated</small>			21.5	20.5	18.4	18.6
	Trains Over 15 min. Late <small>excluding trains canceled or terminated</small>		80	31	121	19	186
	Trains Canceled			2	10	3	18
	Trains Terminated			5	26	1	40
	Percent of Scheduled Trips Completed		99.8%	99.6%	99.7%	99.8%	99.5%

JULY 2012 STANDEE REPORT

East of Hudson

JULY 2012 STANDARDS REPORT

East of Hudson			JULY 2011	YTD 2011	JULY 2012	YTD 2012
Daily Average	Hudson Line	Program Standees	0	0	0	0
AM Peak		Add'l Standees	0	3	0	0
		Total Standees	0	3	0	0
	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	0	8	0	6
		Total Standees	0	8	0	6
	New Haven	Program Standees	0	93 **	0	0
	Line	Add'l Standees	4	151	42	18
		Total Standees	4	244	42	18
EAST OF HUDSON TOTAL - AM PEAK			4	255	42	24
Daily Average	Hudson Line	Program Standees	0	0	0	0
PM Peak		Add'l Standees	5	3	0	0
		Total Standees	5	3	0	0
	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	0	11	0	1
		Total Standees	0	11	0	1
	New Haven	Program Standees	0	104 **	0	0
	Line	Add'l Standees	65	136	7	14
		Total Standees	65	240	7	14
EAST OF HUDSON TOTAL - PM PEAK			70	254	7	15

West of Hudson

West of Hudson			JULY 2010	YTD 2010	JULY 2011	YTD 2011
Daily Average AM Peak	Port Jervis Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	1
		Total Standees	0	0	0	1
	Pascack Valley Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		Total Standees	0	0	0	0
	WEST OF HUDSON TOTAL - AM PEAK		0	0	0	1
	Daily Average PM Peak	Port Jervis Line	Program Standees	0	0	0
Add'l Standees			0	0	0	0
Total Standees			0	0	0	0
Pascack Valley Line		Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		Total Standees	0	0	0	0
WEST OF HUDSON TOTAL - PM PEAK		0	0	0	0	

Definitions

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

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

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

Note: These statistics do not include the effects of daily ridership variation or uneven distribution of customers within trains. Annulled or terminated trains are not included in this report. 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.**



Metro-North Railroad

**Financial and Ridership Report
September 2012**

MTA METRO-NORTH RAILROAD

FINANCIAL STATEMENTS

MONTH ENDED: JULY 2012

OFFICE OF VICE PRESIDENT OF FINANCE & INFORMATION SYSTEMS

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

Overall July year-to-date financial results were favorable vs. the Mid-Year Forecast. Total operating revenue was 0.3% higher due to lower GCT retail tenant service costs and higher advertising revenue from GCT digital displays. Operating expenses were 2.2% lower than the Mid-Year Forecast primarily due to timing in non-payroll service expenditures, lower overtime, claims and material usage requirements due to on-going efforts to control these costs. Capital program expenditures (and reimbursements) were \$7.6 million lower than the Mid-Year Forecast also due to timing differences and the rescheduling of project activity. These favorable results, as well as catch-up payments received for prior period capital project billings, significantly reduced Metro-North subsidy requirements from both MTA and CDOT.

Ridership

Total ridership was 7.2 million for July and 48.8 million year-to-date which was a 3.6% increase over the same period in 2011. This was a reflection of continued regional economic growth, mild weather, as well as our consistently high levels of service reliability and on-time performance.

East of Hudson

- Month of July ridership of 7.1 million was 2.3% lower than the Mid-Year Forecast and 0.7% higher than 2011.
- July year-to-date ridership was 47.8 million, or 0.7% lower than the Mid-Year Forecast and 3.1% above last year.
- Commutation ridership was 0.9% lower than the Mid-Year Forecast for the month, and 0.4% lower year-to-date. Compared to 2011, year-to-date commutation ridership was 2.0% higher.
- Non-commutation ridership for July was 3.9% lower than the Mid-Year Forecast and 0.2% over last year; year-to-date was 1.2% lower than the Mid-Year Forecast and 4.6% higher than 2011.

West of Hudson

- July year-to-date ridership was 1.7% lower than the Mid-Year Forecast and 9.1% lower than 2011 due to slower than projected recovery of ridership losses following the suspension of the Port Jervis Line service in 2011 due to Tropical Storm Irene.

Revenue and Reimbursements

- Total Revenue and Reimbursements of \$474.3 million through July was \$6.5 million, or 1.4% lower than the Mid-Year Forecast.
- Fare Box Revenue of \$341.2 million was \$1.7 million lower than the Mid-Year Forecast due to lower ridership.
- Other Operating Revenue of \$30.1 million was \$2.9 million above the Mid-Year Forecast due to lower tenant services and higher advertising revenue from GCT digital displays.
- Capital and Other Reimbursements of \$102.9 million was \$7.6 million lower than the Mid-Year Forecast due to timing differences in project scheduling (Track Program, Cos Cob West Substation, East Side Access and Main Line High Speed Turnouts projects).

Expenses

- Total non-reimbursable and reimbursable expenses of \$825.7 million through July were \$24.2 million lower than the Mid-Year Forecast.
- \$19.7 million was attributable to non-payroll expense, most of which was due to timing, of capital project expenditures and the rescheduling of locomotive maintenance. We also benefited from improved material costs from strategic procurement and maintenance efforts, as well as lower electric power costs due to lower consumption.
- Total Labor costs (operating and capital) were \$5.2 million (1.1%) below the Mid-Year Forecast primarily due to fewer capital project positions paid, 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 70.4% for July year-to-date was 2.3 percentage points better than the Mid-Year Forecast due to lower expenses.
- Adjusted Cost per Passenger of \$11.26 for the period was \$0.28 lower than the Mid-Year Forecast due to lower expenses.
- Revenue per Passenger of \$7.23 for the period was \$0.02 higher than the Mid-Year Forecast.

**MTA METRO-NORTH RAILROAD
JULY 2012 FINANCIAL REPORT
YEAR-TO-DATE ACTUAL VERSUS MID-YEAR FORECAST**

REVENUE

Total Revenue – July year-to-Date is \$474.3 million which is \$6.5 million (1.4%) lower than the Mid-Year Forecast.

- **Farebox Revenue** – of \$341.2 million was \$1.7 million (0.5%) lower than the Mid-Year Forecast due to lower commutation and non-commutation ridership, primarily on the New Haven Line. For the month of July, fare-box revenue was \$1.0 million (1.9%) lower than the Mid-Year Forecast.
- **Other Operating Revenue** – year-to-date and month were higher than the Mid-Year Forecast by \$2.9 million (10.5%), and \$1.0 million (29.2%) respectively due to lower GCT retail tenant service costs, and higher advertising revenue from GCT digital displays.
- **Capital and Other Reimbursements** – Timing and scheduling changes versus Mid-Year Forecast resulted in year-to-date reimbursements being lower than the Mid-Year Forecast by \$7.6 million. Most of this was attributable to the following capital projects: CDOT C-29 Track Program, Cos Cob West Substation, East Side Access and Main Line High Speed Turnouts. For the month of July, Capital and Other Reimbursements were \$4.0 million lower than the Mid-Year Forecast.

EXPENSES

Total Expenses – Year-to-date non-reimbursable and reimbursable expense was \$825.7 million which was \$24.2 million lower than the Mid-Year Forecast due primarily to lower capital project labor costs, employee agency claims, timing differences and savings in non-payroll expenses for material usage, contract services, other business expenses and lower electric power costs. For the month, total expenses were \$9.8 million or 7.7% lower than the Mid-Year Forecast.

- **Labor Expense** (including fringe and overhead recoveries) was \$455.1 million which was \$5.2 million (1.1%) lower than YTD Mid-Year Forecast and \$0.6 million lower for the month. This was primarily due to ongoing position vacancies due to slower hiring, and lower employee agency claims.

▪ **Non-Labor Expenses**

Total non-labor expenses were \$201.8 million, \$19.7 million lower than the Mid-Year Forecast year-to-date, and \$9.1 million lower than MYF for the month.

- **Electric Power** – \$1.5 million lower year-to-date and \$0.3 million lower than the Mid-Year Forecast for the month due primarily due to lower traction power consumption.
- **Maintenance & Other Operating Contracts** – year-to-date expenses were \$59.3 million, \$6.1 million lower than the Mid-Year Forecast primarily due to rescheduled Genesis locomotive overhaul costs and M-2 car disposals, lower MTA Police services and utility expenses. For the month, expenses were \$3.2 million lower than the Mid-Year Forecast.
- **Professional Services** – \$17.5 million year-to-date expense was \$3.0 million lower vs. the Mid-Year Forecast mainly due to lower expenditures for audit, medical, bridge inspection and IT service fees. For the month, expenses were \$0.8 lower than the Mid-Year Forecast.
- **Materials & Supplies** – \$45.6 million year-to-date expense was \$4.7 million below the Mid-Year Forecast due to timing differences in reimbursable capital project activity (\$1.9 million CDOT Track Program). The remainder of the variance is due to strategic procurement and maintenance initiatives that reduced costs in rolling stock parts (adjusting cyclical maintenance intervals of the older NHL car fleet to an as-needed basis in anticipation of replacement by M8s has generated additional savings). For the month, expenses were \$2.5 million lower than the Mid-Year Forecast.
- **Other Business Expenses** – \$11.5 million, \$4.1 million lower than the Mid-Year Forecast primarily due to a lower than estimated settlement of 2011 subsidies to NJ Transit as a result of reduced service levels on the Port Jervis line caused by Tropical Storm Irene. For the month, expenses were \$1.9 lower than the Mid-Year Forecast.
- **Depreciation and Other Non Cash Liability Adjustments** – \$168.7 in total which was \$0.6 million above the Mid-Year Forecast year-to-date due to an increase of \$4.5 million for Other Post Employment Benefit (OPEB) obligation based on updated actuarial estimate, offset by favorable depreciation expense and minimal payments for Environmental Remediation (\$3.8 million). For the month, expenses were \$0.1 lower than the Mid-Year Forecast.

CASH DEFICIT

Cash Deficit through July of \$99.5 million was \$41.5 million favorable to the Mid-Year Forecast primarily due to lower reimbursable/non-reimbursable expenditures noted above and higher reimbursements for capital projects due to catch-up payments from MTA.

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
ACCRUAL STATEMENT OF OPERATIONS by CATEGORY
 July 2012
 (\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
Revenue												
Farebox Revenue	\$52.465	\$51.492	(\$0.974)	(1.9)	\$0.000	\$0.000	\$0.000	-	\$52.465	\$51.492	(\$0.974)	(1.9)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	3.326	4.297	0.971	29.2	0.000	0.000	0.000	-	3.326	4.297	0.971	29.2
Capital & Other Reimbursements:												
MTA	0.000	0.000	0.000	-	10.727	8.533	(2.194)	(20.5)	10.727	8.533	(2.194)	(20.5)
CDOT	0.000	0.000	0.000	-	8.833	6.810	(2.023)	(22.9)	8.833	6.810	(2.023)	(22.9)
Other	0.000	0.000	0.000	-	0.770	0.957	0.187	24.2	0.770	0.957	0.187	24.2
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	20.331	16.300	(4.030)	(19.8)	20.331	16.300	(4.030)	(19.8)
Total Revenue/Receipts	\$55.791	\$55.788	(\$0.002)	(0.0)	\$20.331	\$16.300	(\$4.030)	(19.8)	\$76.121	\$72.089	(\$4.032)	(5.3)
Expenses												
Labor:												
Payroll	\$33.744	\$33.936	(\$0.192)	(0.6)	\$4.370	\$3.713	\$0.657	15.0	\$38.114	\$37.650	\$0.465	1.2
Overtime	4.605	4.946	(0.341)	(7.4)	1.629	1.823	(0.194)	(11.9)	6.234	6.769	(0.535)	(8.6)
Health and Welfare	6.836	6.681	0.155	2.3	1.252	1.132	0.119	9.5	8.088	7.814	0.274	3.4
OPEB Current Payment	1.494	1.683	(0.189)	(12.6)	0.000	0.000	0.000	-	1.494	1.683	(0.189)	(12.6)
Pensions	5.628	5.659	(0.031)	(0.6)	0.805	0.645	0.160	19.9	6.433	6.304	0.129	2.0
Other Fringe Benefits	7.895	7.355	0.539	6.8	1.022	1.039	(0.017)	(1.7)	8.916	8.394	0.523	5.9
Reimbursable Overhead	(4.163)	(3.381)	(0.782)	(18.8)	4.054	3.344	0.710	17.5	(0.110)	(0.037)	(0.073)	(66.3)
Total Labor	\$56.039	\$56.881	(\$0.842)	(1.5)	\$13.131	\$11.697	\$1.435	10.9	\$69.171	\$68.577	\$0.593	0.9
Non-Labor:												
Electric Power	\$6.777	\$6.455	\$0.322	4.8	\$0.000	\$0.032	(\$0.032)	-	\$6.777	\$6.487	\$0.289	4.272
Fuel	2.118	1.947	0.171	8.1	0.000	0.000	(0.000)	-	2.118	1.947	0.171	8.1
Insurance	0.935	0.917	0.019	2.0	0.472	0.320	0.152	32.3	1.408	1.236	0.171	12.2
Claims	0.063	0.023	0.040	63.8	0.000	0.000	0.000	-	0.063	0.023	0.040	63.8
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	7.794	5.927	1.868	24.0	2.582	1.204	1.377	53.3	10.376	7.131	3.245	31.3
Professional Service Contracts	2.261	1.435	0.826	36.6	0.877	0.869	0.008	0.9	3.138	2.304	0.834	26.6
Materials & Supplies	5.762	3.996	1.766	30.6	2.861	2.148	0.713	24.9	8.622	6.144	2.478	28.7
Other Business Expenses	1.575	0.043	1.532	97.3	0.408	0.030	0.378	92.8	1.983	0.073	1.910	96.3
Total Non-Labor	\$27.285	\$20.742	\$6.544	24.0	\$7.199	\$4.604	\$2.595	36.1	\$34.484	\$25.345	\$9.139	26.5
Other Adjustments:												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$83.324	\$77.622	\$5.702	6.8	\$20.331	\$16.300	\$4.030	19.8	\$103.655	\$93.923	\$9.732	9.4
Depreciation	18.432	17.910	0.522	2.8	0.000	0.000	0.000	-	18.432	17.910	0.522	2.8
OPEB Obligation	5.000	5.407	(0.407)	(8.1)	0.000	0.000	0.000	-	5.000	5.407	(0.407)	(8.1)
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses	\$106.756	\$100.940	\$5.816	5.4	\$20.331	\$16.300	\$4.030	19.8	\$127.087	\$117.240	\$9.847	7.7
Net Surplus/(Deficit)	(\$50.965)	(\$45.151)	\$5.814	11.4	\$0.000	\$0.000	\$0.000	-	(\$50.965)	(\$45.151)	\$5.814	11.4
Cash Conversion Adjustments:												
Depreciation	18.432	17.910	(0.522)	(2.8)	0.000	0.000	0.000	-	18.432	17.910	(0.522)	(2.8)
Operating/Capital	(1.292)	(0.782)	0.510	39.5	0.000	0.000	0.000	-	(1.292)	(0.782)	0.510	39.5
Other Cash Adjustments	4.782	2.126	(2.656)	(55.5)	0.000	0.000	0.000	-	4.782	2.126	(2.656)	(55.5)
Total Cash Conversion Adjustments	\$21.921	\$19.254	(\$2.667)	(12.2)	\$0.000	\$0.000	\$0.000	-	\$21.921	\$19.254	(\$2.667)	(12.2)
Net Cash Surplus/(Deficit)	(\$29.044)	(\$25.897)	\$3.147	10.8	\$0.000	\$0.000	\$0.000	-	(\$29.044)	(\$25.897)	\$3.147	10.8

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

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
July Year-To-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$342.972	\$341.224	(\$1.748)	(0.5)	\$0.000	\$0.000	\$0.000	-	\$342.972	\$341.224	(\$1.748)	(0.5)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	27.261	30.126	2.865	10.5	0.000	0.000	0.000	-	27.261	30.126	2.865	10.5
Capital & Other Reimbursements:												
MTA	0.000	0.000	0.000	-	58.058	51.864	(6.195)	(10.7)	58.058	51.864	(6.195)	(10.7)
CDOT	0.000	0.000	0.000	-	46.594	44.421	(2.173)	(4.7)	46.594	44.421	(2.173)	(4.7)
Other	0.000	0.000	0.000	-	5.862	6.622	0.760	13.0	5.862	6.622	0.760	13.0
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	110.515	102.907	(7.607)	(6.9)	110.515	102.907	(7.607)	(6.9)
Total Revenue/Receipts	\$370.233	\$371.350	\$1.117	0.3	\$110.515	\$102.907	(\$7.607)	(6.9)	\$480.748	\$474.257	(\$6.491)	(1.4)
Expenses												
Labor:												
Payroll	\$229.330	\$229.590	(\$0.260)	(0.1)	\$25.956	\$24.134	\$1.822	7.0	\$255.286	\$253.723	\$1.563	0.6
Overtime	29.382	29.293	0.089	0.3	10.263	10.759	(0.496)	(4.8)	39.645	40.052	(0.407)	(1.0)
Health and Welfare	46.133	45.330	0.803	1.7	7.429	7.159	0.270	3.6	53.562	52.490	1.072	2.0
OPEB Current Payment	10.528	10.899	(0.371)	(3.5)	0.000	0.000	0.000	-	10.528	10.899	(0.371)	(3.5)
Pensions	38.287	37.993	0.294	0.8	4.609	4.098	0.510	11.1	42.896	42.091	0.805	1.9
Other Fringe Benefits	52.267	49.739	2.528	4.8	6.456	6.680	(0.223)	(3.5)	58.724	56.419	2.305	3.9
Reimbursable Overhead	(23.287)	(21.222)	(2.065)	(8.9)	22.995	20.681	2.313	10.1	(0.292)	(0.541)	0.249	85.1
Total Labor	\$382.639	\$381.621	\$1.018	0.3	\$77.708	\$73.512	\$4.197	5.4	\$460.348	\$455.133	\$5.215	1.1
Non-Labor:												
Electric Power	\$44.490	\$42.793	\$1.696	3.8	\$0.000	\$0.148	(\$0.148)	-	\$44.490	\$42.942	\$1.548	3.479
Fuel	15.982	16.400	(0.418)	(2.6)	0.000	0.000	(0.000)	-	15.982	16.401	(0.419)	(2.6)
Insurance	6.325	6.186	0.139	2.2	2.685	2.385	0.300	11.2	9.010	8.571	0.440	4.9
Claims	0.180	(0.034)	0.214	*	0.000	0.000	0.000	-	0.180	(0.034)	0.214	*
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	54.259	48.229	6.031	11.1	11.101	11.051	0.051	0.5	65.360	59.279	6.081	9.3
Professional Service Contracts	14.451	12.390	2.061	14.3	6.066	5.152	0.914	15.1	20.517	17.542	2.974	14.5
Materials & Supplies	38.416	35.556	2.859	7.4	11.916	10.054	1.862	15.6	50.331	45.610	4.721	9.4
Other Business Expenses	14.559	10.892	3.667	25.2	1.038	0.605	0.433	41.7	15.596	11.497	4.100	26.3
Total Non-Labor	\$188.661	\$172.412	\$16.249	8.6	\$32.806	\$29.396	\$3.411	10.4	\$221.467	\$201.807	\$19.659	8.9
Other Adjustments												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$571.300	\$554.033	\$17.267	3.0	\$110.515	\$102.907	\$7.607	6.9	\$681.815	\$656.940	\$24.875	3.6
Depreciation	131.569	129.430	2.139	1.6	0.000	0.000	0.000	-	131.569	129.430	2.139	1.6
OPEB Obligation	34.998	39.449	(4.451)	(12.7)	0.000	0.000	0.000	-	34.998	39.449	(4.451)	(12.7)
Environmental Remediation	1.528	(0.150)	1.678	*	0.000	0.000	0.000	-	1.528	(0.150)	1.678	*
Total Expenses	\$739.396	\$722.763	\$16.633	2.2	\$110.515	\$102.907	\$7.607	6.9	\$849.910	\$825.670	\$24.240	2.9
Net Surplus/(Deficit)	(\$369.162)	(\$351.413)	\$17.749	4.8	\$0.000	(\$0.000)	(\$0.000)	-	(\$369.162)	(\$351.413)	\$17.749	4.8
Cash Conversion Adjustments:												
Depreciation	131.569	129.430	(2.139)	(1.6)	0.000	0.000	0.000	-	131.569	129.430	(2.139)	(1.6)
Operating/Capital	(8.473)	(7.037)	1.436	16.9	0.000	0.000	0.000	-	(8.473)	(7.037)	1.436	16.9
Other Cash Adjustments	105.052	129.479	24.426	23.3	0.000	0.000	0.000	-	105.052	129.479	24.426	23.3
Total Cash Conversion Adjustments	\$228.148	\$251.872	\$23.724	10.4	\$0.000	\$0.000	\$0.000	-	\$228.148	\$251.872	\$23.724	10.4
Net Cash Surplus/(Deficit)	(\$141.014)	(\$99.541)	\$41.473	29.4	\$0.000	(\$0.000)	(\$0.000)	-	(\$141.014)	(\$99.541)	\$41.473	29.4

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

MTA METRO-NORTH RAILROAD
ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY
EXPLANATION OF VARIANCE BETWEEN MID-YEAR FORECAST AND ACTUAL RESULTS
JULY FINANCIAL PLAN - 2011 MID-YEAR FORECAST
JULY, 2012
(\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Mid-Year Forecast			Year to Date vs. Mid-Year Forecast		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
OTHER OPERATING REVENUE	Non-Reimb	\$0.971	29.2%	Reflects higher GCT net retail (\$0.6m), advertising (\$0.2m) and higher station rents and concessions (\$0.1m).	\$2.865	10.5%	Primarily reflects higher advertising (\$1.9m) GCT retail revenue (\$0.9m) due to lower tenant service costs.
CAPITAL AND OTHER REIMBURSEMENTS	Reimb	(\$4.030)	(19.8%)	Lower reimbursements reflect scheduling changes in capital project expenditures.	(\$7.607)	(6.9%)	Lower reimbursements reflect scheduling changes in capital project expenditures.
PAYROLL	Reimb	\$0.657	15.0%	Primarily timing differences on the following projects: C-29 Track project, Waterbury Branch Bridge Repairs and Rail Replacement, M-8 Car purchase, NHL Station, Undergrade Bridge, Cos Cob West Substation, and Positive Train Control projects.	\$1.822	7.0%	Reflects timing differences on the C-29 Track program, Mainline Turnouts project and Undergrade Bridge work as well and cost corrections on the East Side Access project.
OVERTIME	Non-Reimb	(\$0.341)	(7.4%)	Reflects weather coverage and station service vacancies.			
	Reimb	(\$0.194)	(11.9%)	Reflects higher than anticipated activity on the Waterbury Branch Rail Replacement and the Danbury Branch Signal System projects.			
HEALTH AND WELFARE	Reimb	\$0.119	9.5%	Reflects lower project activity.			
OPEB CURRENT PAYMENT	Non-Reimb	(\$0.189)	(12.6%)	Reflects additional retirees.			
PENSIONS	Reimb	\$0.160	19.9%	Reflects lower project activity.	\$0.510	11.1%	Reflects lower project activity.
OTHER FRINGE BENEFITS	Non-Reimb	\$0.539	6.8%	Reflects lower employee claims payments (\$0.8 mil) and lower labor costs.			
REIMBURSABLE OVERHEAD	Non-Reimb	(\$0.782)	(18.8%)	Reflects lower capital project activity for: 2011 Cyclical Track Program, CDOT C-29 Track Program, Mainline/High Speed Turnouts, Positive Train Control and Replace Timbers Undergrade Bridges.	(\$2.065)	(8.9%)	Reflects lower capital project activity for: EIS & Engineering (FA Design Support), Mainline/High Speed Turnouts and CDOT C-29 Track Program.
	Reimb	\$0.710	17.5%	Reflects lower project activity noted above.	\$2.313	10.1%	Reflects lower project activity noted above.
ELECTRIC POWER	Reimb	(\$0.032)	NF	Reflects higher project activity.	(\$0.148)	NF	Reflects higher project activity.

MTA METRO-NORTH RAILROAD
ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY
EXPLANATION OF VARIANCE BETWEEN MID-YEAR FORECAST AND ACTUAL RESULTS
JULY FINANCIAL PLAN - 2011 MID-YEAR FORECAST
JULY, 2012
(\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Mid-Year Forecast			Year to Date vs. Mid-Year Forecast		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
FUEL	Non-Reimb	\$0.171	8.1%	Primarily due to lower than expected prices for locomotive diesel fuel offset by higher gasoline and heating fuel prices.			
INSURANCE	Reimb	\$0.152	32.3%	Reflects lower project activity.	\$0.300	11.2%	Reflects lower project activity.
CLAIMS	Non-Reimb	\$0.040	63.8%	Primarily due to lower net claims expenses for the period.	\$0.214	(*)	Primarily due to lower net claims expenses for the period.
MAINTENANCE AND OTHER OPERATING CONTRACTS	Non-Reimb	\$1.868	24.0%	Lower than projected expenditures for rents & utilities (\$0.5m), infrastructure maintenance services (track, signal and building systems and facilities) (\$0.8m), environmental test/hazardous waste removal services (\$0.2m) and M-2 car disposal (\$0.2m).	\$6.031	11.1%	Lower than projected expenditures primarily reflect timing differences for Genesis Locomotive Overhaul (\$1.4m), rents & utilities (\$1.0m), MTA police services (\$1.2m), M-2 car disposal (\$0.5m), vehicle repair and purchases (\$0.8m), and other miscellaneous service costs.
	Reimb	\$1.377	53.3%	Reflects lower activity on the West Haven Station project and scheduling differences on the Cos Cob West Substation project, partially offset by unanticipated lead and asbestos abatement work on several projects.			
PROFESSIONAL SERVICE CONTRACTS	Non-Reimb	\$0.826	36.6%	Favorable variance reflects timing differences in expenditures for IT services (\$0.3m), bridge inspections (\$0.2m), market research (\$0.1m), legal fees and other services.	\$2.061	14.3%	Favorable variance reflects lower costs in outside audit services (\$0.5m), medical services (\$0.4m), IT hardware/software/mtce/consulting services (\$0.4m), legal expenses (\$0.3m), and bridge inspection services (\$0.3m).
	Reimb				\$0.914	15.1%	Reflects classification of expenditures for the Radio Frequency Rebidding project to the material & supplies category and lower activity on the M-8 Replacement.
MATERIAL AND SUPPLIES	Non-Reimb	\$1.766	30.6%	Primarily due to lower rolling stock parts & supplies usage.	\$2.859	7.4%	Primarily due to lower rolling stock parts & supplies usage, and timing differences in seat replacements.
	Reimb	\$0.713	24.9%	Reflects lower activity on the West Haven Station project.	\$1.862	15.6%	Reflects scheduling differences in the C-29 Track program and the Radio Base Station Replacement projects.

MTA METRO-NORTH RAILROAD
 ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY
 EXPLANATION OF VARIANCE BETWEEN MID-YEAR FORECAST AND ACTUAL RESULTS
 JULY FINANCIAL PLAN - 2011 MID-YEAR FORECAST
 JULY, 2012
 (\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Mid-Year Forecast			Year to Date vs. Mid-Year Forecast		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
OTHER BUSINESS EXPENSES	Non-Reimb	\$1.532	97.3%	Favorable variance primarily due to final reconciliation of 2011 expenses relating to Tropical Storm Irene.	\$3.667	25.2%	Favorable variance primarily due to final reconciliation of 2011 expenses relating to Tropical Storm Irene.
	Reimb	\$0.378	92.8%	Reflects timing differences on the PBX Equipment Upgrade and Positive Train Control projects.	\$0.433	41.7%	Reflects timing differences in the Positive Train Control project.
OTHER POST EMPLOYMENT BENEFITS	Non-Reimb	(\$0.407)	(8.1%)	Reflects updated actuarial analysis for the annual required contribution.	(\$4.451)	(12.7%)	Reflects updated actuarial analysis for the annual required contribution.
ENVIRONMENTAL REMEDIATION	Non-Reimb				\$1.678	(*)	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	\$0.510	39.5%	Reflects lower activity on the Vertical Lift Systems (3) for Harmon Shop, Snowmelter Cabinets, Repair Boring Machines - Harmon Shop, and Replace DC Substation Signal House Roofs projects, partially offset by higher than projected activity on the Harmon Material Distribution Center Roof Replacement project.	\$1.436	16.9%	Reflects lower activity on the Replacement DC Substation Signal House Roofs, Vertical Lift Systems (3) for Harmon Shop, Snowmelter Cabinets, and Repair Boring Machines - Harmon Shop projects, partially offset by higher than projected activity on the Harmon Material Distribution Center Roof Replacement project.

* Variance exceeds 100%.

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
CASH RECEIPTS AND EXPENDITURES
(\$ in millions)

SCHEDULE III

	July 2012				Year-to-Date			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Receipts	\$53.124	\$52.046	(\$1.078)	(2.0)	\$346.928	\$344.613	(\$2.315)	(0.7)
Toll Receipts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Receipts	5.328	6.215	0.887	16.6	46.472	48.972	2.500	5.4
Capital & Other Reimbursements:								
MTA	6.033	7.535	1.502	24.9	89.264	91.931	2.667	3.0
CDOT	8.704	0.000	(8.704)	(100.0)	66.437	64.963	(1.474)	(2.2)
Other	0.753	1.222	0.469	62.3	9.284	11.984	2.700	29.1
Total Capital and Other Reimbursements	15.490	8.757	(6.733)	(43.5)	164.985	168.878	3.893	2.4
Total Receipts	\$73.942	\$67.018	(\$6.924)	(9.4)	\$558.385	\$562.463	\$4.078	0.7
Expenditures								
Labor:								
Payroll	\$34.579	\$33.769	\$0.810	2.3	\$254.245	\$248.828	\$5.417	2.1
Overtime	5.933	5.957	(0.024)	(0.4)	40.299	39.615	0.684	1.7
Health and Welfare	8.033	2.476	5.557	69.2	61.641	57.776	3.865	6.3
OPEB Current Payment	1.627	1.704	(0.077)	(4.7)	11.357	11.407	(0.050)	(0.4)
Pensions	5.822	5.808	0.014	0.2	25.820	25.768	0.052	0.2
Other Fringe Benefits	9.669	7.996	1.673	17.3	63.010	58.715	4.295	6.8
GASB Account	0.729	0.729	0.000	0.0	5.103	5.103	0.000	0.0
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor	\$66.392	\$58.439	\$7.953	12.0	\$461.475	\$447.212	\$14.263	3.1
Non-Labor:								
Electric Power	\$7.414	\$7.569	(\$0.155)	(2.1)	\$42.990	\$40.512	\$2.478	5.8
Fuel	2.618	1.785	0.833	31.8	14.364	12.379	1.985	13.8
Insurance	0.025	0.371	(0.346)	*	8.931	7.848	1.083	12.1
Claims	0.053	0.072	(0.019)	(35.8)	0.355	0.348	0.007	2.0
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	9.873	5.627	4.246	43.0	69.231	57.556	11.675	16.9
Professional Service Contracts	3.041	2.743	0.298	9.8	19.396	16.213	3.183	16.4
Materials & Supplies	9.167	9.075	0.092	1.0	55.205	51.966	3.239	5.9
Other Business Expenditures	4.403	7.234	(2.831)	(64.3)	27.452	27.970	(0.518)	(1.9)
Total Non-Labor	\$36.594	\$34.476	\$2.118	5.8	\$237.924	\$214.792	\$23.132	9.7
Other Adjustments:								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Post Employment Benefits	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$102.986	\$92.915	\$10.071	9.8	\$699.399	\$662.004	\$37.395	5.3
Net Cash Deficit (excludes Opening Cash Balance)	(\$29.044)	(\$25.897)	\$3.147	10.8	(\$141.014)	(\$99.541)	\$41.473	29.4
Subsidies								
MTA	23.792	20.256	(3.536)	(14.9)	85.585	55.116	(30.449)	(35.6)
CDOT	5.252	0.000	(5.252)	(100.0)	46.863	41.481	(5.382)	(11.5)
Total Subsidies	\$29.044	\$20.256	(\$8.788)	(30.3)	\$132.428	\$96.597	(\$35.831)	(27.1)
Cash Timing and Availability Adjustment	\$0.000	(\$0.696)	(\$0.696)	-	\$8.586	2.944	(\$5.642)	(65.7)

-- Results are preliminary and subject to audit review.

-- Differences are due to rounding.

* Variance exceeds 100%.

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

Generic Receipt or Expense Category	July, 2012			Year-To-Date as of July 31, 2012		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
OTHER REVENUE	0.887	16.6%	Higher net GCT retail revenues due to payment timing of GCT retail expenses, as well as higher advertising revenues.	2.500	5.4%	Higher net GCT revenues due to payment timing of GCT retail expenses, as well as higher advertising receipts, partially offset by receipt timing difference for Amtrak reimbursements, and parking revenues.
CAPITAL AND OTHER REIMBURSEMENTS:						
MTA	1.502	24.9%	Primarily due to receipt timing difference.	2.667	3.0%	Payment of prior period bills, partially offset by lower project activity.
CDOT	(8.704)	(100.0%)	Receipt timing difference (July activity advance paid in June)			
OTHER	0.469	62.3%	Receipt timing difference.	2.700	29.1%	Receipt timing difference.
HEALTH AND WELFARE	5.557	69.2%	Timing difference in payments for NYSHIP premiums.	3.865	6.3%	Timing difference in payments for NYSHIP premiums.
OTHER FRINGE BENEFITS	1.673	17.3%	Primarily lower employee claim payments, and lower railroad retirement tax payments as a result of lower payroll costs.	4.295	6.8%	Lower employee claim payments, and lower railroad retirement tax payments as a result of lower payroll costs.
ELECTRIC POWER				2.478	5.8%	Primarily due to lower usage on the Harlem & Hudson Line, as well as payment timing differences for Traction and Non-Traction Power.
FUEL	0.833	31.8%	Payment timing differences, as well as lower prices on the Harlem & Hudson Line, partially offset by higher Non-Revenue Fuel costs.	1.985	13.8%	Payment timing differences for NHL fuel, as well as lower consumption, partially offset by higher price and higher Non-Revenue Fuel costs.
INSURANCE	(0.346)	*	Payment timing difference for excess liability and automobile insurance.	1.083	12.1%	Primarily due to timing difference in premium payment for all agency property insurance.
CLAIMS	(0.019)	(35.8%)	Nothing material to report.			

* Variance exceeds 100%

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

Generic Receipt or Expense Category	July, 2012			Year-To-Date as of July 31, 2012		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
MAINTENANCE & OTHER OPERATING CONTRACTS	4.246	43.0%	Payment timing difference for capital related projects, weed control & clearing, telephone, and other various contractual services, partially offset by higher payments for steam utility, revenue vehicle maintenance, and Hudson Rail Link and ferry services.	11.675	16.9%	Payment timing difference for NHL Police services, capital related projects, vehicle maintenance, real estate management services and other occupancy expenses, as well as other maintenance services.
PROFESSIONAL SERVICE CONTRACTS	0.298	9.8%	Payment timing difference for capital engineering services (Mainline/High Speed Turnouts, Radio Frequency Rebanding), and other miscellaneous services, partially offset by higher payments for data center charges and medical services.	3.183	16.4%	Timing difference for capital engineering services (Mainline/High Speed Turnouts, M8 Specifications, Radio Frequency Rebanding and other), outside audit, New Haven Line BSC charges, medical services, and advertising charges, partially offset by higher payments for data center charges.
MATERIALS & SUPPLIES				3.239	5.9%	Lower material purchases for truck/suspension, power and propulsion, as well as timing in material purchases for capital projects (fiber optic cables, snow melter cabinets, NHL bridge timbers, and various other).
OTHER BUSINESS EXPENSES	(2.831)	(64.3%)	Primarily due to payment timing for NJT subsidy.			
MTA SUBSIDY RECEIPTS	(3.536)	(14.9%)	Lower subsidy draw due to lower net cash deficit as well as the change in the available bank balance, partially offset by lower CDOT subsidy payments (timing).	(30.449)	(35.6%)	Lower subsidy draw due to lower net cash deficit, partially offset by the change in the available bank balance and lower CDOT subsidy payments (timing).
CDOT SUBSIDY RECEIPTS	(5.252)	(100.0%)	Payment timing difference	(5.382)	(11.5%)	Primarily timing difference
TOTAL SUBSIDY RECEIPTS	(8.788)	(30.3%)		(35.831)	(27.1%)	

* Variance exceeds 100%

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
CASH CONVERSION (CASH FLOW ADJUSTMENT)
(\$ in millions)

	July 2012				Year-to-Date			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$0.659	\$0.554	(\$0.104)	(15.9)	\$3.956	\$3.389	(\$0.567)	(14.3)
Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	2.002	1.918	(0.084)	(4.2)	19.211	18.846	(0.365)	(1.9)
Capital & Other Reimbursements:								
MTA	(4.694)	(0.998)	3.696	78.7	31.206	40.067	8.862	28.4
CDOT	(0.129)	(6.810)	(6.681)	*	19.843	20.542	0.699	3.5
Other	(0.017)	0.265	0.282	*	3.422	5.362	1.940	56.7
Total Capital and Other Reimbursements	(4.841)	(7.543)	(2.703)	(55.8)	54.470	65.971	11.500	21.1
Total Revenue/Receipts	(\$2.179)	(\$5.071)	(\$2.892)	*	\$77.637	\$88.206	\$10.569	13.6
Expenditures								
Labor								
Payroll	\$3.535	\$3.881	\$0.345	9.8	\$1.041	\$4.895	\$3.854	*
Overtime	0.301	0.812	0.511	*	(0.654)	0.437	1.091	*
Health and Welfare	0.056	5.338	5.282	*	(8.079)	(5.286)	2.793	34.6
OPEB Current Payment	(0.133)	(0.021)	0.000	*	(0.829)	(0.508)	0.321	38.7
Pensions	0.611	0.496	(0.115)	(18.8)	17.076	16.323	(0.753)	(4.4)
Other Fringe Benefits	(0.753)	0.398	1.150	*	(4.286)	(2.296)	1.990	46.4
GASB Account	(0.729)	(0.729)	0.000	0.0	(5.103)	(5.103)	0.000	0.0
Reimbursable Overhead	(0.110)	(0.037)	0.073	66.3	(0.292)	(0.541)	(0.249)	(85.1)
Total Labor	\$2.779	\$10.138	\$7.360	*	(\$1.127)	\$7.921	\$9.048	*
Non-Labor								
Electric Power	(\$0.637)	(\$1.082)	(\$0.444)	(69.8)	\$1.500	\$2.430	\$0.930	62.0
Fuel	(0.500)	0.162	0.662	*	1.618	4.022	2.404	*
Insurance	1.383	0.885	(0.517)	(37.4)	0.079	0.723	0.643	*
Claims	0.010	(0.049)	(0.059)	*	(0.175)	(0.382)	(0.207)	*
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	0.503	1.504	1.001	*	(3.871)	1.723	5.594	*
Professional Service Contracts	0.097	(0.439)	(0.536)	*	1.121	1.329	0.209	18.6
Materials & Supplies	(0.545)	(2.931)	(2.386)	*	(4.874)	(6.356)	(1.482)	(30.4)
Other Business Expenses	(2.420)	(7.161)	(4.741)	*	(11.856)	(16.473)	(4.618)	(39.0)
Total Non-Labor	(\$2.110)	(\$8.131)	(\$7.021)	*	(\$16.457)	(\$12.985)	\$3.473	21.1
Other Adjustments:								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures Adjustments before Non-Cash Liability Adj.	\$0.669	\$1.008	\$0.339	50.7	(\$17.584)	(\$5.064)	\$12.520	71.2
Depreciation	18.432	17.910	(0.522)	(2.8)	131.569	129.430	(2.139)	(1.6)
OPEB Obligation	5.000	5.407	0.407	(8.1)	34.998	39.449	4.451	(12.7)
Environmental Remediation	0.000	0.000	0.000	-	1.528	(0.150)	(1.678)	*
Total Expenditures Adjustments	\$24.101	\$24.325	\$0.224	0.9	\$150.511	\$163.666	\$13.155	8.7
Total Cash Conversion Adjustments	\$21.921	\$19.254	(\$2.667)	(12.2)	\$228.148	\$251.872	\$23.724	10.4

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

MTA METRO-NORTH RAILROAD
2012 July Financial Plan
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

NON-REIMBURSABLE OVERTIME	July						July Year-to-Date					
	Forecast		Actuals		Var. - Fav./(Unfav)		Forecast		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
<u>Scheduled Service</u> ¹	40,906	\$2.1	41,933	\$2.2	(1,027)	(\$0.0)	267,761	\$14.3	277,271	\$14.5	(9,510)	(\$0.2)
					-2.5%	-1.3%					-3.6%	-1.5%
<u>Unscheduled Service</u>	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0
					-	-					-	-
<u>Programmatic/Routine Maintenance</u>	21,355	\$0.9	18,641	\$0.9	2,714	\$0.1	133,070	\$5.8	101,970	\$4.8	31,100	\$1.0
					12.7%	6.0%					23.4%	17.3%
<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> ²	22,961	\$1.0	19,292	\$0.9	3,669	\$0.1	120,610	\$5.3	116,032	\$5.1	4,578	\$0.1
					16.0%	14.6%					3.8%	2.7%
<u>Weather Emergencies</u>	8,378	\$0.4	9,767	\$0.5	(1,389)	(\$0.1)	72,264	\$3.3	76,820	\$3.7	(4,556)	(\$0.4)
					-16.6%	-21.9%					-6.3%	-10.7%
<u>Safety/Security/Law Enforcement</u> ³	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0
					-	-					-	-
<u>Other</u> ⁴	3,045	\$0.1	12,268	\$0.6	(9,223)	(\$0.4)	17,490	\$0.7	26,763	\$1.2	(9,274)	(\$0.5)
					-	-					-53.0%	-66.4%
Subtotal	96,646	\$4.6	101,901	\$4.9	(5,256)	(\$0.3)	611,195	\$29.4	598,856	\$29.3	12,339	\$0.1
					-5.4%	-7.4%					2.0%	0.3%
REIMBURSABLE OVERTIME	30,704	\$1.6	38,114	\$1.8	(7,410)	(\$0.2)	198,235	\$10.3	216,082	\$10.8	(17,847)	(\$0.5)
					-24.1%	-11.9%					-9.0%	-4.8%
TOTAL OVERTIME	127,349	\$6.2	140,015	\$6.8	(12,665)	(\$0.5)	809,430	\$39.6	814,938	\$40.1	(5,508)	(\$0.4)
					-9.9%	-8.6%					-0.7%	-1.0%

Totals may not add due to rounding.

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

* Exceeds 100%

¹ Includes Service Delay and Tour Length related overtime.

² Excludes T&E crew coverage (included in Direct Service category)

³ Not Applicable

⁴ 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 July Financial Plan
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	July			July Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u> ¹	(1,027)	(\$0.0)		(9,510)	(\$0.2)	Additional coverage for train service vacancies to meet revenue collection requirements, offset by reduced overtime by train dispatchers and coach cleaners in June.
	-2.5%	-1.3%		-3.6%	-1.5%	
<u>Unscheduled Service</u>	0	\$0.0		0	\$0.0	
	-	-		-	-	
<u>Programmatic/Routine Maintenance</u>	2,714	\$0.1	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 and a change in maintenance cycle for older NHL car fleet). Also, fewer right-of-way maintenance needs led to favorable results.	31,100	\$1.0	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.
	12.7%	6.0%		23.4%	17.3%	
<u>Unscheduled Maintenance</u>	0	\$0.0		0	\$0.0	
	-	-		-	-	
<u>Vacancy/Absentee Coverage</u> ²	3,669	\$0.1	Reflects positive results from Mechanical Department's vacation smoothing program.	4,578	\$0.1	Reflects positive results from Mechanical Department's vacation smoothing program.
	16.0%	14.6%		3.8%	2.7%	
<u>Weather Emergencies</u>	(1,389)	(\$0.1)	Rainstorm and heat coverage (protect service). Emergency response to wire damage on the New Canaan branch line, and emergency work on the Harmon substation.	(4,556)	(\$0.4)	Rainstorm coverage in June and July. Emergency response for fallen trees on the upper Harlem and Hudson lines, emergency response to wire damage on the New Canaan branch line, and emergency work on the Harmon substation.
	-16.6%	-21.9%		-6.3%	-10.7%	
<u>Safety/Security/Law Enforcement</u> ³	0	\$0.0		0	\$0.0	
	-	-		-	-	
<u>Other</u> ⁴	(9,223)	(\$0.4)	Reflects timing differences related to payroll and calendar cutoff dates.	(9,274)	(\$0.5)	Higher overtime due to station service vacancies. Also reflects timing differences related to payroll and calendar cutoff dates.
	-	-		-53.0%	-66.4%	
Subtotal	(5,256)	(\$0.3)		12,339	\$0.1	
	-5.4%	-7.4%		2.0%	0.3%	
REIMBURSABLE OVERTIME	(7,410)	(\$0.2)	Higher activity on the Waterbury branch line rail replacement project and on the Danbury branch line signal system project.	(17,847)	(\$0.5)	Primarily due to higher activity on the East Side Access project due to track availability constraints.
	-24.1%	-11.9%		-9.0%	-4.8%	
TOTAL OVERTIME	(12,665)	(\$0.5)		(5,508)	(\$0.4)	

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

* Exceeds 100%

¹ Includes Service Delay and Tour Length related overtime.

² Excludes T&E crew coverage (included in Direct Service category)

³ Not Applicable

⁴ 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

<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 METRO-NORTH RAILROAD
2012 MID YEAR FORECAST VS. ACTUALS
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
July 31, 2012

<u>Department</u>	<u>2012 Mid Year Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>
Administration			
President	3	3	-
Labor Relations	9	8	1
Safety	18	16	2
COS/Corporate & Public Affairs	16	14	2
Legal	17	16	1
Claims Services	13	13	0
Environmental Compliance & Svce	7	7	-
VP Administration	3	3	-
VP Human Resources	4	2	2
Human Resources	24	26	(2)
Training	49	43	6
Employee Relations & Diversity	4	3	1
VP Planning	2	2	-
Operations Planning & Analysis	16	16	0
Capital Planning & Programming	10	12	(2)
Business Development, Facilities & Mktg (4)	21	21	-
Long Range Planning	7	7	-
VP Finance & Information Systems	2	1	1
Controller	75	80	(5)
Information Technology & Project Mgmt	89	88	1
Budget	14	15	(1)
Customer Service (2) (3)	40	43	(3)
Procurement & Material Mgmt (5)	33	37	(4)
Total Administration	476	476	0
Operations			
Operations Administration	49	50	(1)
Operations Services	1,725	1,697	28
Customer Service (2) (3)	225	225	0
Business Development, Facilities & Mktg (4)	38	36	2
Metro-North West	27	25	2
Total Operations	2,064	2,033	31
Maintenance			
GCT	360	358	2
Maintenance of Equipment	1,270	1,241	29
Maintenance of Way	1,646	1,595	51
Procurement & Material Mgmt (5)	118	115	3
Total Maintenance	3,394	3,309	85
Engineering/Capital			
Construction Management	36	33	3
Engineering & Design	54	55	(1)
Total Engineering/Capital	90	88	2
Total Positions	6,024	5,906	118
Non-Reimbursable	5,369	5,357	12
Reimbursable	655	549	106
Total Full-Time	6,023	5,905	118
Total Full-Time-Equivalents (of part-time positions)	1	1	-

(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 MID YEAR FORECAST VS. ACTUALS
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
July 31, 2012

FUNCTION/OCCUPATION	2012 Mid Year Forecast	Actual	Favorable (Unfavorable) Variance
Administration (1)			
Managers/Supervisors	51	60	(9)
Professional, Technical, Clerical	425	416	9
Operational Hourlies	-	-	-
Total Administration	476	476	-
Operations (1)			
Managers/Supervisors	29	27	2
Professional, Technical, Clerical	475	457	18
Operational Hourlies	1,560	1,549	11
Total Operations	2,064	2,033	31
Maintenance (1)			
Managers/Supervisors	56	46	10
Professional, Technical, Clerical	1,003	970	33
Operational Hourlies	2,335	2,293	42
Total Maintenance	3,394	3,309	85
Engineering/Capital			
Managers/Supervisors	27	26	1
Professional, Technical, Clerical	63	62	1
Operational Hourlies	-	-	-
Total Engineering/Capital	90	88	2
Public Safety			
Managers/Supervisors	-	-	-
Professional, Technical, Clerical	-	-	-
Operational Hourlies	-	-	-
Total Public Safety	-	-	-
Total Positions			
Managers/Supervisors	163	159	4
Professional, Technical, Clerical	1,966	1,905	61
Operational Hourlies	3,895	3,842	53
Total Positions	6,024	5,906	118

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 MID YEAR FORECAST VS. ACTUALS
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
July 31, 2012

<u>Agency-wide (Non-Reimbursable and Reimbursable)</u>	<u>2012 Mid-Year Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
<i>Functional Classification:</i>				
Operations (1)	2,064	2,033	31	Reflects vacancies in operation services staffing (RTCs, Operations Managers, Car Cleaners, and T&E positions)
Maintenance (1)	3,394	3,309	85	Reflects vacancies in Maintenance of Way positions (trackmen, vehicle & machine operators, signalman and maintainers, electricians, and building maintenance forces) and Maintenance of Equipment carmen and electricians.
Administration (1)	476	476	-	
Engineering / Capital	90	88	2	
Total Agency-wide Headcount	6,024	5,906	118	
Non-Reimbursable	5,348	5,357	(9)	
Reimbursable	676	549	127	

Notes

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

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
UTILIZATION
(in millions)

	Month of July		Variance Fav (Unfav)		Year-to-Date July		Variance Fav (Unfav)	
	Forecast	Actual	Amount	%	Forecast	Actual	Amount	%
<u>Farebox Revenue</u>								
Harlem Line	\$15.321	\$15.166	(\$0.155)	-1.0	\$101.968	\$101.853	(\$0.115)	-0.1
Hudson Line	\$11.379	\$11.291	(\$0.088)	-0.8	\$74.162	\$74.080	(\$0.082)	-0.1
New Haven Line	\$25.718	\$24.970	(\$0.748)	-2.9	\$166.502	\$164.940	(\$1.562)	-0.9
Total Farebox Revenue	\$52.418	\$51.427 ⁽¹⁾	(\$0.991)	-1.9	\$342.632	\$340.873 ⁽¹⁾	(\$1.759)	-0.5
<u>Ridership</u>								
Harlem Line	2.299	2.274	(0.025)	-1.1	15.706	15.671	(0.035)	-0.2
Hudson Line	1.416	1.401	(0.015)	-1.1	9.333	9.303	(0.030)	-0.3
New Haven Line	3.511	3.388	(0.123)	-3.5	23.077	22.804	(0.273)	-1.2
Total Ridership East of Hudson	7.226	7.063	(0.163)	-2.3	48.116	47.778	(0.338)	-0.7
West of Hudson	0.158	0.151	(0.007)	-4.1	1.017	1.000	(0.017)	-1.7
Total Ridership	7.384	7.214	(0.170)	-2.3	49.133	48.778	(0.355)	-0.7

(1) Excludes West of Hudson Mail & Ride revenue totaling \$0.046 million for the month and \$0.331 million year-to-date.

East of Hudson:

Through July, East of Hudson ridership year-to-date ridership was 47.8 million, 0.7% lower than the Mid-Year Forecast, but 3.1% higher than 2011. For the month ridership of 7.1 million was 2.3% lower than the Mid-Year Forecast and 0.7% higher than July 2011.

Commutation ridership was 0.4% lower year-to-date and 0.9% lower for the month vs. the Mid-Year Forecast. Compared to 2011, July year-to-date commutation ridership was 2.0% higher. Non-commutation ridership was 1.2% below the forecast year-to-date, but 4.6% higher than 2011. For the month, non-commutation ridership was 3.9% lower than forecast but 0.2% better than 2011.

West of Hudson:

West of Hudson ridership was 4.1% lower for the month and 1.7% lower year-to-date versus the 2012 Mid-Year Forecast 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
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
MONTHLY PERFORMANCE INDICATORS *
JULY 2012

	MONTH			VARIANCE	
	2012	FORECAST	2011	FORECAST	2011
Farebox Operating Ratio					
Standard ⁽¹⁾	68.2%	64.4%	68.8%	3.8%	-0.6%
Adjusted ⁽²⁾	75.8%	70.1%	76.5%	5.7%	-0.7%
Cost per Passenger					
Standard ⁽¹⁾	\$10.81	\$11.41	\$10.75	\$0.60	(\$0.06)
Adjusted ⁽²⁾	\$10.62	\$11.24	\$10.58	\$0.62	(\$0.04)
Passenger Revenue/Passenger ⁽³⁾	\$7.37	\$7.34	\$7.40	\$0.03	(\$0.03)
	YEAR-TO-DATE			VARIANCE	
	2012	FORECAST	2011	FORECAST	2011
Farebox Operating Ratio					
Standard ⁽¹⁾	63.2%	61.6%	60.9%	1.6%	2.3%
Adjusted ⁽²⁾	70.4%	68.1%	68.4%	2.3%	2.0%
Cost per Passenger					
Standard ⁽¹⁾	\$11.44	\$11.71	\$11.74	\$0.27	\$0.30
Adjusted ⁽²⁾	\$11.26	\$11.54	\$11.62	\$0.28	\$0.36
Passenger Revenue/Passenger ⁽³⁾	\$7.23	\$7.21	\$7.15	\$0.02	\$0.08

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

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

(3) Includes Bar Car Services.

* Includes East and West of Hudson revenues and expenses.

MTA METRO-NORTH RAILROAD

FINANCIAL STATEMENTS

MONTH ENDED: JUNE 2012

OFFICE OF VICE PRESIDENT OF FINANCE & INFORMATION SYSTEMS

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

Overall June year-to-date financial results were favorable vs. the Mid-Year Forecast. Total operating revenue was 0.4% higher due to lower GCT retail tenant service costs and higher advertising revenue from GCT digital displays. Operating expenses were 1.7% lower than the Mid-Year Forecast primarily due to timing in non-payroll service expenditures, vacancies, and lower overtime and material usage requirements. Capital program expenditures (and reimbursements) were \$3.6 million lower than the Mid-Year Forecast also due to timing differences and the rescheduling of project activity. These favorable results, significantly reduced Metro-North subsidy requirements from the MTA and CDOT.

Ridership

Total ridership was 7.3 million for June and 41.6 million year-to-date which was a 3.2% increase over the same period in 2011.

East of Hudson

- Month of June ridership of 7.1 million was 1.3% lower than the Mid-Year Forecast and 1.7% higher than 2011.
- June year-to-date ridership was 40.7 million, or 0.4% lower than the Mid-Year Forecast and 3.5% above last year.
- Commutation ridership was 1.0% lower than the Mid-Year Forecast for the month, and 0.3% lower year-to-date. Compared to 2011, year-to-date commutation ridership was 2.1% higher.
- Non-commutation ridership for June was 1.7% lower than the Mid-Year Forecast and 2.7% over last year; year-to-date was 0.6% lower than the Mid-Year Forecast and 5.5% higher than 2011.

West of Hudson

- June year-to-date ridership was 1.2% lower than the Mid-Year Forecast.

Revenue and Reimbursements

- Total Revenue and Reimbursements of \$402.2 million through June was \$2.5 million, or 0.6% lower than the Mid-Year Forecast.
- Fare Box Revenue of \$289.7 million was \$0.8 million lower than the Mid-Year Forecast due to lower ridership.
- Other Operating Revenue of \$25.8 million was \$1.9 million above the Mid-Year Forecast due to lower GCT retail tenant services and higher advertising revenue from GCT digital displays.
- Capital and Other Reimbursements of \$86.6 million was \$3.6 million lower than the Mid-Year Forecast due to timing differences in project scheduling (CDOT Track Program, East Side Access work, replacement of Main Line High Speed Turnouts and Undergrade Bridges Timbers).

Expenses

- Total non-reimbursable and reimbursable expenses of \$708.4 million through June were \$14.4 million lower than the Mid-Year Forecast. Most of this was due to a combination of timing differences and lower costs for Non-Payroll expenditures (\$10.5 million) for material (timing of capital expenditures and lower operating costs), contract services, and electric power costs (lower prices and consumption).
- Total Labor costs (operating and capital) were \$4.6 million (1.2%) below the Mid-Year Forecast primarily due to vacancies, lower overtime requirements, 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 69.5% for June year-to-date was 1.8 percentage points better than the Mid-Year Forecast primarily due to lower expenses.
- Adjusted Cost per Passenger of \$11.37 for the period was \$0.22 lower than the Mid-Year Forecast due to lower expenses.
- Revenue per Passenger of \$7.20 for the period was \$0.01 higher than the Mid-Year Forecast.

**MTA METRO-NORTH RAILROAD
JUNE 2012 FINANCIAL REPORT
YEAR-TO-DATE ACTUAL VERSUS MID-YEAR FORECAST**

REVENUE

Total Revenue – June Year-to-Date results \$402.2 million were \$2.5 million (0.6%) lower than the Mid-Year Forecast.

- **Farebox Revenue** – of \$289.7 million Year-to-Date was \$0.8 million (0.3%) lower than the Mid-Year Forecast through June due to lower commutation and non-commutation ridership (primarily on the New Haven Line). For the month, farebox revenue was \$0.5 million (0.9%) lower than the Mid-Year Forecast.
- **Other Operating Revenue** – June year-to-date total of \$25.8 million was \$1.9 million (7.9%) higher than the Mid-Year Forecast, and \$0.8 million (20.9%) ahead of the Mid-Year Forecast for the month. This was due to lower expenditures on tenant services and higher advertising revenue from GCT digital displays.
- **Capital and Other Reimbursements** – Timing and scheduling changes versus Mid-Year Forecast resulted in year-to-date reimbursements being lower than the Mid-Year Forecast by \$3.6 million. Most of this was attributable to the following capital projects: CDOT C-29 Track Program, East Side Access work, and replacement of Main Line High Speed Turnouts and Undergrade Bridge Timbers. For the month, Capital and Other Reimbursements were \$4.6 million lower than the Mid-Year Forecast.

EXPENSES

Total Expenses – Year-to-date non-reimbursable and reimbursable expense of \$708.4 million were \$14.4 million lower than the Mid-Year Forecast due primarily to vacancies, timing differences and savings in non-payroll expenses for material usage, contract services (timing in expenditures for locomotive overhauls and MTA Police services), and electric power costs. For the month, total expenses were \$7.5 million or 6.0% lower than the Mid-Year Forecast.

- **Labor Expense** (including fringe and overhead recoveries) was \$386.6 million, \$4.6 million (1.2%) lower than YTD Mid-Year Forecast and \$3.8 million lower for the month primarily due to position vacancies and associated cost savings in health and welfare, pensions and retirement taxes. Lower employee claims also contributed to the favorable variance.
- **Non-Labor Expenses**
Total non-labor expenses were \$176.5 million, \$10.5 million lower than the Mid-Year Forecast year-to-date, and \$7.8 million lower than the Mid-Year Forecast for the month.
 - **Electric Power** – \$1.3 million lower year-to-date and \$1.1 million lower for the month compared to the Mid-Year Forecast due to lower prices and consumption levels.
 - **Maintenance & Other Operating Contracts** – year-to-date expenses were \$52.1 million, \$2.8 million lower than the Mid-Year Forecast primarily due to rescheduled Genesis locomotive overhaul costs and lower MTA Police Services and utilities expense.
 - **Professional Services** – \$15.2 million year-to-date expense was \$2.1 million lower vs. the Mid-Year Forecast mainly due to timing differences in reimbursable capital project activity (Ferry Services, Danbury Branch Signal System and Cos Cob Substation) and lower outside audit services, medical services and legal fees. For the month, expenses were \$0.9 million lower than the Mid-Year Forecast.
 - **Materials & Supplies** – \$39.5 million year-to-date expenses were \$2.2 million below the Mid-Year Forecast due to timing differences in reimbursable project activity (\$1.1 million primarily due to CDOT C-29 Track Program) and lower use of rolling stock parts & supplies.
 - **Other Business Expenses** – \$11.4 million, \$2.2 million lower than the Mid-Year Forecast due primarily to lower NJ Transit Subsidy Payments (lower than estimated costs for 2011 services).
 - **Depreciation and Other Non Cash Liability Adjustments** – \$145.4 million in total which was \$0.7 million above the Mid-Year Forecast year-to-date and \$4.1 million higher for the month due to updated actuary estimates for OPEB obligation.

CASH DEFICIT

Cash Deficit through June of \$73.4 million was \$38.3 million favorable to the Mid-Year Forecast primarily due to lower reimbursable/non-reimbursable expenditures noted above and higher reimbursements for capital projects.

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
June 2012
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$51.922	\$51.444	(\$0.478)	(0.9)	\$0.000	\$0.000	\$0.000	-	\$51.922	\$51.444	(\$0.478)	(0.9)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	3.739	4.522	0.783	20.9	0.000	0.000	0.000	-	3.739	4.522	0.783	20.9
Capital & Other Reimbursements:												
MTA	0.000	0.000	0.000	-	10.169	5.795	(4.374)	(43.0)	10.169	5.795	(4.374)	(43.0)
CDOT	0.000	0.000	0.000	-	8.386	8.374	(0.012)	(0.1)	8.386	8.374	(0.012)	(0.1)
Other	0.000	0.000	0.000	-	0.717	0.515	(0.202)	(28.2)	0.717	0.515	(0.202)	(28.2)
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	19.272	14.684	(4.587)	(23.8)	19.272	14.684	(4.587)	(23.8)
Total Revenue/Receipts	\$55.661	\$55.966	\$0.305	0.5	\$19.272	\$14.684	(\$4.587)	(23.8)	\$74.933	\$70.650	(\$4.283)	(5.7)
Expenses												
Labor:												
Payroll	\$31.530	\$31.517	\$0.013	0.0	\$4.355	\$3.278	\$1.077	24.7	\$35.885	\$34.795	\$1.091	3.0
Overtime	4.288	3.927	0.361	8.4	1.870	1.577	0.294	15.7	6.159	5.503	0.655	10.6
Health and Welfare	6.382	6.088	0.294	4.6	1.293	0.993	0.299	23.2	7.675	7.081	0.593	7.7
OPEB Current Payment	1.494	1.600	(0.106)	(7.1)	0.000	0.000	0.000	-	1.494	1.600	(0.106)	(7.1)
Pensions	5.341	5.203	0.138	2.6	0.823	0.573	0.250	30.4	6.164	5.776	0.388	6.3
Other Fringe Benefits	7.536	6.810	0.625	8.3	1.051	0.912	0.139	13.3	8.587	7.822	0.765	8.9
Reimbursable Overhead	(4.323)	(3.261)	(1.062)	(24.6)	4.213	2.757	1.457	34.6	(0.110)	(0.504)	0.395	*
Total Labor	\$52.249	\$51.984	\$0.265	0.5	\$13.606	\$10.089	\$3.516	25.8	\$65.854	\$62.073	\$3.781	5.7
Non-Labor:												
Electric Power	\$6.725	\$5.664	\$1.062	15.8	\$0.000	\$0.005	(\$0.005)	-	\$6.725	\$5.668	\$1.057	15.7
Fuel	2.127	2.088	0.039	1.820	0.000	0.000	0.000	-	2.127	2.088	0.039	1.8
Insurance	0.960	0.929	0.032	3.3	0.490	0.278	0.212	43.2	1.451	1.207	0.244	16.8
Claims	0.058	0.014	0.044	75.8	0.000	0.000	0.000	-	0.058	0.014	0.044	75.8
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	9.065	5.862	3.203	35.3	1.617	1.756	(0.139)	(8.6)	10.682	7.618	3.064	28.7
Professional Service Contracts	2.600	2.110	0.490	18.8	0.833	0.399	0.434	52.1	3.432	2.509	0.923	26.9
Materials & Supplies	5.689	5.837	(0.149)	(2.6)	2.607	2.098	0.509	19.5	8.295	7.935	0.360	4.3
Other Business Expenses	2.430	0.378	2.052	84.4	0.120	0.059	0.060	50.4	2.550	0.438	2.112	82.8
Total Non-Labor	\$29.654	\$22.882	\$6.772	22.8	\$5.656	\$4.595	\$1.071	18.9	\$35.321	\$27.478	\$7.843	22.2
Other Adjustments:												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$81.903	\$74.866	\$7.037	8.6	\$19.272	\$14.684	\$4.587	23.8	\$101.175	\$89.551	\$11.624	11.5
Depreciation	18.949	20.679	(1.730)	(9.1)	0.000	0.000	0.000	-	18.949	20.679	(1.730)	(9.1)
OPEB Obligation	5.000	9.043	(4.044)	(80.9)	0.000	0.000	0.000	-	5.000	9.043	(4.044)	(80.9)
Environmental Remediation	1.214	(0.464)	1.678	*	0.000	0.000	0.000	-	1.214	(0.464)	1.678	*
Total Expenses	\$107.066	\$104.125	\$2.941	2.7	\$19.272	\$14.684	\$4.587	23.8	\$126.338	\$118.810	\$7.528	6.0
Net Surplus/(Deficit)	(\$51.405)	(\$48.159)	\$3.245	6.3	\$0.000	\$0.000	\$0.000	-	(\$51.405)	(\$48.159)	\$3.245	6.3
Cash Conversion Adjustments:												
Depreciation	18.949	20.679	1.730	9.1	0.000	0.000	0.000	-	18.949	20.679	1.730	9.1
Operating/Capital	(1.047)	(1.048)	(0.001)	0.0	0.000	0.000	0.000	-	(1.047)	(1.048)	(0.001)	0.0
Other Cash Adjustments	4.622	12.850	8.228	*	0.000	0.000	0.000	-	4.622	12.850	8.228	*
Total Cash Conversion Adjustments	\$22.524	\$32.481	\$9.958	44.2	\$0.000	\$0.000	\$0.000	-	\$22.524	\$32.481	\$9.958	44.2
Net Cash Surplus/(Deficit)	(\$28.881)	(\$15.678)	\$13.203	45.7	\$0.000	\$0.000	\$0.000	-	(\$28.881)	(\$15.678)	\$13.203	45.7

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

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
ACCRUAL STATEMENT OF OPERATIONS by CATEGORY
June Year-To-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Percent
Revenue												
Farebox Revenue	\$290.507	\$289.732	(\$0.775)	(0.3)	\$0.000	\$0.000	\$0.000	-	\$290.507	\$289.732	(\$0.775)	(0.3)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	23.935	25.829	1.894	7.9	0.000	0.000	0.000	-	23.935	25.829	1.894	7.9
Capital & Other Reimbursements:												
MTA	0.000	0.000	0.000	-	47.331	43.330	(4.001)	(8.5)	47.331	43.330	(4.001)	(8.5)
CDOT	0.000	0.000	0.000	-	37.762	37.611	(0.150)	(0.4)	37.762	37.611	(0.150)	(0.4)
Other	0.000	0.000	0.000	-	5.091	5.665	0.574	11.3	5.091	5.665	0.574	11.3
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	90.184	86.607	(3.577)	(4.0)	90.184	86.607	(3.577)	(4.0)
Total Revenue/Receipts	\$314.443	\$315.562	\$1.119	0.4	\$90.184	\$86.607	(\$3.577)	(4.0)	\$404.627	\$402.168	(\$2.458)	(0.6)
Expenses												
Labor:												
Payroll	\$195.586	\$195.653	(\$0.067)	(0.0)	\$21.586	\$20.421	\$1.166	5.4	\$217.172	\$216.074	\$1.098	0.5
Overtime	24.777	24.347	0.430	1.7	8.634	8.935	(0.302)	(3.5)	33.411	33.283	0.128	0.4
Health and Welfare	39.296	38.649	0.647	1.6	6.178	6.027	0.151	2.4	45.474	44.676	0.798	1.8
OPES Current Payment	9.033	9.216	(0.183)	(2.0)	0.000	0.000	0.000	-	9.033	9.216	(0.183)	(2.0)
Pensions	32.659	32.333	0.326	1.0	3.804	3.454	0.350	9.2	36.463	35.787	0.676	1.9
Other Fringe Benefits	44.373	42.384	1.989	4.5	5.435	5.641	(0.207)	(3.8)	49.807	48.025	1.782	3.6
Reimbursable Overhead	(19.124)	(17.841)	(1.282)	(6.7)	18.941	17.337	1.604	8.5	(0.183)	(0.504)	0.321	*
Total Labor	\$326.600	\$324.740	\$1.860	0.6	\$64.577	\$61.815	\$2.762	4.3	\$391.177	\$386.555	\$4.622	1.2
Non-Labor:												
Electric Power	\$37.713	\$36.338	\$1.374	3.6	\$0.000	\$0.116	(\$0.116)	-	\$37.713	\$36.454	\$1.259	3.3
Fuel	13.864	14.454	(0.589)	(4.250)	0.000	0.000	0.000	-	13.864	14.454	(0.589)	(4.3)
Insurance	5.389	5.269	0.120	2.2	2.213	2.065	0.148	6.7	7.603	7.334	0.268	3.5
Claims	0.117	(0.057)	0.173	*	0.000	0.000	0.000	-	0.117	(0.057)	0.173	*
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	46.465	42.302	4.163	9.0	8.520	9.846	(1.327)	(15.6)	54.985	52.148	2.836	5.2
Professional Service Contracts	12.190	10.955	1.235	10.1	5.189	4.283	0.906	17.5	17.379	15.238	2.141	12.3
Materials & Supplies	32.654	31.560	1.094	3.3	9.055	7.906	1.149	12.7	41.709	39.466	2.243	5.4
Other Business Expenses	12.984	10.849	2.135	16.4	0.630	0.575	0.055	8.7	13.614	11.424	2.190	16.1
Total Non-Labor	\$161.375	\$151.670	\$9.705	6.0	\$25.607	\$24.792	\$0.815	3.2	\$186.983	\$176.462	\$10.520	5.6
Other Adjustments												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Non-Cash Liability Adj.	\$487.976	\$476.411	\$11.565	2.4	\$90.184	\$86.607	\$3.577	4.0	\$578.160	\$563.017	\$15.142	2.6
Depreciation	113.137	111.520	1.617	1.4	0.000	0.000	0.000	-	113.137	111.520	1.617	1.4
OPES Obligation	29.999	34.042	(4.044)	(13.5)	0.000	0.000	0.000	-	29.999	34.042	(4.044)	(13.5)
Environmental Remediation	1.528	(0.150)	1.678	*	0.000	0.000	0.000	-	1.528	(0.150)	1.678	*
Total Expenses	\$632.640	\$621.824	\$10.816	1.7	\$90.184	\$86.607	\$3.577	4.0	\$722.824	\$708.430	\$14.393	2.0
Net Surplus/(Deficit)	(\$318.197)	(\$306.262)	\$11.935	3.8	\$0.000	(\$0.000)	(\$0.000)	-	(\$318.197)	(\$306.262)	\$11.935	3.8
Cash Conversion Adjustments:												
Depreciation	113.137	111.520	(1.617)	(1.4)	0.000	0.000	0.000	-	113.137	111.520	(1.617)	(1.4)
Operating/Capital	(7.181)	(6.255)	0.926	12.9	0.000	0.000	0.000	-	(7.181)	(6.255)	0.926	12.9
Other Cash Adjustments	100.271	127.353	27.082	27.0	0.000	0.000	0.000	-	100.271	127.353	27.082	27.0
Total Cash Conversion Adjustments	\$206.227	\$232.618	\$26.391	12.8	\$0.000	\$0.000	\$0.000	-	\$206.227	\$232.618	\$26.391	12.8
Net Cash Surplus/(Deficit)	(\$111.970)	(\$73.644)	\$38.326	34.2	\$0.000	(\$0.000)	(\$0.000)	-	(\$111.970)	(\$73.644)	\$38.326	34.2

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

MTA METRO-NORTH RAILROAD
ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY
EXPLANATION OF VARIANCE BETWEEN MID-YEAR FORECAST AND ACTUAL RESULTS
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
JUNE, 2012
(\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Mid-Year Forecast			Year to Date vs. Mid-Year Forecast		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
OTHER OPERATING REVENUE	Non-Reimb	\$0.783	20.9%	Reflects higher advertising and GCT net retail revenue.	\$1.894	7.9%	Reflects higher advertising and GCT net retail revenue (due to lower operating costs).
CAPITAL AND OTHER REIMBURSEMENTS	Reimb	(\$4.587)	(23.8%)	Lower reimbursements reflect scheduling changes in capital project expenditures.	(\$3.577)	(4.0%)	Lower reimbursements reflect scheduling changes in capital project expenditures.
PAYROLL	Reimb	\$1.077	24.7%	Reflects lower than projected activity on the C-29 Track Project and project delay on the Mainline Turnouts, NHL Station - PH II, Positive Train Control and, Replacement Undergrade Bridge Timbers.	\$1.166	5.4%	Reflects lower than projected activity on the C-29 Track program, Mainline Turnouts and West of Hudson Bridges and the rescheduling of work on the Positive Train Control and undergrade bridge projects.
OVERTIME	Non-Reimb	\$0.361	8.4%	Lower than forecasted overtime for car fleet maintenance and cleaning and train operations coverage.			
	Reimb	\$0.294	15.7%	Reflects lower than projected activity on the Mainline Turnouts, Replace Undergrade Timbers and the NHL Bridge Timber Replacement Program.			
HEALTH AND WELFARE	Reimb	\$0.299	23.2%	Reflects lower project activity.			
OPEB CURRENT PAYMENT	Non-Reimb	(\$0.106)	(7.1%)	Reflects additional retirees.			
PENSIONS	Reimb	\$0.250	30.4%	Reflects lower project activity.	\$0.350	9.2%	Reflects lower project activity.
OTHER FRINGE BENEFITS	Non-Reimb	\$0.625	8.3%	Reflects lower employee claims payments and lower labor costs.			
	Reimb	\$0.139	13.3%	Reflects rate differentials and project adjustments			
REIMBURSABLE OVERHEAD	Non-Reimb	(\$1.062)	(24.6%)	Reflects lower capital project activity for: CDOT C-29 Track Program, Mainline/High Speed Turnouts, West of Hudson Track Program, Positive Train Control, Replace Timbers Undergrade Bridges and NYPA Energy Conservation.	(\$1.282)	(6.7%)	Reflects lower capital project activity for: EIS & Engineering (FA Design Support) and CDOT C-29 Track Program.
	Reimb	\$1.457	34.6%	Reflects lower project activity noted above.	\$1.604	8.5%	Reflects lower project activity noted above

MTA METRO-NORTH RAILROAD
ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY
EXPLANATION OF VARIANCE BETWEEN MID-YEAR FORECAST AND ACTUAL RESULTS
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
JUNE, 2012
(\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Mid-Year Forecast			Year to Date vs. Mid-Year Forecast		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
ELECTRIC POWER	Non-Reimb	\$1.062	15.8%	Primarily due to lower than forecasted traction power usage and prices.			
	Reimb	(\$0.005)	(*)	Reflects higher project activity.	(\$0.116)	(*)	Reflects higher project activity.
INSURANCE	Reimb	\$0.212	43.2%	Reflects lower project activity.	\$0.148	6.7%	Reflects lower project activity.
CLAIMS	Non-Reimb	\$0.044	75.8%	Primarily due to lower net claims expenses for the period.	\$0.173	(*)	Primarily due to lower net claims expenses for the period.
MAINTENANCE AND OTHER OPERATING CONTRACTS	Non-Reimb	\$3.203	35.3%	Lower than projected expenditures reflect timing differences for Genesis Locomotive Overhaul and lower cost for MTA Police Services and utilities. Partially offsetting these decreases are higher environmental test/hazardous waste removal services and ferry service expense.	\$4.163	9.0%	Lower than projected expenditures reflect timing differences for Genesis Locomotive Overhaul and lower costs for MTA Police Services, utilities, M-2 car disposal, Hudson Rail Link, track, building and equipment maintenance services, and Meadowlands training. Partially offsetting are higher ferry service expense, environmental test /hazardous waste removal services and construction services.
	Reimb	(\$0.139)	(8.6%)	Reflects higher activity on the S-20 Undergrade Bridge Rehab, Cyclical Track Program and the Systemwide Lead/Asbestos Abatement.	(\$1.327)	(15.6%)	Reflects timing differences on the New Haven Independent Wheel True Shop.
PROFESSIONAL SERVICE CONTRACTS	Non-Reimb	\$0.490	18.8%	Favorable variance reflects lower outside audit services, legal expenses, medical services, bridge inspection services, partially offsetting are higher data center charges.	\$1.235	10.1%	Favorable variance reflects lower outside audit services, medical services, legal expenses, IT hardware/software/mtce/consulting services, outside training and bridge inspection services, partially offset by higher data center charges.
	Reimb	\$0.434	52.1%	Reflects lower activity on the Mainline Turnouts, Radio Frequency Rebanding and the GCT Leaks Remediation projects.	\$0.906	17.5%	Reflects lower activity on the Mainline Turnouts, M8 car costs and the Radio Frequency Rebanding project.

MTA METRO-NORTH RAILROAD
ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY
EXPLANATION OF VARIANCE BETWEEN MID-YEAR FORECAST AND ACTUAL RESULTS
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
JUNE, 2012
(\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Mid-Year Forecast			Year to Date vs. Mid-Year Forecast		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
MATERIAL AND SUPPLIES	Reimb	\$0.509	19.5%	Reflects reclassification of costs on the GCT Switch & Track Renewal and the Cyclical Track Program.	\$1.149	12.7%	Reflects scheduling changes in the following projects: Repl. 3rd Rail Sec. Switches, Radio Base Station Replacement, Mainline Turnouts, Bronx Stations/Capacity Imp. and the Replace Fiber / C&S Cables.
OTHER BUSINESS EXPENSES	Non-Reimb	\$2.052	84.4%	Favorable variance reflects lower NJT Subsidy Payments due to overaccrual of 2011 costs.	\$2.135	16.4%	Favorable variance reflects over NJT Subsidy costs due to overaccrual of 2011 costs.
	Reimb	\$0.060	50.4%	Reflects reclassification of costs for the Positive Train Control project.	\$0.055	8.7%	Reflects lower activity on various projects.
DEPRECIATION	Non-Reimb	(\$1.730)	(9.1%)	Timing in completion of capital projects.			
OTHER POST EMPLOYMENT BENEFITS	Non-Reimb	(\$4.044)	(80.9%)	Reflects updated actuary estimate for annual required contribution.	(\$4.044)	(13.5%)	Reflects updated actuary estimate for annual required contribution.
ENVIRONMENTAL REMEDIATION	Non-Reimb	\$1.678	(*)	Primarily due to fewer projects requiring remediation. (Many large projects are winding down, new projects are generally smaller in scope and require less remediation).	\$1.678	(*)	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				\$0.926	12.9%	Reflects lower activity (timing) on the DC Substation Signal House Roofs Replacement, purchase of a Junior Tamper, Kronos Expanded Installation, and Bridge Walkway Installation projects, partially offset by higher than projected activity on the M of W Equipment, and purchase of High Rail Speed Swing Crane.

* Variance exceeds 100%.

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
CASH RECEIPTS AND EXPENDITURES
(\$ in millions)

	June 2012				Year-to-Date			
	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Percent
Receipts								
Farebox Receipts	\$52.611	\$51.103	(\$1.508)	(2.9)	\$293.804	\$292.587	(\$1.237)	(0.4)
Toll Receipts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Receipts	5.624	6.440	0.816	14.5	41.144	42.757	1.613	3.9
Capital & Other Reimbursements:								
MTA	10.348	11.822	1.474	14.2	83.231	84.396	1.165	1.4
CDOT	13.257	14.318	1.061	8.0	57.733	64.963	7.230	12.5
Other	1.818	1.369	(0.449)	(24.7)	8.531	10.762	2.231	26.2
Total Capital and Other Reimbursements	25.423	27.509	2.086	8.2	149.495	160.121	10.626	7.1
Total Receipts	\$83.658	\$85.052	\$1.394	1.7	\$484.443	\$495.445	\$11.002	2.3
Expenditures								
Labor:								
Payroll	\$34.584	\$35.505	(\$0.921)	(2.7)	\$219.666	\$215.059	\$4.607	2.1
Overtime	5.828	5.321	0.507	8.7	34.366	33.658	0.708	2.1
Health and Welfare	8.154	8.647	(0.493)	(6.1)	53.609	55.301	(1.692)	(3.2)
OPEB Current Payment	1.627	1.603	0.024	1.5	9.729	9.702	0.027	0.3
Pensions	5.822	5.814	0.008	0.1	19.998	19.960	0.038	0.2
Other Fringe Benefits	10.791	9.454	1.337	12.4	53.341	50.719	2.622	4.9
GASB Account	0.729	0.729	0.000	0.0	4.374	4.374	0.000	0.0
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor	\$67.535	\$67.073	\$0.462	0.7	\$395.083	\$388.773	\$6.310	1.6
Non-Labor:								
Electric Power	\$7.923	\$6.551	\$1.372	17.3	\$35.576	\$32.943	\$2.633	7.4
Fuel	2.209	1.642	0.567	25.668	11.746	10.594	1.152	9.8
Insurance	2.423	1.478	0.945	39.0	8.906	7.477	1.429	16.0
Claims	0.058	0.032	0.026	44.8	0.302	0.276	0.026	8.6
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	14.901	10.526	4.375	29.4	59.358	51.929	7.429	12.5
Professional Service Contracts	4.087	2.026	2.061	50.4	16.355	13.470	2.885	17.6
Materials & Supplies	8.718	7.727	0.991	11.4	46.038	42.891	3.147	6.8
Other Business Expenditures	4.685	3.675	1.010	21.6	23.049	20.736	2.313	10.0
Total Non-Labor	\$45.004	\$33.657	\$11.347	25.2	\$201.330	\$180.316	\$21.014	10.4
Other Adjustments:								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Post Employment Benefits	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$112.539	\$100.730	\$11.809	10.5	\$596.413	\$569.089	\$27.324	4.6
Net Cash Deficit (excludes Opening Cash Balance)	(\$28.881)	(\$15.678)	\$13.203	45.7	(\$111.970)	(\$73.644)	\$38.326	34.2
Subsidies								
MTA	1.879	0.000	(1.879)	(100.0)	61.773	34.860	(26.913)	(43.6)
CDOT	7.102	7.061	(0.041)	(0.6)	41.611	41.481	(0.130)	(0.3)
Total Subsidies	\$8.981	\$7.061	(\$1.920)	(21.4)	\$103.384	\$76.341	(\$27.043)	(26.2)
Cash Timing and Availability Adjustment	\$0.000	(\$4.946)	(\$4.946)	-	\$8.586	3.640	(\$4.946)	(57.6)

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

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

Generic Receipt or Expense Category	June, 2012			Year-To-Date as of June 30, 2012		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
OTHER REVENUE	0.816	14.5%	Higher net GCT retail revenues due to payment timing of GCT retail expenses, as well as higher advertising revenues, partially offset by parking receipts in the month.	1.613	3.9%	Higher net GCT revenues due to payment timing of GCT retail expenses, as well as higher advertising receipts, partially offset by receipt timing difference for Amtrak reimbursements, parking revenues, and other miscellaneous receipts.
CAPITAL AND OTHER REIMBURSEMENTS:						
MTA	1.474	14.2%	Receipt timing differences, partially offset by lower project activity.			
CDOT	1.061	8.0%	Receipt timing differences, partially offset by lower project activity.	7.230	12.5%	Advance payments for projects.
OTHER	(0.449)	(24.7%)	Primarily due to receipt timing difference.	2.231	26.2%	Receipt timing difference.
OVERTIME	0.507	8.7%	Lower than anticipated overtime in the Maintenance of Equipment and Maintenance of Way departments, as well as lower overtime for capital projects.	0.708	2.1%	Lower than anticipated overtime in Maintenance of Equipment and Maintenance of Way, partially offset by higher capital project needs.
HEALTH AND WELFARE	(0.493)	(6.0%)	Timing difference in payments for NYSHIP premiums.			
OTHER FRINGE BENEFITS	1.337	12.4%	Primarily lower employee claim payments, and lower railroad retirement tax payments as a result of lower payroll costs.	2.622	4.9%	Lower employee claim payments, and lower railroad retirement tax payments as a result of lower payroll costs.
ELECTRIC POWER	1.372	17.3%	Lower usage on Harlem Hudson, and and lower price on New Haven Lines, as well as payment timing differences for Non-Traction power.	2.633	7.4%	Primarily lower usage on the Harlem Hudson Line as well as payment timing differences for Traction and Non-Traction power.
FUEL	0.567	25.7%	Lower consumption of Revenue Vehicle Fuel on all lines, as well as timing difference in payments.	1.152	9.8%	Primarily due to payment timing differences for NHL fuel.
INSURANCE	0.945	39.0%	Net payment timing difference for property and automobile insurance.	1.429	16.0%	Timing difference in premium payment for all agency property and automobile insurance.
CLAIMS	0.026	44.8%	Nothing material to report.	0.026	8.6%	Nothing material to report.

* Variance exceeds 100%

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

Generic Receipt or Expense Category	June, 2012			Year-To-Date as of June 30, 2012		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
MAINTENANCE & OTHER OPERATING CONTRACTS	4.375	29.4%	Payment timing difference for NHL Police services and revenue vehicle maintenance, partially offset by higher payments in the month for real estate rentals, environmental services, and other maintenance services, as well as timing for capital related projects (New Haven Wheel True shop, high-rail swing crane, and West Haven Station).	7.429	12.5%	Payment timing difference for NHL Police services, revenue and non-revenue vehicle maintenance, telephone/cell phone, steam utility, and other maintenance services, partially offset by higher payments in the period for capital related projects (New Haven Wheel True Shop, and West Haven Station).
PROFESSIONAL SERVICE CONTRACTS	2.061	50.4%	Payment timing difference for capital engineering services (Mainline/High Speed Turnouts, Radio Frequency Rebanding), New Haven Line BSC charges, audit services, medical services, and lower legal fees, and other miscellaneous services.	2.885	17.6%	Timing difference for capital engineering services (Mainline/High Speed Turnouts, NHL Fleet Replacement - M8 Specifications, Radio Frequency Rebanding), New Haven Line BSC charges, outside audit, medical, advertising, and other various services.
MATERIALS & SUPPLIES	0.991	11.4%	Timing in material purchases for capital projects (GCT switch and track program, cyclical track program, road vehicle replacement, fiber-optic cables, and various other).	3.147	6.8%	Lower material purchases for truck/suspension, power and propulsion, as well as timing in material purchases for capital projects (GCT switch and track program, cyclical track program, fiber-optic cables, and various other).
OTHER BUSINESS EXPENSES	1.010	21.6%	Payment timing difference for NJT subsidy, and various miscellaneous expenses, as well as lower capital project activity.	2.313	10.0%	Payment timing differences for New Jersey Transit subsidy, and capital related and other miscellaneous expenses.
MTA SUBSIDY RECEIPTS	(1.879)	(100.0%)	Lower subsidy draw due to lower net cash deficit, partially offset by the change in the available bank balance.	(26.913)	(43.6%)	Lower subsidy draw due to lower net cash deficit, partially offset by the change in the available bank balance.
CDOT SUBSIDY RECEIPTS	(0.041)	(0.6%)		(0.130)	(0.3%)	
TOTAL SUBSIDY RECEIPTS	(1.920)	(21.4%)		(27.043)	(26.2%)	

* Variance exceeds 100%

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
CASH CONVERSION (CASH FLOW ADJUSTMENT)
(\$ in millions)

	June 2012				Year-to-Date			
	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Percent
Receipts								
Farebox Revenue	\$0.689	(\$0.341)	(\$1.030)	*	\$3.297	\$2.835	(\$0.462)	(14.0)
Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	1.885	1.918	0.033	1.8	17.209	16.928	(0.281)	(1.6)
Capital & Other Reimbursements:		0.000			0.000	0.000		-
MTA	0.179	6.027	5.848	*	35.900	41.066	5.166	14.4
CDOT	4.871	5.944	1.073	22.0	19.971	27.352	7.380	37.0
Other	1.101	0.854	(0.247)	(22.4)	3.440	5.097	1.657	48.2
Total Capital and Other Reimbursements	6.151	12.825	6.673	*	59.311	73.514	14.203	23.9
Total Revenue/Receipts	\$8.725	\$14.402	\$5.677	65.1	\$79.816	\$93.277	\$13.460	16.9
Expenditures								
Labor:								
Payroll	\$1.301	(\$0.710)	(\$2.012)	*	(\$2.494)	\$1.015	\$3.509	*
Overtime	0.331	0.182	(0.148)	(44.9)	(0.955)	(0.375)	0.580	60.7
Health and Welfare	(0.479)	(1.566)	(1.087)	*	(8.135)	(10.625)	(2.490)	(30.6)
OPEB Current Payment	(0.133)	(0.003)	0.000		(0.696)	(0.486)	0.210	30.1
Pensions	0.342	(0.038)	(0.380)	*	16.465	15.827	(0.638)	(3.9)
Other Fringe Benefits	(2.204)	(1.632)	0.572	26.0	(3.534)	(2.694)	0.840	23.8
GASB Account	(0.729)	(0.729)	0.000	0.0	(4.374)	(4.374)	0.000	0.0
Reimbursable Overhead	(0.110)	(0.504)	(0.395)	*	(0.183)	(0.504)	(0.321)	*
Total Labor	(\$1.681)	(\$5.000)	(\$3.319)	*	(\$3.906)	(\$2.218)	\$1.688	43.2
Non-Labor:								
Electric Power	(\$1.198)	(\$0.883)	\$0.315	26.3	\$2.137	\$3.511	\$1.374	64.3
Fuel	(0.082)	0.446	0.528	*	2.118	3.860	1.741	82.2
Insurance	(0.972)	(0.271)	0.701	72.1	(1.303)	(0.143)	1.161	89.0
Claims	0.000	(0.018)	(0.018)	*	(0.185)	(0.333)	(0.147)	(79.5)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	(4.219)	(2.908)	1.311	31.1	(4.373)	0.219	4.593	*
Professional Service Contracts	(0.655)	0.483	1.138	*	1.024	1.768	0.744	72.7
Materials & Supplies	(0.423)	0.208	0.631	*	(4.329)	(3.425)	0.904	20.9
Other Business Expenses	(2.135)	(3.237)	(1.102)	(51.6)	(9.435)	(9.312)	0.123	1.3
Total Non-Labor	(\$9.683)	(\$6.179)	\$3.504	36.2	(\$14.347)	(\$3.854)	\$10.494	73.1
Other Adjustments:								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures Adjustments before Non-Cash Liability Adjs.	(\$11.364)	(\$11.179)	\$0.185	1.6	(\$18.253)	(\$6.072)	\$12.182	66.7
Depreciation	18.949	20.679	1.730	9.1	113.137	111.520	(1.617)	(1.4)
OPEB Obligation	5.000	9.043	4.044	(80.9)	29.999	34.042	4.044	(13.5)
Environmental Remediation	1.214	(0.464)	(1.678)	*	1.528	(0.150)	(1.678)	*
Total Expenditures Adjustments	\$13.799	\$18.080	\$4.281	31.0	\$126.411	\$139.341	\$12.931	10.2
Total Cash Conversion Adjustments	\$22.524	\$32.481	\$9.958	44.2	\$206.227	\$232.618	\$26.391	12.8

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

MTA METRO-NORTH RAILROAD
2012 July Financial Plan
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

NON-REIMBURSABLE OVERTIME	June						June Year-to-Date					
	Forecast		Actuals		Var. - Fav./(Unfav)		Forecast		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
<u>Scheduled Service</u> ¹	34,617	\$1.9	30,859	\$1.6	3,758 10.9%	\$0.3 13.8%	226,855	\$12.1	235,338	\$12.0	(8,483) -3.7%	\$0.1 0.7%
<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>	21,288	\$0.9	14,778	\$0.6	6,510 30.6%	\$0.3 30.4%	111,714	\$4.9	83,329	\$3.7	28,385 25.4%	\$1.2 24.8%
<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> ²	22,371	\$1.0	18,357	\$0.8	4,014 17.9%	\$0.2 16.6%	97,649	\$4.3	96,740	\$4.3	909 0.9%	\$0.0 0.3%
<u>Weather Emergencies</u>	8,893	\$0.4	12,122	\$0.6	(3,229) -36.3%	(\$0.1) -36.2%	63,886	\$2.9	67,053	\$3.1	(3,167) -5.0%	(\$0.1) -4.6%
<u>Safety/Security/Law Enforcement</u> ³	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0
<u>Other</u> ⁴	2,965	\$0.1	7,138	\$0.3	(4,173) *	(\$0.2) *	14,445	\$0.6	30,506	\$1.3	(16,061) *	(\$0.7) *
Subtotal	90,134	\$4.3	83,254	\$3.9	6,880 7.6%	\$0.4 8.4%	514,549	\$24.8	512,966	\$24.3	1,584 0.3%	\$0.4 1.7%
REIMBURSABLE OVERTIME	37,132	\$1.9	32,608	\$1.6	4,524 12.2%	\$0.3 15.7%	167,532	\$8.6	177,969	\$8.9	(10,437) -6.2%	(\$0.3) -3.5%
TOTAL OVERTIME	127,266	\$6.2	115,862	\$5.5	11,404 9.0%	\$0.7 10.6%	682,081	\$33.4	690,934	\$33.3	(8,853) -1.3%	\$0.1 0.4%

Totals may not add due to rounding.

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

* Exceeds 100%

¹ Includes Service Delay and Tour Length related overtime.

² Excludes T&E crew coverage (included in Direct Service category)

³ Not Applicable

⁴ 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 July Financial Plan
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	June			June Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u> ¹	3,758	\$0.3	Primarily due to reduced overtime by train dispatchers and coach cleaners	(8,483)	\$0.1	Reduced overtime by train dispatchers and coach cleaners in June was offset by additional coverage for train service absence, in order to ensure sufficient staffing levels to meet revenue collection requirements.
	10.9%	13.8%		-3.7%	0.7%	
<u>Unscheduled Service</u>	0	\$0.0		0	\$0.0	
<u>Programmatic/Routine Maintenance</u>	6,510	\$0.3	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 and a change in maintenance cycle for older NHL car fleet). Also, fewer right-of-way maintenance needs led to favorable results.	28,385	\$1.2	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.
	30.6%	30.4%		25.4%	24.8%	
<u>Unscheduled Maintenance</u>	0	\$0.0		0	\$0.0	
<u>Vacancy/Absentee Coverage</u> ²	4,014	\$0.2	Reflects positive results from Mechanical Department's vacation smoothing program.	909	\$0.0	
	17.9%	16.6%		0.9%	0.3%	
<u>Weather Emergencies</u>	(3,229)	(\$0.1)	Rainstorm coverage and emergency response for fallen trees on the upper Harlem and Hudson lines.	(3,167)	(\$0.1)	Rainstorm coverage and emergency response for fallen trees on the upper Harlem and Hudson lines.
	-36.3%	-36.2%		-5.0%	-4.6%	
<u>Safety/Security/Law Enforcement</u> ³	0	\$0.0		0	\$0.0	
<u>Other</u> ⁴	(4,173)	(\$0.2)	Reflects timing differences related to payroll and calendar cutoff dates.	(16,061)	(\$0.7)	Reflects timing differences related to payroll and calendar cutoff dates.
	*	*		*	*	
Subtotal	6,880	\$0.4		1,584	\$0.4	
	7.6%	8.4%		0.3%	1.7%	
REIMBURSABLE OVERTIME	4,524	0.3		(10,437)	(0.3)	
	12.2%	15.7%		-6.2%	-3.5%	
TOTAL OVERTIME	11,404	\$0.7		(8,853)	\$0.1	

NOTE: Percentages are based on each type of Overtime and not on Total Overtime.
* Exceeds 100%

¹ Includes Service Delay and Tour Length related overtime.

² Excludes T&E crew coverage (included in Direct Service category)

³ Not Applicable

⁴ 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

<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 METRO-NORTH RAILROAD
2012 MID YEAR FORECAST VS. ACTUALS
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
June 30, 2012

<u>Department</u>	<u>2012 Mid Year Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>
Administration			
President	3	3	-
Labor Relations	9	8	1
Safety	18	16	2
COS/Corporate & Public Affairs	14	13	1
Legal	16	16	-
Claims Services	13	13	0
Environmental Compliance & Svce	7	7	-
VP Administration	3	3	-
VP Human Resources	4	3	1
Human Resources	24	25	(1)
Training	49	36	13
Employee Relations & Diversity	3	3	-
VP Planning	2	2	-
Operations Planning & Analysis	16	17	(1)
Capital Planning & Programming	10	12	(2)
Business Development, Facilities & Mktg (4)	21	21	-
Long Range Planning	7	7	-
VP Finance & Information Systems	2	1	1
Controller	75	79	(4)
Information Technology & Project Mgmt	90	89	1
Budget	16	16	0
Customer Service (2) (3)	40	43	(3)
Procurement & Material Mgmt (5)	33	36	(3)
Total Administration	475	469	6
Operations			
Operations Administration	49	48	1
Operations Services	1,698	1,703	(5)
Customer Service (2) (3)	225	224	1
Business Development, Facilities & Mktg (4)	38	37	1
Metro-North West	27	28	(1)
Total Operations	2,037	2,040	(3)
Maintenance			
GCT	360	363	(3)
Maintenance of Equipment	1,265	1,249	16
Maintenance of Way	1,610	1,602	8
Procurement & Material Mgmt (5)	118	116	2
Total Maintenance	3,353	3,330	23
Engineering/Capital			
Construction Management	36	34	2
Engineering & Design	52	55	(3)
Total Engineering/Capital	88	89	(1)
Total Positions	5,953	5,928	25
Non-Reimbursable	5,277	5,358	(81)
Reimbursable	676	570	106
Total Full-Time	5,952	5,927	25
Total Full-Time-Equivalents (of part-time positions)	1	1	-

(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 MID YEAR FORECAST VS. ACTUALS
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
June 30, 2012

FUNCTION/OCCUPATION	2012 Mid Year Forecast	Actual	Favorable (Unfavorable) Variance
Administration (1)			
Managers/Supervisors	49	58	(9)
Professional, Technical, Clerical	426	411	15
Operational Hourlies	-	-	-
Total Administration	475	469	6
Operations (1)			
Managers/Supervisors	29	25	4
Professional, Technical, Clerical	468	457	11
Operational Hourlies	1,540	1,558	(18)
Total Operations	2,037	2,040	(3)
Maintenance (1)			
Managers/Supervisors	52	55	(3)
Professional, Technical, Clerical	989	969	20
Operational Hourlies	2,312	2,306	6
Total Maintenance	3,353	3,330	23
Engineering/Capital			
Managers/Supervisors	27	26	1
Professional, Technical, Clerical	61	63	(2)
Operational Hourlies	-	-	-
Total Engineering/Capital	88	89	(1)
Public Safety			
Managers/Supervisors	-	-	-
Professional, Technical, Clerical	-	-	-
Operational Hourlies	-	-	-
Total Public Safety	-	-	-
Total Positions			
Managers/Supervisors	157	164	(7)
Professional, Technical, Clerical	1,944	1,900	44
Operational Hourlies	3,852	3,864	(12)
Total Positions	5,953	5,928	25

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 MID YEAR FORECAST VS. ACTUALS
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
June 30, 2012

Agency-wide (Non-Reimbursable and Reimbursable)	2012 Authorized Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<i>Functional Classification:</i>				
Operations (1)	2,037	2,040	(3)	Higher than projected vacancies in MofW and MofE positions.
Maintenance (1)	3,353	3,330	23	
Administration (1)	475	469	6	
Engineering / Capital	88	89	(1)	
Total Agency-wide Headcount	5,953	5,928	25	
Non-Reimbursable	5,277	5,358	(81)	
Reimbursable	676	570	106	

Notes

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

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
UTILIZATION
(in millions)

	Month of June		Variance		Year-to-Date June		Variance	
	Forecast	Actual	Fav (Unfav) Amount	%	Forecast	Actual	Fav (Unfav) Amount	%
<u>Farebox Revenue</u>								
Harlem Line	\$15.255	\$15.336	\$0.081	0.5	\$86.647	\$86.697	\$0.050	0.1
Hudson Line	\$11.074	\$11.118	\$0.044	0.4	\$62.783	\$62.797	\$0.014	0.0
New Haven Line	\$25.544	\$24.944	(\$0.600)	-2.3	\$140.784	\$139.985	(\$0.799)	-0.6
Total Farebox Revenue	\$51.873	\$51.398 ⁽¹⁾	(\$0.475)	-0.9	\$290.214	\$289.479 ⁽¹⁾	(\$0.735)	-0.3
<u>Ridership</u>								
Harlem Line	2.314	2.318	0.004	0.2	13.406	13.397	(0.009)	-0.1
Hudson Line	1.402	1.394	(0.008)	-0.6	7.918	7.902	(0.016)	-0.2
New Haven Line	3.501	3.409	(0.092)	-2.6	19.565	19.416	(0.149)	-0.8
Total Ridership East of Hudson	7.217	7.121	(0.096)	-1.3	40.889	40.715	(0.174)	-0.4
West of Hudson	0.150	0.149	(0.001)	-0.9	0.859	0.849	(0.011)	-1.2
Total Ridership	7.367	7.270	(0.097)	-1.3	41.748	41.564	(0.185)	-0.4

(1) Excludes West of Hudson Mail & Ride revenue totaling \$0.046 million for the month and \$0.286 million year-to-date.

East of Hudson:

Through June, East of Hudson ridership year-to-date ridership was 40.7 million, 0.4% lower than the Mid-Year Forecast, but 3.5% higher than 2011. For the month ridership of 7.1 million was 1.3% lower than the Mid-Year Forecast and 1.7% higher than June 2011.

Commutation ridership was 0.3% lower year-to-date and 1.0% lower for the month vs. the Mid-Year Forecast. Compared to 2011, June year-to-date commutation ridership was 2.1% higher. Non-commutation ridership was 0.6% below the forecast year-to-date, but 5.5% higher than 2011. For the month, non-commutation ridership was 1.7% lower than forecast but 2.7% better than 2011.

West of Hudson:

West of Hudson ridership was 0.9% lower for the month and 1.2% lower year-to-date vs. OTC 2012 Mid-Year Forecast 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
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
MONTHLY PERFORMANCE INDICATORS *
JUNE 2012

	MONTH			VARIANCE	
	2012	FORECAST	2011	FORECAST	2011
Farebox Operating Ratio					
Standard ⁽¹⁾	69.5%	65.0%	64.2%	4.5%	5.3%
Adjusted ⁽²⁾	77.6%	71.3%	72.1%	6.3%	5.5%
Cost per Passenger					
Standard ⁽¹⁾	\$10.51	\$11.20	\$10.94	\$0.69	\$0.43
Adjusted ⁽²⁾	\$10.32	\$11.03	\$10.83	\$0.71	\$0.51
Passenger Revenue/Passenger ⁽³⁾	\$7.31	\$7.28	\$7.02	\$0.03	\$0.29
	YEAR-TO-DATE			VARIANCE	
	2012	FORECAST	2011	FORECAST	2011
Farebox Operating Ratio					
Standard ⁽¹⁾	62.4%	61.1%	59.6%	1.3%	2.8%
Adjusted ⁽²⁾	69.5%	67.7%	67.1%	1.8%	2.4%
Cost per Passenger					
Standard ⁽¹⁾	\$11.55	\$11.76	\$11.92	\$0.21	\$0.37
Adjusted ⁽²⁾	\$11.37	\$11.59	\$11.80	\$0.22	\$0.43
Passenger Revenue/Passenger ⁽³⁾	\$7.20	\$7.19	\$7.10	\$0.01	\$0.10

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

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

(3) Includes Bar Car Services.

* Includes East and West of Hudson revenues and expenses.

MTA METRO-NORTH RAILROAD

MONTHLY RIDERSHIP REPORT

JUNE/JULY 2012

Operations Planning & Analysis Department
September, 2012

JUNE/JULY 2012 RIDERSHIP REPORT MTA METRO-NORTH RAILROAD

EXECUTIVE SUMMARY

June

- June 2012 **Total MNR System Ridership** was 7.318 million vs. 7.203 million in June 2011, an increase of 115,313 passengers (+1.6%).
- June 2012 **Total Rail Ridership** was 7.270 million vs. 7.156 million in June 2011, an increase of 113,677 passengers (+1.6%).
 - **Rail Commutation Ridership** was +0.6% vs. 2011
 - **Rail Non-Commutation Ridership** was 2.9% vs. 2011
- June 2012 **East of Hudson Ridership** was 7.121 million vs. 7.000 million in June 2011, an increase of 121,283 passengers (+1.7%).
- June 2012 **West of Hudson Ridership** was 0.148 million vs. 0.156 million in June 2011, a decrease of 7,606 passengers (-4.9%).
- June 2012 **Connecting Services Ridership** was 0.048 million vs. 0.046 million in June 2011, an increase of 1,636 passengers (+3.5%).
- June 2012 **Rail Revenue** was \$52.5 million vs. \$50.8 million in June 2011, an increase of \$1,740,165 (+3.4%).

July

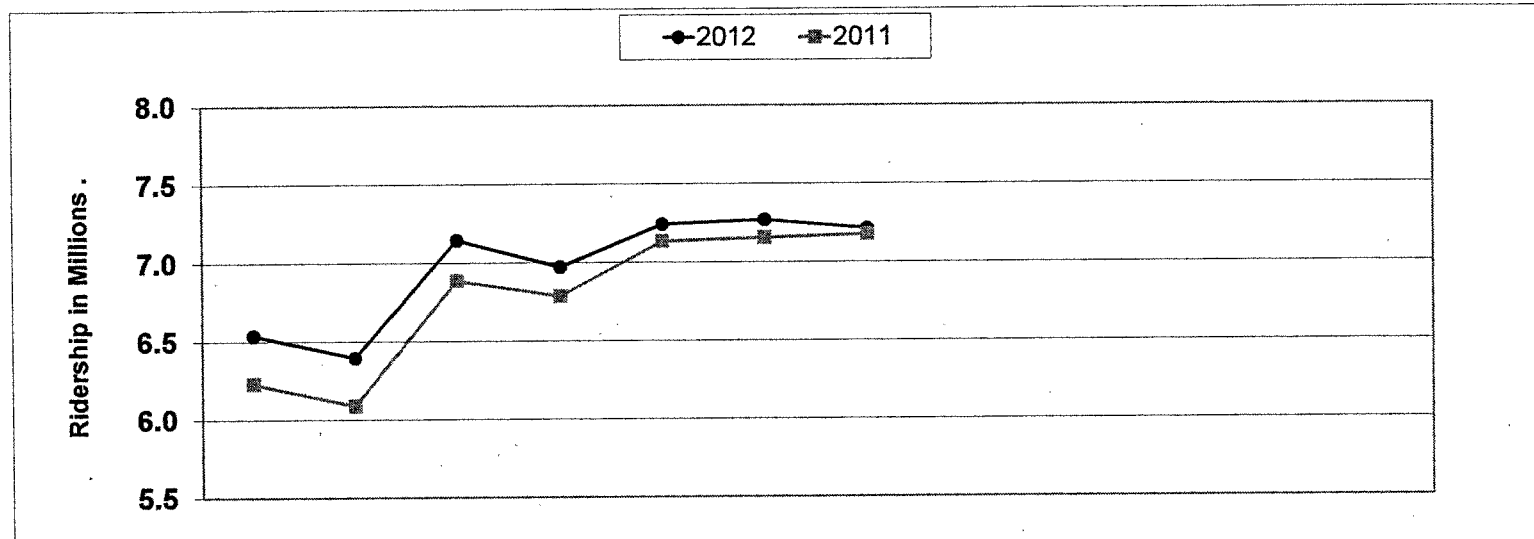
- July 2012 **Total MNR System Ridership** was 7.258 million vs. 7.223 million in July 2011, an increase of 34,909 passengers (+0.5%).
- July 2012 **Total Rail Ridership** was 7.214 million vs. 7.177 million in July 2011, an increase of 36,882 passengers (+0.5%).
 - **Rail Commutation Ridership** was +0.8% vs. 2011
 - **Rail Non-Commutation Ridership** was 0.1% vs. 2011
- July 2012 **East of Hudson Ridership** was 7.063 million vs. 7.013 million in July 2011, an increase of 49,857 passengers (+0.7%).
- July 2012 **West of Hudson Ridership** was 0.151 million vs. 0.164 million in July 2011, a decrease of 12,975 passengers (-7.9%).
- July 2012 **Connecting Services Ridership** was 0.044 million vs. 0.046 million in July 2011, a decrease of 1,973 passengers (-4.3%).
- July 2012 **Rail Revenue** was \$52.6 million vs. \$51.3 million in July 2011, an increase of \$1,322,529 (+2.6%).

Year To Date

- 2012 YTD **Total MNR System Ridership** was 2.8% above '11 and 0.7% below forecast.
- 2012 YTD **Total Rail Ridership** was 2.8% above '11 and 0.7% below forecast.
- 2012 YTD **East of Hudson Ridership** was 3.1% above '11 and 0.7% below forecast.
- 2012 YTD **West of Hudson ridership** was 9.1% below '11 and 1.7% below forecast.
- 2012 YTD **Connecting Services Ridership** was 2.2% above '11 and 0.2% above forecast.
- 2012 YTD **Rail Revenue** was 5.0% above '11 and 0.5% below forecast.

JULY RAIL RIDERSHIP ⁽¹⁾

- JULY's Total Rail Ridership was 0.5% above 2011 and 2.3% below forecast.

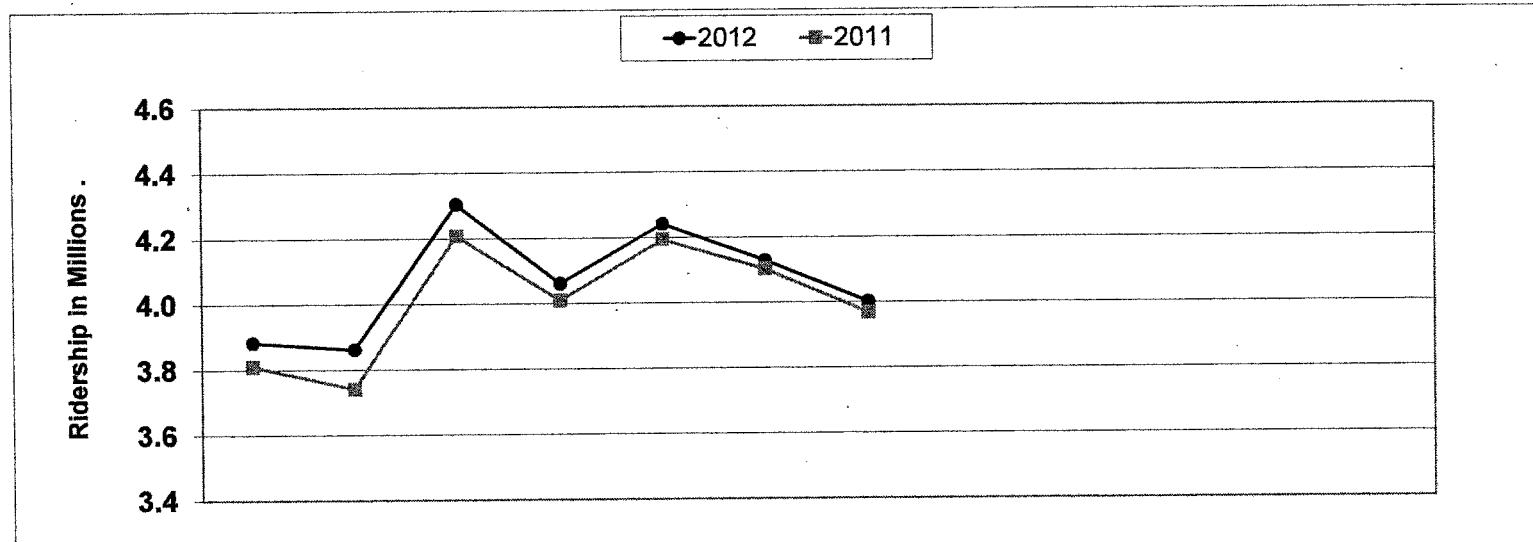


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2012	6.5	6.4	7.1	7.0	7.2	7.3	7.2						48.8
2011	6.2	6.1	6.9	6.8	7.1	7.2	7.2						47.5
PCT CHG.	4.9%	5.1%	3.7%	2.7%	1.5%	1.6%	0.5%						2.8%

1) Includes East and West of Hudson.

JULY RAIL COMMUTATION RIDERSHIP ⁽¹⁾

- JULY's Rail Commutation Ridership was 0.8% above 2011 and 1.0% below forecast.

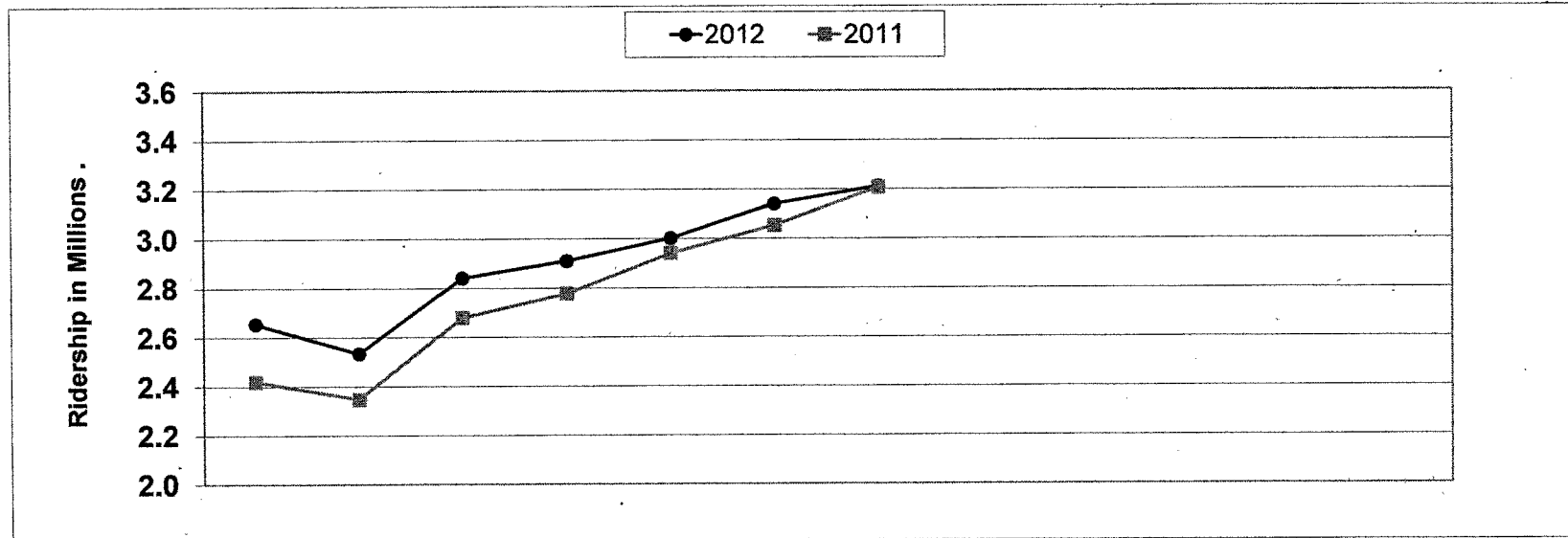


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2012	3.9	3.9	4.3	4.1	4.2	4.1	4.0						28.5
2011	3.8	3.7	4.2	4.0	4.2	4.1	4.0						28.0
PCT CHG.	1.9%	3.2%	2.3%	1.3%	1.1%	0.6%	0.8%						1.6%

1) Includes East and West of Hudson.

JULY RAIL NON-COMMUTATION RIDERSHIP ⁽¹⁾

- JULY's Rail Non-Commutation Ridership was 0.1% above 2011 and 3.9% below forecast.

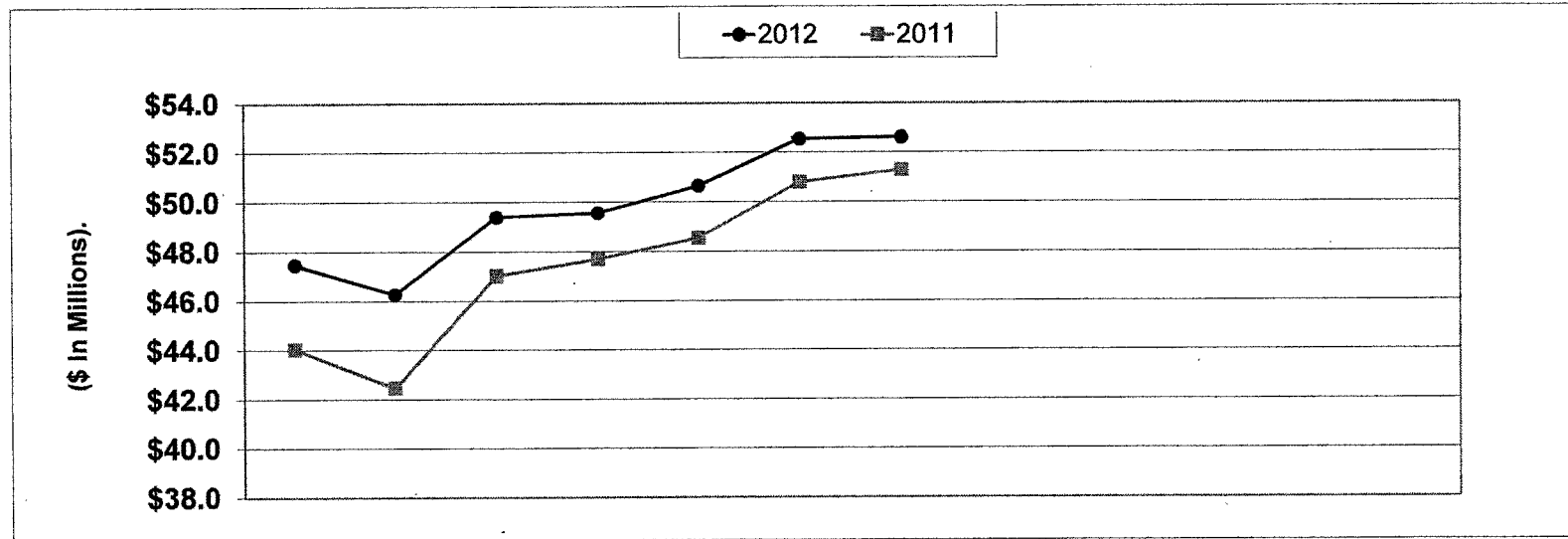


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2012	2.7	2.5	2.8	2.9	3.0	3.1	3.2						20.3
2011	2.4	2.3	2.7	2.8	2.9	3.1	3.2						19.4
PCT CHG.	9.7%	8.0%	6.1%	4.8%	2.1%	2.9%	0.1%						4.5%

1) Includes East and West of Hudson.

JULY RAIL REVENUE ⁽¹⁾

- JULY's Total Rail Revenue was 2.6% above 2011 and 2.0% below forecast.



	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	\$52.5	\$52.6						\$348.5
2011	\$44.0	\$42.5	\$47.0	\$47.7	\$48.5	\$50.8	\$51.3						\$331.9
PCT CHG.	7.8%	9.0%	5.1%	3.9%	4.3%	3.4%	2.6%						5.0%

1) Includes East and West of Hudson

MTA METRO-NORTH RAILROAD

RIDERSHIP SUMMARY

JULY 2012

TICKET TYPE/SERVICE	JULY 2012	JULY 2011 (1)	CHANGE VS. 2011	
			AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP				
East of Hudson	3,919,182	3,875,230	43,952	1.1%
West of Hudson	83,210	94,235	(11,025)	-11.7%
Total Rail Commutation Ridership	4,002,392	3,969,465	32,927	0.8%
RAIL NON-COMMUTATION RIDERSHIP				
East of Hudson	3,143,797	3,137,892	5,905	0.2%
West of Hudson	68,112	70,062	(1,950)	-2.8%
Total Rail Non-Commutation Ridership	3,211,909	3,207,954	3,955	0.1%
TOTAL RAIL RIDERSHIP				
East of Hudson	7,062,979	7,013,122	49,857	0.7%
West of Hudson	151,322	164,297	(12,975)	-7.9%
TOTAL RAIL RIDERSHIP	7,214,301	7,177,419	36,882	0.5%
CONNECTING SERVICES RIDERSHIP (2)	44,232	46,205	(1,973)	-4.3%
TOTAL MNR SYSTEM RIDERSHIP	7,258,533	7,223,624	34,909	0.5%

Notes:

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

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

TICKET TYPE/SERVICE	2012 YTD	2011 YTD (1)	CHANGE VS. 2011	
			AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP				
East of Hudson	27,882,950	27,337,976	544,974	2.0%
West of Hudson	601,126	698,474	(97,348)	-13.9%
Total Rail Commutation Ridership	28,484,076	28,036,450	447,626	1.6%
RAIL NON-COMMUTATION RIDERSHIP				
East of Hudson	19,894,793	19,022,154	872,639	4.6%
West of Hudson	399,084	402,147	(3,063)	-0.8%
Total Rail Non-Commutation Ridership	20,293,877	19,424,301	869,576	4.5%
TOTAL RAIL RIDERSHIP				
East of Hudson	47,777,743	46,360,130	1,417,613	3.1%
West of Hudson	1,000,210	1,100,621	(100,411)	-9.1%
TOTAL RAIL RIDERSHIP	48,777,953	47,460,751	1,317,202	2.8%
CONNECTING SERVICES RIDERSHIP (2)	329,847	322,804	7,043	2.2%
TOTAL MNR SYSTEM RIDERSHIP	49,107,800	47,783,555	1,324,245	2.8%

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
JULY 2012**

LINE	JULY 2012 ACTUAL	JULY 2012 MID-YEAR	VARIANCE VS. MID-YEAR		JULY 2011 RESTATE ⁽¹⁾	CHANGE FROM 2011	
			AMOUNT	PERCENT		AMOUNT	PERCENT
EAST OF HUDSON							
Harlem Line	2,274,018	2,299,434	(25,416)	-1.1%	2,251,804	22,214	1.0%
Hudson Line	1,401,131	1,415,572	(14,441)	-1.0%	1,389,468	11,663	0.8%
New Haven Line	3,387,830	3,511,341	(123,511)	-3.5%	3,371,850	15,980	0.5%
Total East of Hudson	7,062,979	7,226,347	(163,368)	-2.3%	7,013,122	49,857	0.7%
WEST OF HUDSON							
Port Jervis Line	97,178	106,947	(9,769)	-9.1%	115,302	(18,124)	-15.7%
Pascack Valley Line	54,144	50,974	3,170	6.2%	48,995	5,149	10.5%
Total West of Hudson	151,322	157,921	(6,599)	-4.2%	164,297	(12,975)	-7.9%
TOTAL RAIL RIDERSHIP	7,214,301	7,384,268	(169,967)	-2.3%	7,177,419	36,882	0.5%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS							
Hudson Rail Link	28,306	27,902	404	1.4%	29,065	(759)	-2.6%
Haverstraw-Ossining Ferry	10,206	10,685	(479)	-4.5%	10,177	29	0.3%
Newburgh-Beacon Ferry	5,720	7,589	(1,869)	-24.6%	6,963	(1,243)	-17.9%
Total Connecting Services	44,232	46,176	(1,944)	-4.2%	46,205	(1,973)	-4.3%
TOTAL MNR SYSTEM	7,258,533	7,430,444	(171,911)	-2.3%	7,223,624	34,909	0.5%

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 MID-YEAR	VARIANCE VS. MID-YEAR		2011 YTD RESTATED (1)	CHANGE FROM 2011	
			AMOUNT	PERCENT		AMOUNT	PERCENT
EAST OF HUDSON							
Harlem Line	15,670,532	15,705,692	(35,160)	-0.2%	15,260,827	409,705	2.7%
Hudson Line	9,302,958	9,333,160	(30,202)	-0.3%	9,116,373	186,585	2.0%
New Haven Line	22,804,253	23,076,537	(272,284)	-1.2%	21,982,930	821,323	3.7%
Total East of Hudson	47,777,743	48,115,389	(337,646)	-0.7%	46,360,130	1,417,613	3.1%
WEST OF HUDSON							
Port Jervis Line	630,685	660,928	(30,243)	-4.6%	764,699	(134,014)	-17.5%
Pascack Valley Line	369,525	356,421	13,104	3.7%	335,922	33,603	10.0%
Total West of Hudson	1,000,210	1,017,349	(17,139)	-1.7%	1,100,621	(100,411)	-9.1%
TOTAL RAIL RIDERSHIP	48,777,953	49,132,738	(354,785)	-0.7%	47,460,751	1,317,202	2.8%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS							
Hudson Rail Link	211,736	209,202	2,534	1.2%	217,748	(6,012)	-2.8%
Haverstraw-Ossining Ferry	70,560	71,508	(948)	-1.3%	65,041	5,519	8.5%
Newburgh-Beacon Ferry	47,551	48,622	(1,071)	-2.2%	40,015	7,536	18.8%
Total Connecting Services	329,847	329,332	515	0.2%	322,804	7,043	2.2%
TOTAL MNR SYSTEM	49,107,800	49,462,070	(354,270)	-0.7%	47,783,555	1,324,245	2.8%

Notes:

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



Metro-North Railroad

Capital Program Report
September 2012

CAPITAL PROGRAM

HIGHLIGHTS

September 24, 2012

STATIONS/FACILITIES

Croton-Harmon/Peekskill Improvements

Croton-Harmon Station Status:

Work in Progress:

- Platform edge rub board installation commenced
- New roof ventilator steel work commenced.
- New canopy deck installation.
- Electrical conduit work.

Work Complete:

- Caulking and column covers installation.

Peekskill Station Status:

Work in Progress:

- Metal canopy deck installation on outbound canopy commenced.
- Overpass roof framing and fascia work commenced.
- Overpass deck reconstruction.
- Existing outbound canopy roof and deck reconstruction.
- Outbound platform rub board installation.

Work Complete:

- Platform edge new rub board installation.
- Spall repair work.

Poughkeepsie Station Improvements

Pedestrian Walkway and Pavilion Repair:

Work in Progress:

- Painting continues with completion scheduled early September 2012.
- Installation of the lightweight colored concrete for the final surface layer of the walkway is scheduled for mid-September 2012.
- Clean up and demobilize by the end of September 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

- Platform guard rail fabrication in progress for Mt. Vernon East and Harrison Stations with installation to commence in September 2012.

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

Work in Progress:

- A kick-off meeting was held on August 14, 2012. Mobilization is in progress.

Canine Training Facility, Town of East Fishkill, NY

Work in Progress:

- Bid opening for the construction of the canine training facility is September 28, 2012. A site tour is scheduled for September 7, 2012.

POWER

Bridge – 23 Substation Replacement

Work in Progress:

- Fabrication of the long lead equipment continues. Factory acceptance testing of the SF-6 Switchgear is scheduled for September 2012.
- Excavating for the transformer and SF-6 switchgear foundations at the Bridge-23 site is underway.

Work Complete:

- Modifications to the existing commuter parking to add additional parking spaces.
- Contractor mobilization at the Bridge – 23 site.

TRACK AND STRUCTURES

2012 Cyclical Track Program

Work in Progress:

- As of August 31, 2012, a total of 17,390 ties installed and 45 miles of track surfaced. Currently, production gang is installing CWR on the Upper Hudson Line and will return to the New Haven Line in October 2012.

Bridge Rehabilitation – Moodna (Work Complete) and Woodbury Viaducts

Woodbury Viaduct:

Work in Progress:

- Bid solicitation for construction is expected in September 2012.

Harlem River Lift Bridge-Cable Replacement/Control System

Work in Progress:

- Advertisement for a contractor for construction of the cable replacement and control system is scheduled to be advertised in October 2012.

Inspection and Rehabilitation of Retaining Walls

Work in Progress:

- Advertisement for a contractor for construction of the new retaining wall as well as a consultant to perform construction management/inspection services was issued on August 8, 2012, with bids/proposals due on September 26, 2012. Site tours are to proceed on September 5 and September 6 pending approval of track time.

Catenary Painting / Rehabilitate Catenary Structures

Work in Progress:

- Advertisement for a contractor for construction for painting and select structural repairs to catenary structures along the NYS portion of the New Haven Line was issued on August 23, 2012, with bids due on October 17, 2012. A site tour is scheduled for September 14, 2012.

Undergrade Bridges – East of Hudson

Work in Progress: Painting Work

- All submittals have been approved. The Oak Street Bridge painting work to commence in late August 2012.

Work in Progress: Design of select Undergrade Bridges

- A consultant contract was awarded on August 14, 2012 to perform the design of 5 undergrade bridges. The kick-off meeting is scheduled for September 5, 2012.

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 RFP was issued to the GEC on August 7, 2012, with proposals due September 7, 2012. Site tour was held on August 24, 2012.

Overhead Bridges – East of Hudson

Work in Progress: Bridge Street Bridge Replacement (HU 65.18), Poughkeepsie

- NYSDOT authorized Metro-North to commence with the procurement of a Resident Engineer. The requisition is being circulated for approvals.

Drainage and Undercutting Program

Work in Progress:

- Advertisement for a contractor to perform the Sing-Sing Creek construction was advertised on August 9, 2012, with bids due on September 19, 2012.

SHOPS AND YARDS

Harmon Shop Improvements – Phase IV Stage 1

Work in Progress:

- Work for roof and masonry repairs on Main Building (building #6).
- Installation of utilities connections to the trailers are complete except for the electric utilities. These utilities are expected to be completed in September 2012, to facilitate final relocations into the south yard storage areas.

Work Complete:

- Work at the tie storage yard.

Employee Welfare & Storage Facilities – Brewster Roof Replacement

Work in Progress:

- Skylight and roofing installation.
- New roofing installed on main roof, approximately 45% complete.
- Partial fascia repairs have commenced on existing 2nd floor cat walk.

Work Complete:

- Scraping underside deck.
- Demolition on existing HVAC units above the storage area.

GRAND CENTRAL TERMINAL

Grand Central Terminal Train Shed and Park Avenue Tunnel

Work in Progress:

- Tunnel rehabilitation (including priority repairs) – contractor is mobilizing; work to commence in September 2012 on track No. 4.
- Design (platform and train shed repairs) – requisition is circulating for approval.
- Comments were returned to the consultant on the 30% plans for the ESA concourse roof repairs. Design continues.

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

- The repairs to the stairs located at both the east side and west side of 59th Street are complete.
- The repairs to the stairs located at 86th Street are complete on the southeast, southwest and northwest exits. Work on the northeast exit is ongoing. All work is scheduled for completion by September 2012.

ROLLING STOCK

M-8 Car Program

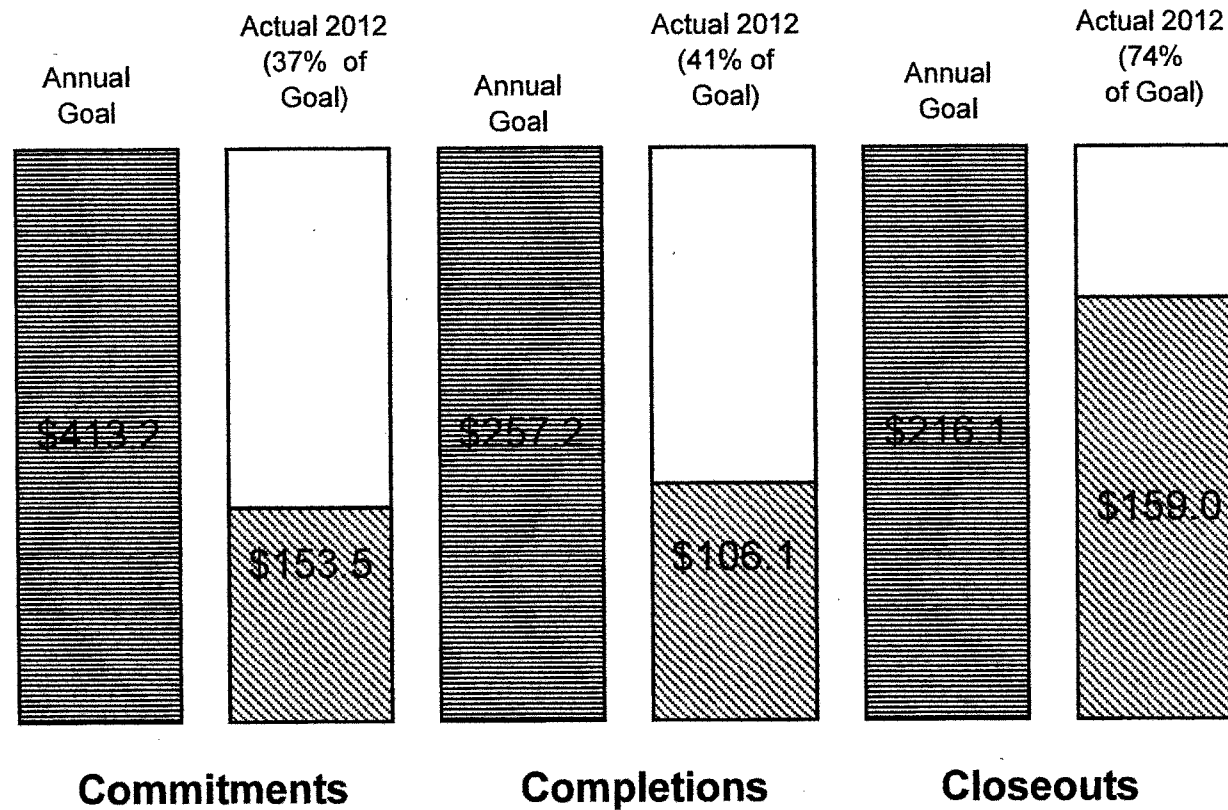
Work in Progress:

- As of August 31, 2012, 132 Cars have been conditionally accepted and were placed into revenue service.

2012 MNR Capital Program Goals

As of August 31, 2012

In Millions



☐ Forecast - September 2012 - December 2012
☒ Actual as of August 31, 2012
☒ 2012 Goals