



Metropolitan Transportation Authority

Meeting of Metro-North and Long Island Committees

December 2012

Members

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



Metropolitan Transportation Authority

MEETING AGENDA

METRO-NORTH/LONG ISLAND COMMITTEES

December 17, 2012 – 8:30 a.m.

347 Madison Avenue

Fifth Floor Board Room
New York, NY

<u>AGENDA ITEMS</u>	<u>Page</u>
PUBLIC COMMENTS PERIOD	
APPROVAL OF MINUTES – NOVEMBER 26, 2012	4
2012 WORK PLAN	20
<u>AGENCY PRESIDENTS'/ CHIEF'S REPORTS</u>	
MNR Report (No material)	
LIRR Report (No material)	
MTA Capital Construction Report	23
MTA Police Report	28
<u>AGENCY INFORMATION ITEMS</u>	
1. MNR INFORMATION ITEMS	35
• 2013 Proposed Committee Work Plan	36
• Elevator & Escalator Service Report – 3 rd Quarter 2012	43
• Diversity/EEO Report – 3 rd Quarter 2012	52
2. MNR ACTION ITEMS	58
• 2013 Budget & 2013-2016 Financial Plan Adoption	59
• Public Hearing for April Hudson Line Service Changes	71
3. LIRR INFORMATION ITEMS	73
• 2013 Proposed Committee Work Plan	74
• Elevator & Escalator Service Report – 3 rd Quarter 2012	80
• Diversity/EEO Report – 3 rd Quarter 2012	87
• January Track Program	95
• Moynihan Station Development Project Connecting Corridor	96
4. LIRR ACTION ITEMS	98
• 2013 Budget & 2013-2016 Financial Plan Adoption	99

<u>PROCUREMENTS</u>	111
1. MNR Procurements	
• Non-Competitive	115
• Competitive - none	
• Ratifications - none	
2. LIRR Procurements	
• Non-Competitive	117
• Competitive	118
• Ratifications - none	
3. MTA CC Procurements	
• Non-Competitive - none	
• Competitive	119
• Ratifications	123

AGENCY REPORTS ON OPERATIONS, FINANCE, RIDERSHIP AND CAPITAL PROGRAM

1. MNR	
• Operations	125
• Finance and Ridership	135
• Capital Program	168
2. LIRR	
• Operations	174
• Finance and Ridership	185
• Capital Program	214

Date of next meeting: **Monday, January 28, 2013**

Metro-North Railroad Committee at 8:30 am

Long Island Rail Road Committee at 9:30 am

Minutes of the Regular Meeting
Metro-North Committee

Monday, November 26, 2012

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

8:30 a.m.

The following members were present:

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

Not Present:

Hon. Andrew M. Saul, Vice-Chairman, MTA
Hon. Jeffrey A. Kay

Also Present:

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

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

There were four public speakers.

Orrin Getz of Rockland County complimented the MTA, Metro-North and the Long Island Rail Road for the way they handled the protection of the rolling stock and the resumption of service in the wake of Hurricane Sandy. He applauded the railroads for how well they kept the public informed of the service restoration. He criticized New Jersey Transit for its failure to protect its rolling stock, noted that a number of its railcars and locomotives were damaged in the storm and that it took New Jersey Transit two weeks to restore service on the Pascack Valley and Pt. Jervis Lines. He noted that the service on these two lines has not been fully restored, leaving large gaps in the schedule and not allowing the second weekday express train to operate on the Pascack Valley Line. He asked Metro-North and Long Island Rail Road to make a special effort to assist New Jersey Transit repair its damaged cars and locomotives and possibly loan some equipment to New Jersey Transit. He also noted that buses were used on "Black Friday" to take shoppers from the Anthony Wayne recreation area to Woodbury Commons, expressing his opinion that a Woodbury Commons station is needed on the Pt. Jervis Line.

Murray Bodin of Concerned Grandparents discussed the warning horns blown on trains on the Harlem Line. Citing a recent accident in a quiet zone in Texas, he expressed his opinion that there should be a quiet zone at high-level stations and that warning horns should be sounded at the rail crossings instead of from trains that are approaching those crossings. He voiced his willingness to meet with President Permut should the president contact him.

William Henderson of PCAC congratulated the railroads on the excellent job they did in restoring service following Hurricane Sandy, noting that the railroads were faced with major challenges in dealing with the storm and surmounted them. On behalf of the riders, he thanked the railroads and their staff who worked so hard to restore service and restore a modicum of normalcy to the service while people did not have electricity and vital service in their homes. He noted that service on the Long Island Rail Road is still limited and some Metro-North express trains have yet to be put back into service. He acknowledged the difficulties Metro-North faces west-of-Hudson where it is not in control of the operation, stating that New Jersey Transit and Amtrak have not been as transparent with customers. He asked MTA and the operating agencies to be an advocate for its riders where outside entities affect service. He stated that there is a lack of openness and information from New Jersey Transit who controls west-of-Hudson service, stating that the riders need to know what their future is. Mr. Henderson ended by stating that the PCAC appreciates all the efforts of Metro-North and the Long Island Rail Road in restoring service.

Anthony Simon, General Chairman, United Transportation Union, Long Island Rail Road acknowledged MTA leadership and the MTA Police Department for the outstanding job they did to secure equipment prior to and restore service following Hurricane Sandy. He congratulated the MTA and the railroad workforce on their efforts before, during and after the storm. The details of Mr. Simon's comments are contained in the minutes of the Long Island Rail Road held this day.

The Committee recognized the railroads for the tremendous job they did in preparing for the storm and restoring service after the storm.

Upon motion duly made and seconded, the Committee approved the minutes of the regular meeting of September 24, 2012. Board Member Ballan was not present for the vote. Co-Chairman Pally stated that there were no changes to the 2012 work plan.

President Permut recognized MTA Police Officers Michael Burns and Joseph Terracciano and Metro-North GCT District Superintendent Emiliano Perez for their quick actions that led to the apprehension of a bank robbery suspect shortly after he committed a robbery. He reported that on October 12, Officers Burns and Terracciano were on patrol at the Harlem-125th Street Station moments after they were notified of a bank robbery at York Avenue and 79th Street in Manhattan when they saw the bank robbery suspect as he was waiting to board a New Haven Line train. The officers recognized the suspect from a "Wanted" poster issued the prior day by the NYPD. The alleged thief was also wanted in connection with six other bank robberies in Manhattan. Mr. Perez assisted the police by holding all Connecticut-bound trains while the MTA Police canvassed trains departing from New York. While on the platform canvassing, the suspect came up the stairs, sat down on a bench and was approached and arrested by the two MTA police officers. The suspect, Jerry Walton of Waterbury, Connecticut was unarmed and appeared to be waiting for the 12:17 p.m. train to Waterbury. He was in possession of more than \$6,860 cash and a small amount of heroin. President Permut noted that the events of October 12 are another example of inter-agency teamwork. Police Officers Burns and Terracciano and Metro-North GCT District Superintendent Perez were presented with plaques commemorating their bravery and actions.

MTA LONG ISLAND RAIL ROAD

President Williams discussed the impact of Hurricane Sandy on the railroad. She thanked Chairman Lhota, noting that his leadership and the clear process he instituted with respect to shutting down the system enabled the railroad to recover faster. Board Member Blair asked about possible refunds for tickets that were not used due to the hurricane. President Williams stated that the railroads would be waiving the \$10 processing fee to customers whose travel was interrupted by the storm. She stated that pro rata refunds would not be made for other tickets but that October monthly tickets were good for use up to November 5th. It was further noted that on-board penalties were suspended because ticket vending machines at some stations were inoperable, and that customers also received two free days of travel as declared by Governor Cuomo. The railroads will be faced with handling individual letters from customers and will have to determine how to handle issues on a case-by-case basis pursuant to procedure, noting that a refund could be given to customers who return an unused, unopened monthly ticket. The remaining comments by President Williams and Board Members are contained in the minutes of the Long Island Rail Road held this day.

MTA METRO-NORTH RAILROAD

President Permut reported that despite two major storms -- a nor'easter and Hurricane Sandy, October 2012 on-time performance was 97.8% and on-time performance year-to-date October 2012 was 97.5%. Overall consist compliance in October was 99.9% with only one inbound train, of the 2588 trains, on the Harlem Line and one outbound train, of the 1899 trains, on the Hudson Line not compliant.

President Permut echoed the comments made by President Williams. He thanked Chairman Lhota, Metro-North field forces and managers for doing an incredible job. There was excellent teamwork throughout Metro-North and the MTA family. He noted that the railroad had never experienced a weather event like Hurricane Sandy. There were over 10 foot storm surges on the Hudson Line from Croton-Harmon south that flooded large portions of the Hudson Line. A huge number of trees fell on tracks, catenary and signal wires and there was a lot of debris on the tracks. There were major power outages in Metro-North's territory. President Permut noted that, due to good emergency planning and preparation, an integrated and talented management team and a dedicated and hard-working workforce unafraid to brave the elements to restore the railroad for its customers, Metro-North was able to begin restoring service 2½ days after the last train ran and 1½ days after the storm passed. President Permut stated that he is proud to be part of such a dedicated and professional team that did its part to restore normalcy to our portion of the region's daily life.

President Permut reported that the first round of service investments that were proposed as part of the MTA's 2012 service investments and the railroad's ongoing service plan improvements were implemented on October 14, 2012. The service improvement plan is the largest in Metro-North's history. The plan increased service by 1.2% east of Hudson and 2.6% west of Hudson and increased customer comfort by adding cars and lowering the loading standard on all lines on the weekends to 75%. Trip frequency (20-30 minute headway) was also increased leading to faster trips on the New Haven and Harlem Lines during weekday off-peak periods and on weekends. Ridership during the impacted time periods has increased. Metro-North will monitor ridership during these time periods. Additional service investments are scheduled to take place in April and October of 2013.

President Permut noted that there is an increase in discretionary ridership from Thanksgiving through the New Year's holiday. Metro-North will supplement its regular train service to meet the travel demands of this increased discretionary ridership by providing additional cars and extra staffing on existing train service during key time periods and adding shoppers' special trains.

President Permut reported on various capital projects, including the renovation of the whispering gallery in Grand Central Terminal, which has been completed ahead of schedule and on budget. The New York City Fire Department (FDNY) has opted to participate in the new railroad and police radio system in Grand Central Terminal and the Park Avenue Tunnel which will provide the FDNY with emergency radio coverage to the Park Avenue Tunnel from all Grand Central Terminal exits onto the street. Design of the project is almost complete and implementation is expected in 2013. President Permut noted that the cab signal system project on the Port Jervis Line, part of Metro-North's ongoing effort to bring that line to a state of good repair, will increase safety, control train speed more efficiently, make the system more reliable and allow for the implementation of Positive Train Control. President Permut reported that station enhancement work has been completed at Bedford Hills and Katonah stations. The station enhancement work highlights a more holistic approach to station maintenance with repairs, such as painting of structural steel and installing new energy efficient lighting, getting done on a cyclical basis.

President Permut gave the financial report. He reported that the overall September year-to-date financial results were favorable to the mid-year forecast. Total operating revenues

were slightly favorable to the mid-year forecast due to higher Grand Central Terminal non-passenger revenue as a result of higher advertising revenue from digital displays and lower service costs made on behalf of retail tenants. Operating expenses were 2.7% lower than the mid-year forecast due to a number of items including favorable management and control over overtime spending prior to the hurricane, lower energy cost and lower material usage requirements resulting from the new M-8 cars and timing of other non-payroll expenditures. Year-to-date September 2012, the adjusted fare-operating ratio of 70.5% was almost 3% better than the mid-year forecast. This result reflects Metro-North's best performance since it began tracking this statistic in January 2011.

President Permut gave the ridership report, noting that total system ridership in the month of October 2012 was 8.4% lower than the comparable period of 2011, rail commutation ridership decreased 10.7% and rail non-commutation ridership decreased 4.9%. Rail ridership in October was adversely impacted by the three day service suspension caused by Hurricane Sandy. Had the storm not occurred, ridership would have been approximately 3.1% higher than October 2011, commutation ridership would have increased 1.6% and non-commutation ridership would have increased 5.4%. Year-to-date October 2012 total system ridership was 2.2% higher than in the comparable period of 2011, rail commutation ridership increased 0.6% and rail non-commutation ridership increased 4.4%. Had the storm not occurred, year-to-date October 2012 rail ridership would have increased 3.4% than in the comparable period of 2011, commutation ridership would have increased 2.0%, non-commutation ridership would have increased 5.5%.

President Permut gave the safety report. He reported that total employee injuries through September 2012 were 16% lower than in the comparable period of 2011 and customer injuries were 18.5% lower.

Board Member Blair noted that the recent service expansions have been applauded and appreciated by riders. He stated that the advertisement in the Journal News containing the new October 14, 2012 schedule is spectacular. President Permut thanked Randall Fleischer, Senior Director, Business Development, Facilities and Marketing and the MTA staff for the Journal News advertisement, stating that he thinks the advertisement was a great way to publicize and market the new service.

MTA POLICE DEPARTMENT

Chief Coan thanked Metro-North for recognizing Officers Burns and Terracciano. He also thanked the railroads for communicating with the police before and after Hurricane Sandy and during the restoration, stating that it greatly helped the police in assisting the railroads in their efforts during and after the storm. Chief Coan reported that no major crimes occurred during the storm; however, there were some crowding issues. He reported on the October 2012 crime and arrest statistics, noting that there was a 13% decrease in crime but a slight increase in larcenies mainly due to unattended property and some copper thefts. The details of the MTA Police Department Report are contained in a report filed with the records of this meeting.

Long Island Rail Road Information Items

President Williams noted that the railroads' Diversity/EEO Reports that were scheduled to take place at the October Committee meeting have been rescheduled to take place at the December Committee meeting. The details of President Williams report and Board Members comments are contained in the minutes of the Long Island Rail Road held this day.

MTA Metro-North Railroad Information Items

There was one information item.

- 2013 Preliminary Operating Budget

The details of the above item are in materials filed with the records of this meeting.

Action Items:

There were two action items.

- NYSDOT Grant for Connecting Services
- Public Hearing for Setting West Haven Station Fares

Upon motion duly made and seconded, all action 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.

Procurements:

Long Island Railroad

The Committee voted on Long Island Rail Road procurements.

Metro-North is participating in one competitive procurement led by Long Island Rail Road: a request to use the RFP process to award a contract for scheduled preventive maintenance, inspections, and remedial unscheduled and emergency on-call repairs for escalators, including 13 Metro-North escalators in Grand Central Terminal and Westchester County. Metro-North will be an option on the Long Island Rail Road contract. Once Metro-North concludes its assessment of the appropriate escalator maintenance and subsequent repairs for the GCT escalators, Metro-North will evaluate the option pricing received in the Long Island Rail Road solicitation versus pricing received in a Metro-North solicitation which is scheduled to take place in November 2012.

In response to a question by Board Member Moerdler regarding the use of the RFP process, President Williams stated that the railroads want to engage in a very competitive process, and to be sure that they have a contract with a company that has the resources to respond in the 24 hours that is required. She expressed the railroads' belief that an RFP will result in better proposals and give the railroads a better opportunity to carefully assess

vendor resources. President Permut stated that he agrees with President Williams and that an RFP will ensure that the railroads will get the most efficient and qualified companies to respond. He added that the RFP process allows the railroads to evaluate quality of workmanship and experience, as well as pricing. He stated that pricing is still looked at when using the RFP process. Board Member Ballan stated that he has looked closely at this procurement, has discussed it with President Permut, commends the joint approach taken and supports the use of an RFP. Board Member Blair asked that the issue of when to use an RFP be discussed at a future meeting, in response to which Board Member Pally stated that there are standards in State law for the use of an RFP that the railroads have to comply with before proceeding with an RFP.

The details of the above item are set forth in the minutes of the Long Island Rail Road held this day and the staff summaries and other materials filed with the records of this meeting.

MTA Metro-North Railroad

There were a total of 17 Metro-North procurements on the agenda.

There were two non-competitive procurements this month: a two-year purchase agreement with Brookville Equipment Corp. for various original equipment manufacturer replacement parts for Metro-North's BL-6, BL-14 and BL-20 locomotive fleets at a price to be negotiated on an individual basis prior to the parts purchase; and approval to procure an additional 28 ticket vending machines (TVM) from Schneidt & Bachmann GmbH (20 for Metro-North and eight for Long Island Rail Road) with an option for up to 10 additional machines for possible replacement of machines that may have been damaged beyond repair during the recent storms of October/November. These machines will have expanded capability for smartcard payment processing and serve as a pilot for the MTA new fare payment strategy that incorporates bank-standard, contactless smart cards. The total cost for the machines, \$2,512,600, includes the TVM equipment, integration of new contactless smart card payment processing functionality/components (both hardware and software), delivery, installation, testing and commissioning, spare parts for the new machines and one-year warranty on new machines for both Railroads.

President Permut reported on the contract with Schneidt & Bachmann GmbH. He noted that with the growth in service and ridership since the original machines' purchase, the reduction in ticket sellers and the addition of new stations, these new ticket machines will expand the ticket selling capacity to support these needs at both railroads. The machines will provide additional sales venues to accommodate increased ridership, supplement ticketing outlets at high volume outlying stations and at Grand Central Terminal and ticket selling outlets at new stations/locations (newly opened or planned stations), as well as ticket sales at stations that currently have no ticket selling capacity. The machines will introduce the acceptance of smartcards as a payment method which will support and serve as a pilot for the MTA new fare payment strategy that incorporates bank-standard, contactless smart cards. The cost of the machines has increased approximately 7% since the original machines' purchase in 2005 due to increases in raw materials/technical components as well as expanded functionality.

With respect to the procurement of TVM's from Schneidt & Bachmann GmbH, Board Member Ballan asked why the procurement is non-competitive. President Permut noted that Metro-North needs machines that will work with the current back-office financing system and Metro-North does not believe that anyone else can manufacture a machine that will be as reliable as the current machines procured from Schneidt & Bachmann, which have been performing well. Metro-North has very specific maintenance protocols and the railroads wanted to use the same parts and maintenance personnel. Board Member Blair asked if the existing machines could be retro-fitted for smart cards. President Permut noted that there were no plans for retro-fitting existing machines as they are near the end of their useful life with the next generation of machines to be purchased in about five years.

There were 15 competitive procurements this month: (1) a request to use the RFP process to solicit and evaluate proposals from prospective vendors to design, fabricate, test and deliver a complete 6000 ampere aluminum third rail system for Metro-North's Park Avenue Tunnel from 56th Street to 99th Street; (2) a request to award a competitively solicited contract to Ansaldo to design and furnish signal apparatus to replace the Field Code System for the Signal Control Point houses in Mott Haven, New York; (3) a 15-month purchase contract with Alstom Signaling, Inc. (Alstom) to engineer, fabricate and furnish signal system equipment for the Port Jervis Line, CP-109 on the Harlem Line and the Waterbury Branch in preparation for a new Positive Train Control (PTC); (4-5) two competitively solicited, five-year miscellaneous service contracts to two vendors - ETS Contracting, Inc. and Trio Asbestos Removal Corp to perform on-call, system-wide asbestos, lead and hazardous material abatement and remediation services; (6-7) two competitively solicited, two-year miscellaneous service agreements for the pick-up, repair, and delivery of 72 locomotive blower motor assemblies used on Metro-North's Genesis Locomotives to complete a retrofit program for the upgrade to Metro-North's Genesis fleet; (8) a three-year, competitively solicited, miscellaneous service contract to East Coast Railroad Services LLC to provide a Hi-Rail equipped logging truck for unloading ties and track materials along the rights-of-way; (9-13) competitively solicited miscellaneous service contracts to five contractors for a four-year period to provide snow removal and ice treatment services at Metro-North Yards, Stations and Facilities throughout Metro-North's territory; (14) a supplemental agreement with RCM Technologies (RCM) to provide previously unfunded Task No. 5 Construction Support Services and to re-design the routing of the electrical supply bank between Cos Cob Supply Substation and Wayside Substation 310 at an amount not to exceed \$243,320 with a 17-month extension to the contract period of performance; and (15) a supplemental agreement with Jacobs Civil Consultants, Inc. to provide additional design and engineering services for the Fordham Station.

Board Member Moerdler expressed his concern that the Committee may be asked in the future to approve a large contract modification to the Alstom contract. His concern arises out of the fact that the cost under the contract is 15% less than the engineer's estimate and about 25% less than the second lowest proposer. President Permut noted that Metro-North will monitor this contract very closely. Board Member Ballan asked if the work done under this contract would be necessary if the railroad did not have to comply with federally-mandated PTC. President Permut stated that the work would not have been necessary on the Waterbury Line and the Port Jervis Line if not for PTC. However, even without PTC,

the railroad would have the cab signal work done. President Permut noted that, despite an extensive effort by MTA and the railroads, there is not much funding available for PTC. Board Member Metzger noted that the work done on the Pt. Jervis Line is critical to bring that line up to a state of good repair as the equipment on that line is from the 1940's. In response to Board Member Blair's question, President Permut stated that he is very comfortable with Metro-North forces installing the signal system equipment.

Upon motion duly made and seconded, all procurement items were approved for recommendation to the Board. Details of the above items are set forth in the staff summaries and other materials filed with the records of this meeting.

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

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

Adjournment

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

Respectfully submitted,



Linda Montanino
Assistant Secretary

Oct-Nov 2012 Comm Minutes
Legal/Corporate/Committee Minutes

**Minutes of the Regular Meeting
Long Island Committee
Monday, November 26, 2012
Meeting held at
347 Madison Avenue
New York, New York 10017
8:30 a.m.**

The following members were present:

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

The following members were absent:

Hon. Andrew M. Saul, Vice Chairman, MTA
Hon. Jeffrey A. Kay

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

Representing MTA Capital Construction Company: Michael Horodniceanu, David Cannon

Representing MTA Police: Chief Michael Coan

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

There were four public speakers. Orrin Getz of Rockland complimented the MTA, Metro-North and LIRR on their recovery from Sandy, and asked that the MTA agencies render what assistance they could to help New Jersey Transit in its recovery. Murray Bodin of Concerned Grandparents spoke on Quiet Zones and the blowing of train horns.

William Henderson of the PCAC commended the MTA Railroads on the excellent job they did in response to the storm, and thanked the Railroads and their staff on behalf of the riders. He noted that there was still progress to be made in terms of limited service on the LIRR and the restoration of express trains on Metro-North. He recognized that the Railroads were not in total control of certain aspects of the recovery, such as the East River Tunnels which are under Amtrak's control, and asked that the Railroads acts as forceful advocates on behalf of the riders where outside entities affect service.

Anthony Simon, General Chairman of the UTU, stated that he was speaking on behalf of the union representing the conductors, trackworkers and maintenance of equipment workers on the LIRR. He acknowledged the efforts and success of the leadership and the staff of the Railroads and the MTA Police Department. He stated that the agency had pulled off a small miracle in the recovery of the worst storm in the history of the region. He emphasized the sacrifices made by the represented work force of the MTA, particularly the LIRR. He noted the behind-the-scenes coordination efforts that were made, and spoke of the work force that worked through adverse conditions and did what it took to secure and shut down the system and then restore service. He noted that many of these employees themselves were without power, suffered devastation and that some are still homeless today. He referenced train service employees who lost everything, including their uniforms, and yet still came to work with just the clothes on their backs. Mr. Simon said that the entire membership answered the call like the true professionals they are. He said that railroaders think of their work as a career, not a job, and their co-workers as family. He said they take pride in their work and achieve amazing results when trusted to do so, and referenced satisfaction in the last LIRR customer survey at or above 90%. He said that while it is easy to criticize the MTA and its workers, the inefficiencies and alleged abuse, it is times like these to recognize the vital service, the expertise, qualifications and dedication of the workforce. He asked that employees be thanked for a truly amazing job, and congratulated the MTA on its efforts, and expressed special thanks to Board Member Tessitore.

The Committee recognized the Railroads for the tremendous job they did in preparing for the storm and restoring service after the storm.

Upon motion duly made and seconded, the minutes of the September 24th Committee meeting were approved. Board Member Ballan was not present for the vote. Co-Chairman Pally stated there were no changes to the 2012 Work Plan. Thereafter, two MTA Police Officers and a Metro-North employee were honored for their actions leading to the apprehension of a bank robbery suspect on a Metro-North train.

MTA LONG ISLAND RAIL ROAD

President Williams referenced the comments of Anthony Simon, and recognized the extraordinary efforts of the entire LIRR workforce in the wake of Superstorm Sandy, many of whom lost their homes and their cars, had no power for days on end, and had to wait on gas lines so that they could report to work to successfully restore LIRR service. LIRR faced more than 200 trees down; 20 substations without power; utility poles across the Right of Way; a flooded West Side Yard; two of four East River tunnels knocked out of commission – and yet within 24 hours, the Railroad ran trains between Jamaica and Penn Station and between Jamaica and Atlantic Terminal Brooklyn. Within 48 hours, LIRR had service between Great Neck and Penn Station and between Ronkonkoma and Penn Station. Within 72 hours, LIRR had service on the four busiest branches – Port Washington, Ronkonkoma, Babylon and Huntington. President Williams gave special mention to Michael Gelormino, Senior Vice President of Operations and Kevin Tomlinson, the Railroad's Chief Engineer. She also praised the leadership of Chairman Joseph Lhota, who gave strong guidance with respect to shutting down the system before the storm arrived. This allowed LIRR to secure some 600 gates at 290 grade crossings, and to move trains from the West Side Yards and the Long Beach Branch where there was the potential for flooding, avoiding damage to the fleet and paving the way for a quick recovery.

President Williams noted that once the dangerously high winds passed and the storm surges receded, Mr. Gelormino and Mr. Tomlinson and the entire LIRR team got the Railroad moving at a time when the region as a whole desperately needed the service we provide. She also recognized the LIRR's

labor partners in the UTU, TCU, the Locomotive Engineers and all the other crafts, who did a tremendous job to get the operation up and running.

President Williams then discussed the Nor'easter which hit after Sandy, dumping six inches of snow, resulting in more downed trees and power lines, just as the Railroad was starting to recover. She noted that for safety reasons the Railroad had to suspend service twice on that night, but was able to avoid any stranded trains. She noted that the LIRR was able to bounce back the next day and ran near normal service for the AM rush, again due to the extraordinary efforts of our workforce.

President Williams also thanked riders who have had to endure some very difficult commuting conditions during the last month. She noted that the Railroad still does not have full use of the two Amtrak tunnels that were flooded, and as a result, many of our Peak trains are still crowded. She stated that we are keenly aware of this hardship and are working with Amtrak very closely. She agreed with the comments of Mr. Henderson that while the Railroad is not fully in control of its destiny with respect to relying on third parties such as Amtrak, we need to be strong advocates on behalf of the commuters in working with Amtrak. She noted that Amtrak has to develop a plan for a weekend cutover to restore service in the East River Tunnels, and that the holiday season is impacting Amtrak's work schedule.

President Williams was pleased to report that as of Sunday, electric service was restored to the Long Beach branch, which was completely devastated by the storm. She again praised the Railroad's engineering forces for their work in restoring this service. She noted that the Railroad had been providing diesel service and bus service on the branch prior to the restoration of electric trains.

President Williams remarked upon a service disruption caused by a power outage which occurred the night before Thanksgiving, resulting in a one and one-half hour suspension of service. She thanked Chief Coan for the work that his officers did at Penn Station and Jamaica that night. She noted that the LIRR was able to restore service promptly after Amtrak restored power.

President Williams next noted that LIRR has begun running extra holiday service on weekends, and that the Holiday Schedule was given to the Committee members as a handout. The extra service includes half hourly off peak service on the Port Washington branch and extra late night trains on some of our busiest branches. This extra service kicked off this past Thanksgiving weekend and will continue all through December.

President Williams then noted that after thirteen consecutive months of ridership increases, LIRR ridership declined in October by 8.3% due to the impact of Superstorm Sandy. The LIRR carried 6.6 million customers in October 2012 compared to 7.2 million in October 2011. However, she noted positive ridership growth as a result of the opening of the new Barclays Center, with the Justin Bieber concert attracting 6,000 new customers traveling to and from Brooklyn.

With respect to the LIRR's Pledge to Customers, President Williams stated that LIRR will not be charging a \$10 processing fee for any customer seeking a refund for travel interrupted by the storm. In response to a question from Committee Member Blair, she indicated that this primarily applied to daily tickets which went unused, despite the longer validity period now in effect. She indicated that pro rata refunds would not be made for other tickets, but that customers did benefit from the extension of October monthly tickets to November 5th, and also from the suspension of on-board penalties due to the fact that many stations lacked power and did not have functioning ticket vending machines. She also noted that

customers benefitted from the two free days of travel declared by the Governor, and that refunds were available for unopened monthly tickets.

Near the end of the meeting, President Williams informed the Committee that LIRR and MTA have executed a force account and construction agreement with Brookfield Properties covering Phase One of the Brookfield Manhattan West Development Project. This is a mixed use development over the Amtrak Train Shed to the west of Penn Station, and Amtrak operates in the subsurface train shed under a permanent easement. LIRR's lead tracks connecting Penn Station and the West Side Yard pass through this subsurface area and the LIRR's rights are derivative of Amtrak's. She indicated that the project is divided into Phase One for the construction of an overbuild platform and Phase Two for the construction of two office towers to be constructed above the platform. Brookfield is now going forward with the overbuild platform portion. LIRR has entered into a construction agreement which gives the Developer track outages and a non-exclusive license to enter and use our premises for the construction of the platform.

MTA METRO-NORTH RAIL ROAD

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

MTA CAPITAL CONSTRUCTION

MTA Capital Construction President Michael Horodniceanu reported that there was no physical damage to any of the East Side Access contracts as a result of Sandy. Productivity, however, has been impacted and MTA Capital Construction is working to mitigate those impacts.

President Horodniceanu reported that the tunneling under Northern Boulevard is complete. The contractor is currently installing concrete and waterproofing and is expected to complete this work early spring 2013. The Queens Bored Tunnel Contract remains targeted for completion by the end of the year. Equipment is being demobilized from the open cut which is in the process of being turned over to the next contractor.

In Manhattan, Capital Construction reached an important milestone with the completion of the wellways and shaftways for the future installation of the escalators and elevators. The Vent Plant Facilities at 44th and 50th are advancing well and the above-ground work at 55th has started. MTA Capital Construction is working to ensure that neighbors of the projects are kept informed and, to that end, will soon be making a presentation to Community Board 5.

President Horodniceanu reported that negotiations were continuing on Systems Contract 1. Bids were received on CM012, Manhattan Structures 2, however, after evaluation the bids were determined to be too high and were rejected. MTA Capital Construction is currently repackaging the work in an effort to reduce costs and plans to solicit the work.

In response to questions from Committee Member Wortendyke, President Horodniceanu reported that 4 bids were received and that MTA Capital Construction was in the process of evaluating why the bids were so high. In response to a question from Committee Member Greenberg, President Horodniceanu reported that impact to schedule was still being evaluated.

MTA POLICE DEPARTMENT

Police Chief Coan thanked Metro North and the LIRR for the flow of communication before the storm and during the restoration period. He noted that it helped MTA Police to support the Railroads' efforts. He indicated that there were no major crime issues during the storm. He noted that MTA Police continue to work with AMTRAK, NYPD, New Jersey Transit and other agencies on overcrowding issues. Chief Coan reported on the October 2012 crime and arrest statistics, noting that there was a 13% decrease in crime overall but a slight spike in larcenies, 23 versus 19, mainly due to unattended property and copper thefts. Year to date, crime was down 6% overall in virtually every category except for larcenies which were up by 1%. The details of the MTA Police Report are contained in a report filed with the records of this meeting.

MTA LONG ISLAND RAIL ROAD

President Williams referenced a staff summary from October with respect to LIRR construction activities that impact schedules. She noted a correction to that information in the November package on the concrete tie replacement program, and in response to a question from Committee Member Wortendyke she confirmed that the concrete ties at issue were part of group of defective ties that the Railroad has been working over time to replace. She stated that in the October Committee package both Railroads had included their reports on diversity and recruitment strategies, and that the discussion of these matters had been rescheduled for December.

Information Items

There were three LIRR information items:

- 2013 Preliminary Operating Budget
- December Track Work Program
- Elevator & Escalator Report

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

Procurements

There were two non-competitive LIRR procurements: an award for a three-year period to NYS Industries for the Disabled (NYSID), as a preferred source pursuant to Section 162 of the State Finance Law, to provide window, wall and floor cleaning services at various locations, in a not-to-exceed amount of \$193,800; and a sole source award to Heidelberg USA, Inc. of a renewal contract for maintenance and repair of Heidelberg Print Shop equipment utilized in the LIRR print shop. In connection with the latter item, President Williams remarked upon the extraordinary job performed by the LIRR print shop in printing revised schedules on almost a daily basis following Sandy.

There were seven competitive LIRR procurements: a request to use the RFP process with respect to a contract to design and furnish a new supervisory control system at Divide Tower and upgrade the associated Remote Terminal Units; a request to use the RFP process with respect to a Design/Build contract for the replacement of the direct fixation track fastener system on the Massapequa Park viaduct; a request to use the RFP

process with respect to a contract for scheduled preventative maintenance, inspections, and remedial unscheduled and emergency on-call repairs for nineteen (19) LIRR escalators and thirteen (13) Metro-North escalators; a request to use the RFP process with respect to a contract to design and furnish a signal system for the Speonk to Montauk segment of LIRR's Montauk Branch; a three-year Personal Services contract to American Systems Registrar, in the not-to-exceed amount of \$30,387.50, to perform ISO 9001:2008 compliance audits and certification renewals for LIRR's engineering department; a two-year Personal Services contract in the not-to-exceed amount of \$300,000 to Staples Marketing LLC for development and implementation of a marketing campaign to increase transportation usage in Nassau County (funded by a CMAQ grant); and a three-year Miscellaneous Services contract to Aramark Uniform Services in the not to exceed amount of \$92,070.42 for the supply and weekly cleaning of walk-off mats at various LIRR locations. With respect to the contract for a signal system on the Montauk Branch, President Williams noted that this comprised the installation of track circuits in what is now "dark territory" in preparation for Positive Train Control.

With respect to the contract for escalator maintenance, Board Member Moerdler asked why this was not being done as a low bid contract. President Williams noted the benefit of evaluating safety and experience as more than a minimum requirement, and that the Railroads would benefit from pursuing this as a joint procurement. President Permut noted that this allowed the Railroads to pursue a best value approach. Board Member Ballan noted that he had had numerous conversations with President Permut on this issue, and commended the Railroads for moving forward jointly taking this approach. Board Member Blair asked if there was a particular rule of thumb as to when contracts are pursued as RFP and when they are not. With respect to the contract for marketing of transportation services in Nassau County, Board Member Greenberg inquired as to what marketing has been done previously. President Williams noted that while LIRR formerly worked directly with LI Bus on marketing, we no longer market the Nassau County bus service, but do coordinate with the provider of that service.

Among the Metro-North procurements presented by President Permut was a non-competitive award to Scheidt & Bachmann GmbH, on behalf of both Railroads, in the amount of \$2,512,600 (\$1,338,800 for Metro-North and \$1,173,800 for LIRR) to purchase 28 ticket vending machines with an option for up to 10 additional machines, as well as integration of new contactless smart card payment processing functionality and components, spare parts and warranty. Discussion of this procurement item is included in the minutes of Metro-North Railroad of this day.

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

MTA CAPITAL CONSTRUCTION

Procurements

On behalf of MTA Capital Construction, David Cannon introduced seven (7) procurement items in the total amount of \$19,856,757, of which four (4) were competitive items and three (3) items were presented for ratification.

The first item was a modification to CQ032 for the installation of the permanent structure for the Yard Lease Approach tunnel at the Yard Lead Track. This was a Scope and Budget Transfer in the amount of \$6,347,523.

November 26, 2012

The second item was a modification to CQ032 for the installation of the invert slabs in Tunnel A and the Yard Lead Tunnel and the installation of a utility bench in Tunnel A. This was a Scope and Budget Transfer in the amount of \$5,641,882.

Item three was a modification to CH053 to revise the work of relocating LIRR's Signal and Track Department Facility at Harold Interlocking in the amount of \$320,457.

The fourth item was a modification to CH053 for the installation of Catenary Pole B-921W along with associated foundation and hardware in the amount of \$365,000.

Committee Member Charles Moerdler recused himself from voting on procurement items 1-4. Upon motion duly made and seconded, all procurement items were approved for recommendation to the Board.

Item five was a ratification of a modification to C52101 for the fabrication of re-designed bollards and concrete foundations along with associated sidewalk work in the amount of \$366,000.

Item six was a ratification to a modification to CH053 for the storage of fabricated materials at off-site locations in the amount of \$280,895.

The final item was a ratification of a modification to CM004 for work related to the excavation and lining of shaft #1 at the 44th Street Vent Plant Facility. This was a Scope and Budget Transfer from adjacent contract CM019 in the amount of \$6,535,000.

Committee Member Charles Moerdler recused himself from voting on procurement item 6. Upon motion duly made and seconded, all ratification items were approved for recommendation to the Board.

Details of the above items are set forth in the Staff Summaries and other materials, copies of which are on file with the records of this meeting.

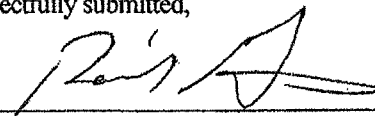
LIRR Reports on Operations, Finance and Ridership and the Capital Program

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



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

December 2012

2013 Final Proposed Budget
2013 Proposed Committee Work Plan
Elevator & Escalator Service Report

Finance
Committee Chairs & Members
Operations

Metro-North/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

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.

Elevator & Escalator Service Report

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

MTA CAPITAL CONSTRUCTION PROJECT UPDATE

East Side Access December 2012

Project Description

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

Budget and Estimate at Completion (EAC)

	<u>Budget</u>	<u>Last Reported EAC</u>	<u>Current Month EAC</u>	<u>Expenditures</u>
Design	\$ 671,029,378	\$ 671,029,379	\$ 671,029,378	\$589,223,416
Construction	6,442,835,778	6,442,835,777	6,442,835,778	2,966,485,947
Project Management	762,816,530	762,816,530	762,816,530	461,901,047
Real Estate	166,318,314	166,318,314	166,318,314	106,590,332
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	\$ 4,124,200,741

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

Major Milestones and Forecasts

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

Current Issues/Highlights

- Excavation and muck removal continues in the GCT Eastbound Cavern and shotcreting in the Westbound Cavern for the Manhattan Tunnel Excavations and Structures (CM009/CM019) contracts. Upcoming critical milestones are being carefully monitored to keep forecasted substantial completion date on target for spring 2013.
- The entrance at 245 Park Avenue has been completed as per the original plan. Additional security requirements will likely delay the opening for a few more months. This work is part of the CM004 contract, which also includes the 44th Street Vent Plant Facility. At this site, the contractor should complete the concrete shaft construction in January 2013. The contractor is also performing underground utility work in adjacent city streets.

- Steel erection and decking continues at the 50th Street Vent Plant Facility (CM013) through December. Site mobilization for the 55th Street Vent Plant Facility (CM013A) has started. Construction activities at this site are expected to start in early 2013. A comprehensive public outreach and participation plan is being put in place for the East 55th Street vent facility that includes way finding signage, fence wrap with business logos, e-mail blasts, newsletters and the formation of a Construction Advisory Committee that will meet quarterly.
- Excavation and installation of sub-grade utilities structures is progressing under the new LIRR concourse located in the lower level of GCT. This work is part of the CM014A contract. The Contractor continues with punch list items for the 43rd Street garage work.
- The CQ031 contractor has started to demobilize from the area with substantial completion for the Queens Bored Tunnels & Structures contract targeted for January 2013. The area will be turned-over to the follow-on Plaza Substation & Queens Structures (CQ032) contractor. The CQ032 contractor will start work on concrete and steel work for the invert slab in the open cut.
- With excavation completed on the Northern Boulevard Crossing (CQ039) contract, the contractor has shifted now to waterproofing installation and final concreting operations.
- For Harold Construction (CH053/054A), the catenary structures and steel installations which were targeted for completion by the end of the month have been impacted by hurricane Sandy. Work on sections of the 12kV ductbank will be completed in December. The CH054A contractor continues with the storm sewer installation along Skillman Avenue.
- As noted throughout the fall, procurement for the two Signal Packages (CS179 and VS086) is ongoing without further developments to report.

East Side Access Active and Future Construction Contracts

Report to the Railroad Committee - December 2012

Expenditures thru November 2012; \$s in million

	Budget	Expenditures
Construction	\$ 6,442.8	\$ 2,966.5
Design	\$ 671.0	\$ 589.2
Project Management	\$ 762.8	\$ 461.9
Real Estate	\$ 166.3	\$ 106.6
Rolling Stock†	\$ 202.0	\$ -
Total	\$ 8,245.0	\$ 4,124.2

† 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	\$373.0	Jul-2006	Jul-2006	Oct-2012	May-2013
CM019: GCT Concourse Civil & Structural <i>Dragados Judlau, JV</i>	\$793.9	\$772.3	\$21.5	\$686.8	Apr-2008	Apr-2008	Oct-2012	May-2013
<i>Note: Budget includes funding for scope not yet contractually obligated but not available for contingency.</i>								
CM014A: GCT Concourse Finishes Early Work <i>Yonkers Contracting</i>	\$46.5	\$43.7	\$2.9	\$9.4	Nov-2011	Nov-2011	Apr-2013	Oct-2013
CM013A: 56th St Vent Facility <i>SCC-JPP, JV</i>	\$58.8	\$56.0	\$2.8	\$0.0	Aug-2012	Aug-2012	Apr-2015	Apr-2016
CM012: Manhattan Struct Pt 2 & Cavern MEP & Finishes		<i>In Procurement</i>			Nov-2012	TBD	N/A	TBD
Queens Construction								
CQ031: Queens Bored Tunnel & Structures <i>Granite-Traylor-Frontier, JV</i>	\$767.8	\$765.1	\$2.7	\$666.6	Sep-2009	Sep-2009	Sep-2012	Jan-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	\$98.4	\$3.7	\$65.7	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>	\$187.7	\$171.1	\$16.6	\$17.2	Aug-2011	Aug-2011	Aug-2014	Apr-2015
Harold Construction								
CH053: Harold Structures (Part 1) <i>Perini Corporation</i>	\$267.8	\$201.7	\$66.1	\$131.9	Jan-2008	Jan-2008	Feb-2011	Dec-2013
<i>Note: Budget includes funding for scope not yet contractually obligated but not available for contingency.</i>								
CH058: Harold Structures - Part 3: Eastbound Reroute		<i>In Design</i>			Oct-2013	Nov-2013	N/A	Feb-2017
Systems Contracts								
Systems Package 1: Tunnel Ventilation, Facility Power, Communications, Controls, Security, Fire Detection		<i>In Procurement</i>			Sep-2012	Feb-2013	N/A	Jun-2018 ¹⁾
Systems Package 2: Trackwork and Traction Power		<i>In Procurement</i>			Apr-2013	May-2013	N/A	Jun-2018 ¹⁾
Systems Package 3: Signal Equipment		<i>In Procurement</i>			Mar-2013	Mar-2013	N/A	Jun-2018 ¹⁾

*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 June 2018.

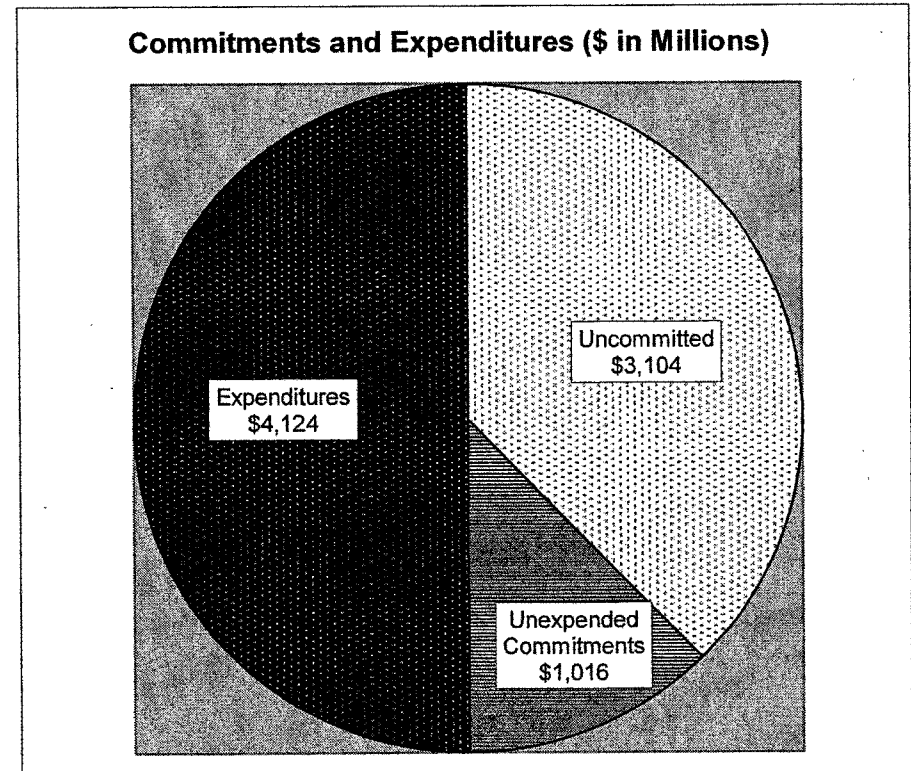
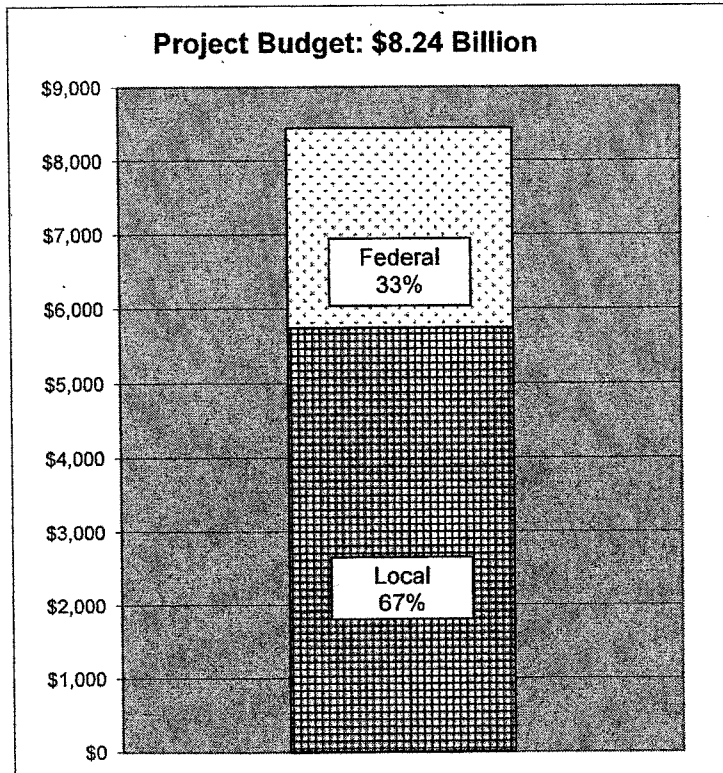
East Side Access Status

Report to the Railroad Committee - December 2012

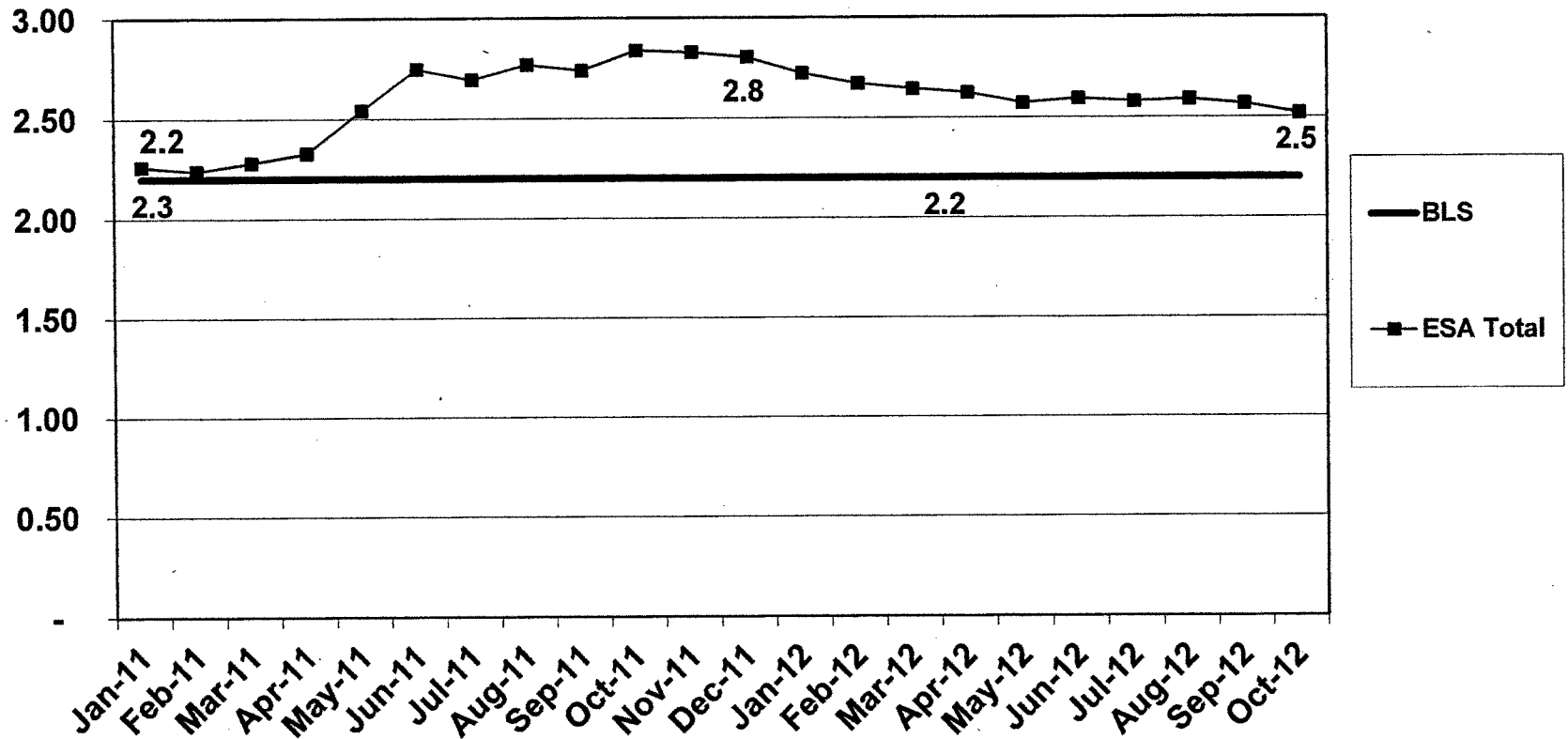
(data thru November 2012)

MTA Capital Program \$ in Millions	Budgeted	Funding Sources			Status of Commitments		
		Local Funding	Federal Funding*	Federal Received	Committed	Uncommitted	Expended
1995-1999	\$ 158	\$ 94	\$ 64	\$ 64	\$ 158	\$ -	\$ 157
2000-2004	1,534	747	785	785	1,498	35	1,422
2005-2009	2,683	839	1,845	1,176	2,654	29	2,218
2010-2014	3,154	3,346	5	-	831	2,323	327
2015-2019	717	717	-	-	-	717	-
Total	\$ 8,245	\$ 5,743	\$ 2,699	\$ 2,025	\$ 5,141	\$ 3,104	\$ 4,124

* 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 December 2012



METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
System Wide

November 2012 vs. 2011

	2012	2011	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	1	7	-6	-86%
Felony Assault	3	1	2	200%
Burglary	0	0	0	0%
Grand Larceny	12	19	-7	-37%
GLA	1	1	0	0%
Total Major Felonies	17	28	-11	-39%

Year to Date 2012 vs. 2011

	2012	2011	Diff	% Change
Murder	0	0	0	0%
Rape	1	2	-1	-50%
Robbery	49	67	-18	-27%
Felony Assault	34	41	-7	-17%
Burglary	13	7	6	86%
Grand Larceny	208	214	-6	-3%
GLA	5	9	-4	-44%
Total Major Felonies	310	340	-30	-9%



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department Long Island Rail Road

November 2012 vs. 2011

	2012	2011	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	1	2	-1	-50%
Felony Assault	2	1	1	100%
Burglary	0	0	0	0%
Grand Larceny	6	10	-4	-40%
GLA	0	0	0	0%
Total Major Felonies	9	13	-4	-31%

Year to Date 2012 vs. 2011

	2012	2011	Diff	% Change
Murder	0	0	0	0%
Rape	0	2	-2	-100%
Robbery	19	37	-18	-49%
Felony Assault	24	31	-7	-23%
Burglary	1	3	-2	-67%
Grand Larceny	108	105	3	3%
GLA	0	1	-1	-100%
Total Major Felonies	152	179	-27	-15%



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department Metro North Railroad

November 2012 vs. 2011

	2012	2011	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	0	4	-4	-100%
Felony Assault	1	0	1	0%
Burglary	0	0	0	0%
Grand Larceny	6	8	-2	-25%
GLA	1	1	0	0%
Total Major Felonies	8	13	-5	-38%

Year to Date 2012 vs. 2011

	2012	2011	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	18	18	0	0%
Felony Assault	8	8	0	0%
Burglary	12	3	9	300%
Grand Larceny	88	104	-16	-15%
GLA	5	8	-3	-38%
Total Major Felonies	131	141	-10	-7%



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department Staten Island Rapid Transit

November 2012 vs. 2011

	2012	2011	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	0	1	-1	-100%
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	0	2	-2	-100%

Year to Date 2012 vs. 2011

	2012	2011	Diff	% Change
Murder	0	0	0	0%
Rape	1	0	1	0%
Robbery	12	12	0	0%
Felony Assault	2	2	0	0%
Burglary	0	1	-1	-100%
Grand Larceny	12	5	7	140%
GLA	0	0	0	0%
Total Major Felonies	27	20	7	35%



MTA Police Department
Arrest Summary: Department Totals

12/5/2012
8:31:55AM

1/1/2012 to 11/30/2012

Arrest Classification	Total Arrests
Rape	1
Robbery	42
Felony Assault	37
Burglary	12
Grand Larceny	54
Aggravated Harassment	5
Aggravated Unlicensed Operator	29
Assault-Misdemeanor	45
Breach of Peace	13
Child Endangerment	3
Criminal Contempt	2
Criminal Impersonation	6
Criminal Mischief	40
Criminal Possession Stolen Property	12
Criminal Tampering	2
Criminal Trespass	34
Disorderly Conduct	13
Drug Offenses	32
DUI Offenses	15
Falsely Reporting an Incident	8
Forgery	28
Fraud	6
Graffiti	6
Harassment	7
Menacing	12
NYC Admin Code	1
Obstruct Government	4
Petit Larceny	102
Public Lewdness	69
Reckless Endangerment	7
Resisting Arrest	62
Sex Offenses	16
Theft of Services	68
VTL Offenses	2
Warrant Arrest	48
Weapons Offenses	8

Arrest Totals

851

INDEX CRIME REPORT
Per Day Average
November 2012

	Systemwide	LIRR	MNRR	SIRT
Murder	0	0	0	0
Rape	0	0	0	0
Robbery	1	1	0	0
Fel. Assault	3	2	1	0
Burglary	0	0	0	0
Grand Larceny	12	6	6	0
GLA	1	0	1	0
Total	17	9	8	0
Crimes Per Day	0.57	0.30	0.27	0.00



Metro-North Railroad

Information Items

December 2012



Proposed 2013 Metro-North Railroad Committee Work Plan

I. RECURRING AGENDA ITEMS

Responsibility

Approval of Minutes
 2013 Committee Work Plan
 President's Report
 Operations
 Safety
 Financial
 Ridership
 Capital Program
 MTA Police Report
 Information Items (if any)
 Action Items (if any)
 Procurements

Committee Chair & Members
 Committee Chair & Members
 President/Senior Staff

II. SPECIFIC AGENDA ITEMS

Responsibility

January 2013

Approval of 2013 Committee Work Plan
 Annual Strategic Investments & Planning Study

Committee Chair & Members
 Capital Planning

March 2013

Adopted Budget/Financial Plan 2013
 2012 Annual Operating Results
 Elevator & Escalator Service Report-4th Quarter 2012
 Diversity/EEO Report – 4th Quarter 2012
 2013 Spring/Summer Schedule Change

Finance
 Operations
 Operations
 Diversity/EEO Office
 Operations Planning & Analysis

April 2013 (Joint Meeting with LIRR)

Final Review of 2012 Operating Budget Results
 Annual Inventory Report
 2012 Annual Ridership Report

Finance
 Procurement
 Operations Planning & Analysis

June 2013

RCM Fleet Maintenance
 Diversity/EEO Report – 1st Quarter 2013
 Elevator & Escalator Service Report-1st Quarter 2013

Operations
 Diversity/EEO Office
 Operations

July 2013

Environmental Audit
 Grand Central Terminal Retail Development

Environmental Compliance
 MTA Real Estate

September 2013

2013 Final Mid-Year Forecast	Finance
2014 Preliminary Operating Budget	Finance
2013 Fall Schedule Change	Operations Planning & Analysis
Diversity/EEO Report – 2 nd Quarter 2013	Diversity/EEO Office
Elevator & Escalator Service Report-2 nd Quarter 2013	Operations

November 2013(Joint Meeting with LIRR)

2014 Preliminary Budget (Public Comment)	Finance
Annual Committee Charter Review	Committee Chair & Members
Holiday Schedule	Operations Planning & Analysis
Positive Train Control	President

December 2013

2014 Final Proposed Budget	Finance
2014 Proposed Committee Work Plan	Committee Chair & Members
Diversity/EEO Report – 3 rd Quarter 2013	Diversity/EEO Office
Elevator & Escalator Service Report-3 rd Quarter 2013	Operations

METRO-NORTH 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.

2013 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.

Operations

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

Safety

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

Financial

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.

Ridership

A monthly report will be provided that includes a comparison of actual monthly ticket sales, ridership and revenues with the budget and prior year results.

Capital Program Progress Report

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

Police Activity Report

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

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.

II. SPECIFIC AGENDA ITEMS

Detailed Summary

JANUARY 2013

The Committee will approve the Proposed Metro-North Railroad Committee Work Plan for 2013 that will address initiatives to be reported throughout the year.

Annual Strategic Investments & Planning Study

A comprehensive annual report will be provided to the Committee of the Agency's strategic investments & planning studies that will include fleet, facility, infrastructure, station projects, station access improvements, and environmental and feasibility studies.

MARCH 2013

2013 Adopted Budget / February Financial Plan 2013-16

A presentation will be provided to the Committee of a revised Agency 2013-2016 Financial Plan. This plan will reflect the 2013 Adopted Budget and an updated Financial Plan for 2013-2016 reflecting the out-year impact of any changes incorporated into the 2013 Budget.

The documents will also include a monthly allocation of projected revenue and expenses on an accrual and cash basis for 2013 by generic category.

2012 Operating Results

A review of the prior year's performance of railroad service will be provided to the Committee.

Elevator & Escalator Service Report – 4th Quarter 2012

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

Diversity & EEO Report– 4th Quarter 2012

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

2013 Spring/Summer Schedule Change

The Committee will be informed of the schedule changes taking effect for train service on the Hudson, Harlem, New Haven, Pascack and Port Jervis lines during the spring and summer of 2013.

APRIL 2013(Joint Meeting with LIRR)

Final Review of 2012 Operating Budget Results

The customary review of prior year's Agency budget results and their implications for current and future budget performance will be presented to the Committee.

Annual Inventory Report

A report will be provided to the Committee on the Agency's inventory activity during the prior year.

2012 Annual Ridership Report

A report will be presented to the Committee on Agency ridership trends during 2012 based on monthly ticket sales data and the results of train ridership counts conducted by the Agency.

JUNE 2013

RCM Fleet Maintenance

An annual report will be provided to the Committee on the Agency's fleet maintenance plan to address fleet reliability and availability.

Diversity & EEO Report – 1st Quarter 2013

Quarterly report to the Committee providing data on key EEO and Human Resources indicators relating to MNR's Equal Employment Opportunity and Diversity efforts, such as composition of the agency's workforce, new hires, and discrimination complaints. In alternating 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– 1st Quarter 2013

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

JULY 2013

Environmental Audit

The Committee will be briefed on the results of the Agency's 2012 environmental audit report which is submitted to NYS Department of Environmental Conservation as required by the Environmental Audit Act, as well as the actions implemented to enhance overall compliance, monitoring and reporting.

Grand Central Terminal Retail Development

MTA Real Estate will provide an annual report on leasing and construction opportunities and financial and marketing information related to retail development in Grand Central Terminal.

SEPTEMBER 2013

2013 Final Mid-Year Forecast

Agency will provide the Committee with the 2013 Mid-Year Forecast financial information for revenue and expense by month.

2014 Preliminary Operating Budget

Agency will present highlights of the 2014 Preliminary Operating Budget to the Committee. Public comment will be accepted on the 2014 Preliminary Operating Budget.

2013 Fall Schedule Change

The Committee will be informed of the schedule changes taking effect for train service on the Hudson, Harlem, New Haven, Pascack and Port Jervis lines for the Fall of 2013.

Diversity & EEO Report - 2nd Quarter 2013

Quarterly report to the Committee providing data on key EEO and Human Resources indicators relating to MNR's Equal Employment Opportunity and Diversity efforts, such as composition of the agency's workforce, new hires, and discrimination complaints. In alternating 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- 2nd Quarter 2013

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

NOVEMBER 2013(Joint Meeting with LIRR)

2014 Preliminary Operating Budget

Public comment will be accepted on the Agency's 2014 Preliminary Operating Budget.

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.

Positive Train Control

A brief presentation on Positive Train Control (PTC) will be provided to the committee. The status of PTC, including activities to date and the current strategy to meet critical milestones identified in the Rail Safety Improvement Act of 2008 will be discussed. Highlights to include cost of PTC along with operational and implementation risks.

DECEMBER 2013

2014 Final Proposed Operating Budget

The Committee will recommend action to the MTA Board on the Final Proposed Operating Budget for 2014.

Proposed 2014 Committee Work Plan

The Committee Chair will present a draft Metro-North Railroad Committee Work Plan for 2014 that will address initiatives to be reported throughout the year.

Diversity & EEO Report - 3rd Quarter 2013

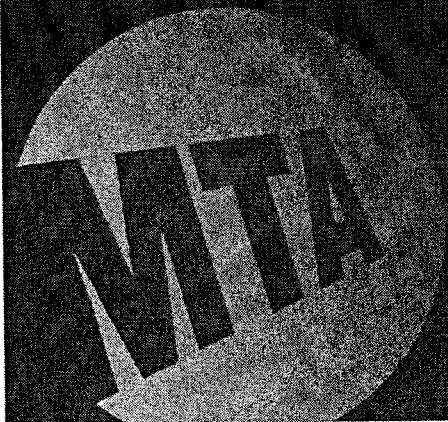
Quarterly report to the Committee providing data on key EEO and Human Resources indicators relating to MNR's Equal Employment Opportunity and Diversity efforts, such as composition of the agency's workforce, new hires, and discrimination complaints. In alternating quarters, the report will include additional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

Elevator & Escalator Service Report- 3rd Quarter 2013

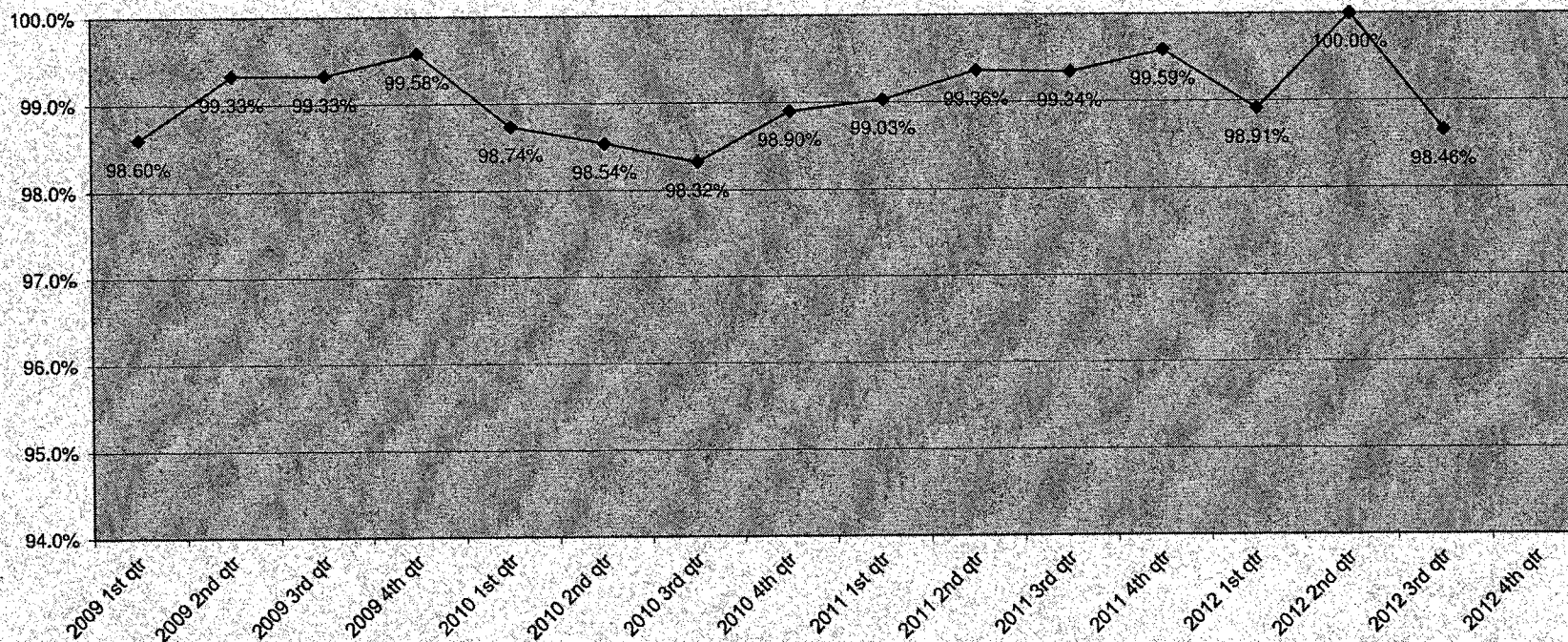
Quarterly report will be provided to the Committee on system-wide reliability and availability for elevators and escalators throughout the system.

Metro-North Railroad Elevator/Escalator

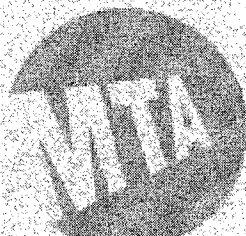
3rd Quarter Report
2012



Passenger Elevator Availability



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



2012 3rd 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	86.9%
BEACON	056I	100%	GRAND CENTRAL TERMINAL	T-20	72.8%
COLD SPRING	054N	100%	GRAND CENTRAL TERMINAL	T-6	67.3%
COLD SPRING	054S	100%	GRAND CENTRAL TERMINAL	T-7	96.7%
CORTLANDT	043P	100%	GRAND CENTRAL TERMINAL	T-8	85.8%
CORTLANDT	043I	100%	GRAND CENTRAL TERMINAL	T-9	80.4%
CORTLANDT	043w	100%	GRAND CENTRAL TERMINAL	WCL	100%
CROTON-HARMON	3813	100%	GRAND CENTRAL TERMINAL	NE-1	100%
CROTON-HARMON	3821	98.9%	GRAND CENTRAL TERMINAL NORTH	NE-2	100%
CROTON-HARMON	3842	100%	GRAND CENTRAL TERMINAL NORTH	NE-3	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	94.5%	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 3rd 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	96.6%	TARRYTOWN	030N	100%
PEEKSKILL	046N	100%	TARRYTOWN	030S	100%
PEEKSKILL	046S	100%	UNIVERSITY HEIGHTS	006N	100%
PEEKSKILL	Trk2	100%	YANKEES - E. 153RD STREET	321	100%
POUGHKEEPSIE	058N	71.8%	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	95.3%	YONKERS	016N	97.8%
			YONKERS	016S	100%

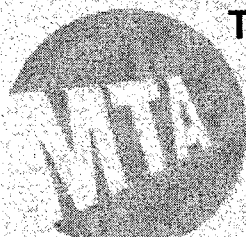
2012 3rd Quarter Elevator Availability by Station – Harlem Line

Elevator Name	Elevator Number	% Available (Mechanical Failures only)	Elevator Name	Elevator Number	% Available (Mechanical Failures only)
BEDFORD HILLS	152P	96.7%	HAWTHORNE	142I	100%
BEDFORD HILLS	152I	100%	KATONAH	154P	97.8%
BOTANICAL GARDEN	110N	96.7%	KATONAH	154I	100%
BOTANICAL GARDEN	110S	100%	MOUNT KISCO	150P	100%
BREWSTER	162P	100%	MOUNT KISCO	150I	100%
BREWSTER	162I	100%	MOUNT VERNON WEST	118N	100%
CHAPPAQUA	148P	100%	MOUNT VERNON WEST	118S	100%
CHAPPAQUA	148I	100%	NORTH WHITE PLAINS	134N	100%
CRESTWOOD	126N	100%	NORTH WHITE PLAINS	134P	100%
CRESTWOOD	126P	100%	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	93.4%	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%

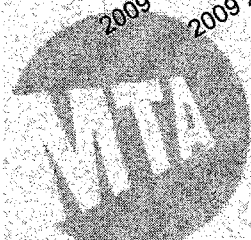
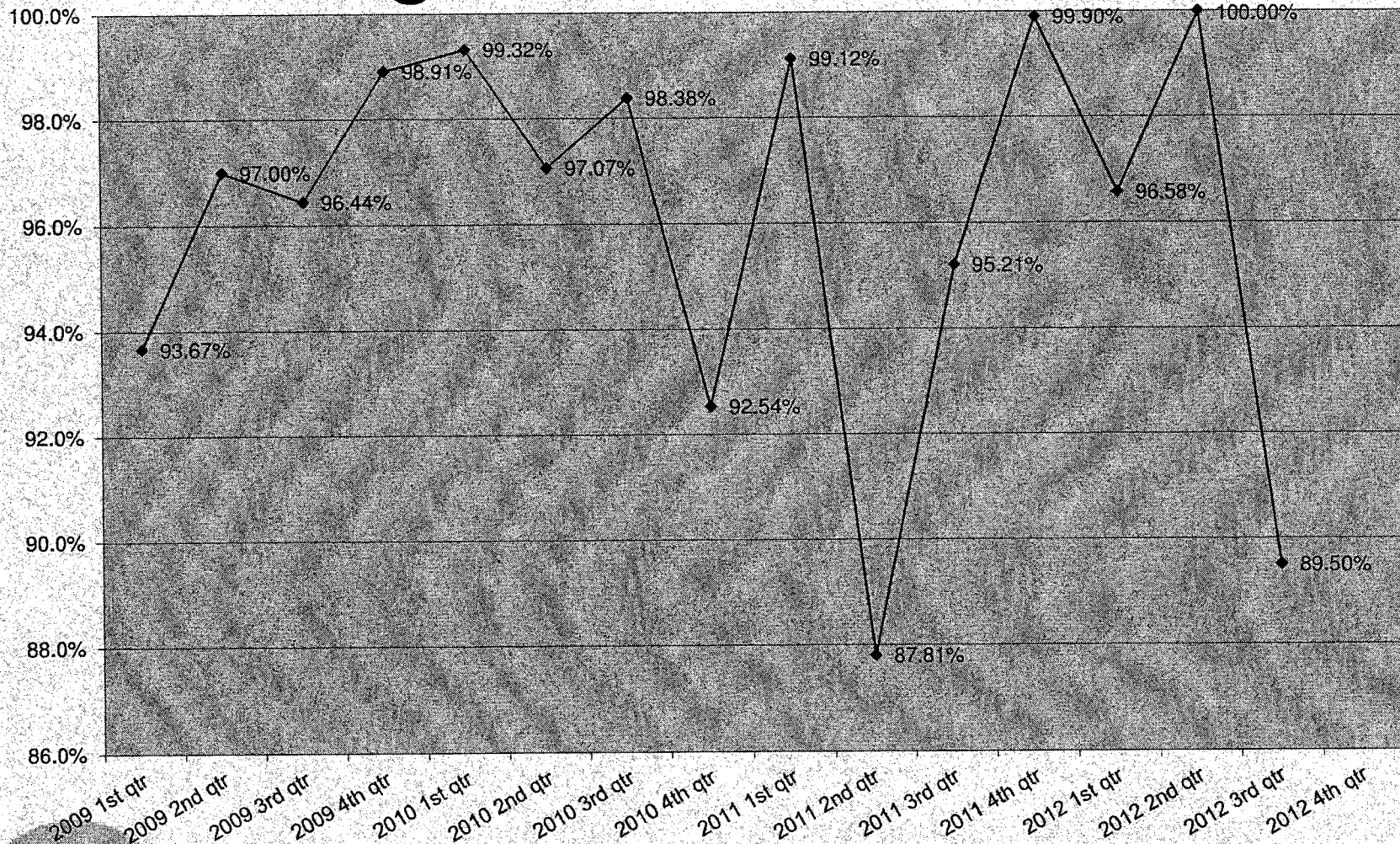
2012 3rd Quarter Elevator Availability by Station - New Haven Line

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	97.8%
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 3rd Quarter Escalator Availability by Station

Escalator Name	Escalator Number	% Available (Mechanical Failures only)
GRAND CENTRAL TERMINAL	1	96.7%
GRAND CENTRAL TERMINAL	2	100%
GRAND CENTRAL TERMINAL	3	100%
GRAND CENTRAL TERMINAL	4	89.1%
GRAND CENTRAL TERMINAL	5	83.6%
GRAND CENTRAL TERMINAL	6	70.6%
GRAND CENTRAL TERMINAL	7	69.5%
GRAND CENTRAL TERMINAL	8	95.6%
GRAND CENTRAL TERMINAL	9	85.8%
GRAND CENTRAL TERMINAL	10	93.4%
GRAND CENTRAL TERMINAL	11	100%
WHITE PLAINS	N	100%
WHITE PLAINS	S	100%

Elevator Customer Injuries/Entrapments by Station

Station Name	Mechanical	Human Factor	Entrapment
Mt. Kisco, # 150I	0	0	1
Crestwood #126S	0	0	1
Poughkeepsie # 058N	1	0	2
Hawthorne # 142P	0	0	1
GCT	0	0	14

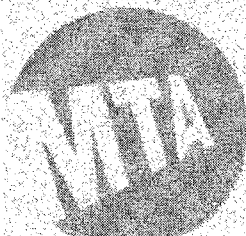
Escalator Customer Injuries by Station

Station Name	Mechanical	Human Factor
GCT	0	3
Stamford	0	4
White Plains	0	1

Definitions:

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

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



2012, 3RD QUARTER EEO REPORT

AGENCY NAME: METRO-NORTH RAILROAD

**WORKFORCE UTILIZATION ANALYSIS
AS OF 9/30/12**

JOB CATEGORY	FEMALES			BLACKS			HISPANICS			ASIANS			AI/AN			NHOPI			OTHER		
	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)
Officials & Administrators	26%	19%	No	8%	14%	Yes	6%	5%	No	4%	6%	Yes	0%	0%	Yes	1%	0%	No	1%	19%	Yes
Professionals	45%	37%	No	8%	20%	Yes	5%	8%	Yes	4%	16%	Yes	0%	0%	Yes	0%	0%	Yes	1%	19%	Yes
Technicians	23%	2%	No	4%	21%	Yes	5%	6%	Yes	6%	6%	Yes	0%	0%	Yes	0%	0%	Yes	1%	0%	No
Protective Services	0%	0%	Yes	0%	0%	Yes	0%	0%	Yes	0%	0%	Yes	0%	0%	Yes	0%	0%	Yes	0%	0%	Yes
Paraprofessionals	59%	69%	Yes	10%	17%	Yes	7%	6%	No	3%	17%	Yes	0%	0%	Yes	0%	0%	Yes	1%	0%	No
Administrative Support	59%	43%	No	14%	30%	Yes	11%	12%	Yes	4%	4%	Yes	0%	0%	Yes	0%	0%	Yes	1%	1%	Yes
Skilled Craft	7%	6%	No	21%	17%	No	15%	7%	No	6%	2%	No	0%	0%	Yes	0%	0%	Yes	1%	1%	Yes
Service Maintenance	12%	14%	Yes	16%	37%	Yes	13%	15%	Yes	4%	2%	No	1%	0%	No	0%	0%	Yes	1%	1%	Yes

The Metro-North Railroad has conducted an availability analysis of females and minorities in its workforce. The availability analysis consists of comparing the MNR's September 30, 2012 workforce percentages for females and minorities to 80 percent of the females and minorities available within the relevant labor market based on the U.S. Census.

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

DEFINITIONS OF EEO JOB CATEGORIES:

Officials & Administrators

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

Professionals

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

Technicians

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

Protective Services

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

Paraprofessionals

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

Administrative Support

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

Skilled Craft

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

Service Maintenance

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

2012, 3RD QUARTER EEO REPORT

AGENCY NAME: METRO-NORTH RAILROAD

NEW HIRES AS OF 9/30/12

JOB CATEGORY	TOTAL ¹	FEMALES ²		BLACKS		HISPANICS		ASIANS		AI/AN		NHOPI		OTHER	
		#	%	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrators	16	3	18.8%	2	12.5%	3	18.8%	2	12.5%	0	0.0%	0	0.0%	1	6.3%
Professionals	17	6	35.3%	3	17.6%	1	5.9%	4	23.5%	0	0.0%	0	0.0%	0	0.0%
Technicians	4	0	0.0%	1	25.0%	1	25.0%	1	25.0%	0	0.0%	0	0.0%	0	0.0%
Protective Services	0	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Paraprofessionals	1	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Administrative Support	64	23	35.9%	10	15.6%	6	9.4%	11	17.2%	0	0.0%	0	0.0%	4	6.3%
Skilled Craft	182	13	7.1%	29	15.9%	18	9.9%	4	2.2%	1	0.5%	0	0.0%	0	0.0%
Service Maintenance	116	14	12.1%	19	16.4%	21	18.1%	0	0.0%	1	0.9%	0	0.0%	0	0.0%
Total	400	59	14.8%	64	16.0%	50	12.5%	22	5.5%	2	0.5%	0	0.0%	5	1.3%

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

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

2012, 3RD QUARTER EEO REPORT

AGENCY NAME: METRO-NORTH RAILROAD

EEO AND TITLE VI COMPLAINTS AS OF 9/30/12

Category	Race	Disability	Gender	National Origin	Age	Sexual Harassment	Religion	Other ¹	Total Issues ²	Total Cases	Status (# Open)
EEO	17	11	7	3	7	9	4	19	77	51	14
External Complaints	9	8	4	3	5	2	3	12	46	22	9
Internal Complaints	8	3	3	0	2	7	1	7	31	29	5

Category	Race	National Origin	Color	Total Issues ³	Total Cases	Status (# Open)
Title VI	7	1	0	8	7	2

¹ "Other" contains all EEO categories not otherwise specifically mentioned on the chart.

² In some instances a single complaint may involve two or more EEO categories.

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

Metro-North Railroad Recruitment Strategies Plan 2012-2013

Executive Summary

Upon completion of Metro-North Railroad's ("MNR") review and revisions to its methodology regarding external labor availability, it has developed an aggressive outreach recruitment strategy as it faces the challenge of addressing underutilization of females and minorities in its workforce. The results of these efforts will ensure MNR achieves and maintains a diverse workforce population. MNR's mission is to identify and recruit the most qualified candidates from a diverse pool of applicants. To accomplish this mission, the Human Resources and Diversity/EEO Departments have partnered to develop strategies to meet MNR's diversity needs.

In order to recruit and hire qualified females and minorities, the recruitment staff will remain committed to the strategies that are outlined in the 2012-2013 Metro-North Railroad Recruitment Action Plan. The objective is to strengthen MNR's extensive contacts in urban and minority communities and engage a more aggressive approach to our recruitment efforts. MNR has reached out to high schools, local colleges, female and minority affiliated organizations and elected officials to assist in its outreach. Enhanced community involvement and cooperation will draw a greater number of individuals to help address MNR's goal of reducing underutilization of females and minorities in its workforce.

The strategies that have proven to be the most effective are those that focus on direct contact with female and minority candidates. The majority of these established contacts are made during recruitment programs at colleges/universities, military bases and community outreach programs. MNR continues to seek those venues which are the most beneficial to our recruitment strategy and recognizes that our success depends upon how we market ourselves.

2012-2013 Metro-North Railroad Recruitment Action Plan

The following recruitment strategies will be implemented by Metro-North Railroad to improve female and minority representation in its workforce:

- Educate supervisory and management workforce on the importance of diversity and the difference between numerical representation versus the benefits of a diverse workforce.
- Include a diversity message on all recruitment postings and materials that says MNR is a great place to work, is an equal opportunity employer, is committed to sustaining a culturally diverse workforce and strongly encourages applications from females and minority candidates.
- Attend regional female and minority job fairs/job conferences to meet and mingle with job seekers, college advisors and other recruiters.
- Contact colleges and universities with large minority enrollments. Visit campuses and culturally diverse organizations such as fraternities, sororities and other gender/minority specific events on campus.
- Advertise internships in craft schools, college student newspapers, minority student organizations and newspapers in minority neighborhoods.
- Continuously follow up with contacts made at job fairs, schools, and minority associations to keep the lines of communication open.
- Track good prospects, so when a position opens, potential candidates are available.
- Maintain a database that houses recruitment based contacts from a variety of sources such as schools/universities, community based organizations, civic groups, etc.
- Work with local community based organizations to identify local talent.
- Continually review MNR's source list of civic groups, churches and fraternal organizations for potential qualified candidates and follow-up with them on a periodic basis to gauge effectiveness of this type of outreach.
- Network with regional offices of minority associations. Attend conventions of minority associations when the events are held.
- Develop a long-term strategy by visiting middle and high schools to introduce students to Metro-North Railroad and inform them of future career/employment opportunities before they seek college or craft schools.
- Expand upon MNR's successful Internship Program where full-time employment opportunities will exist for its diverse intern pool.
- For senior management positions, tap into professional organizations and local chapters of national groups for highly skilled and talented executives.
- Use job banks sponsored by minority associations, newspaper consortiums and other media such as radio and television.



Metro-North Railroad

Action Items December 2012



Staff Summary

Subject 2013 Budget and 2013-2016 Financial Plan Adoption
Department Budget
Department Head Name Joseph Pavone
Department Head Signature
Project Manager Name

Date December 5, 2012
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref#

Board Action					
Order	To	Date	Approval	Info	Other
1	MNR&LIRR Comm. Mtg.	12/17			
2	MTA Fin. Comm.	12/17			
3	MTA Board Mtg.	12/19			

Internal Approvals			
Order	Approval	Order	Approval
1	President	2	Budget
	VP Operations		VP Capital Programs
2	VP Finance & IT		Engr/Const
	Controller		Project Reporting

Internal Approvals (cont.)							
Order	Approval	Order	Approval	Order	Approval	Order	Approval
	VP Planning & Development		Corporate & Public Affairs		Labor Relations		General Counsel
	Press		VP Human Resources		Human Resources		Other

Purpose

To secure MTA Board adoption of the MTA Metro-North Railroad's (MNR) 2012 November Forecast, 2013 Final Proposed Budget, and the Four-Year Financial Plan 2013-2016 (December Plan).

Discussion:

The 2013 Final Proposed Budget, which is consistent with information presented to the MTA Board in November, provides sufficient funding to support MTA Metro-North Railroad's planned service levels, as well as MTA's commitment to provide safe, reliable and efficient transportation service to customers in New York State and Connecticut. The baseline projections that follow sustain previously instituted budget reduction programs, include new service investments and incorporate new or on-going programs that increase revenue, improve service delivery, quality and reliability, expand real-time customer information, enhance the GCT experience and address higher levels of staff attrition. The Financial Plan also includes fare increases in the State of Connecticut of 5.0% in 2013 and 2014, and 1.0% in 2015 and 2016.

Metro-North's projections do not include the estimated impacts from Tropical Storm Sandy or projected New York State fare increases. These impacts will be presented as part of MTA consolidated materials.

2012 November Forecast-Baseline

The 2012 non-reimbursable forecast reflects revenues totaling \$644.3 million, including \$595.3 million of farebox revenues and \$49.0 million in other operating revenue. Total operating expense projections of \$1,301.7 million consist of labor costs of \$673.7 million, non-labor costs of \$328.0 million and non-cash accruals of \$299.9 million for Depreciation (\$229.2 million), Other Post-Employment Benefits (\$68.0 million) and Environmental Remediation (\$2.7 million). After including favorable cash adjustments of \$313.6 million, the projected net cash deficit is \$343.7 million of which \$263.9 million represents the MTA share and \$79.8 million the ConnDOT share. Projected reimbursable expenses of \$192.7 million are fully offset by capital reimbursements. Total end-of-year positions are projected at 6,340 and include 5,773 non-reimbursable positions and 567 reimbursable positions.

2013 Final Proposed Budget-Baseline

The 2013 final proposed non-reimbursable budget reflects revenues totaling \$669.5 million. Farebox revenues of \$621.2 million are supported by ridership growth of 2.4% (86.8 million total riders) and a 5% State of Connecticut fare increase on the New Haven Line starting January 1, 2013. Other operating revenues of \$48.3 million reflect GCT net retail revenues, advertising, commissary operations and outlying station & parking revenue. Total operating expense projections of \$1,387.1 million consist of labor costs of \$721.5 million, non-labor costs of \$343.4 million and non-cash accruals of \$322.2 million which are comprised of: Depreciation (\$242.2 million), Other Post-Employment Benefits (\$76.1 million) and Environmental Remediation (\$4.0 million). After including favorable cash adjustments of \$248.8 million, the projected net cash deficit is \$468.8 million of which \$367.0 million represents the MTA share and \$101.8 million the ConnDOT share. Projected reimbursable expenses of \$191.1 million are fully offset by capital reimbursements. Total end-of-year positions are projected at 6,418 and include 5,850 non-reimbursable positions and 568 reimbursable positions.

Major Programmatic Initiatives

- **Improve Customer Service Delivery, Quality and Reliability**

- **The service investment program** will expand train service by more than 5% resulting in:
 - Increased train frequency during reverse peak, weekday off-peak and on weekends through the implementation of half-hour service at a majority of stations and 20 minute service at major stations.
 - Faster travel times.
 - Improved comfort by adding cars and seats on weekends.
- **Improved service reliability with new M8 cars.** In partnership with CDOT, Metro-North continues to phase-in the replacement of the entire New Haven Line electric car fleet with new M-8 cars. With the integration of this equipment into daily train operations, service reliability will be improved as the aging and lesser performing M-2, M-4 and M-6 cars are retired. The financial plan not only includes the additional staffing required for M-8 car maintenance and inspection, but also incorporates the savings in material consumption that will be recognized as the older, less reliable, NHL electric cars are retired.
- **Continue locomotive overhaul programs** that maintain equipment reliability, improve the mean distance between failures, and reduce out-of-service rates which avoid extraordinary operating costs for major component repairs. In 2013, \$7 million will be invested in the overhaul of Genesis and GP-35 locomotives.
- **Cyclical station inspection, maintenance and enhancement program** will continue to improve Metro North's overall station environment. Between 8-10 stations are planned for this comprehensive maintenance program in 2013.
- **Joint commuter railroad purchase of additional Ticket Vending Machines (TVM) to improve customer convenience.** Metro-North will purchase an additional 20 TVM machines to accommodate growing ridership, supplement high volume stations and serve two new stations on the New Haven Line (Fairfield Metro and West Haven). This initiative also includes the creation of a new GCT service center to increase capacity, mitigate overcrowding and improve pedestrian flow.
- **Joint commuter railroad Mobile Ticketing options and replacement of current on-board Ticket Issuing Machines (TIMs) with a smartphone that supports credit/debit smart-card and bar-scanning technology.**

- **Expand Real-Time Customer Information**

- **Continue installation of real-time customer information monitors** and the cyclical replacement of signage at passenger stations.
- **Provide real-time service status information to customers:**
 - Install information displays devoted to NYCT service updates in GCT.
- **Pilot the use of smartphones** to enable GCT Customer Service Representatives to provide on-the-spot information to customers.

Major Programmatic Initiatives cont'd

- **Enhance the Grand Central Terminal Experience**
 - Continue partnership with NYPA to install new energy efficient infrastructure.
 - Continue escalator state-of-good-repair initiative to improve service reliability.
 - Initiate the program to replace all 11 GCT and GC North escalators over the next several years.
 - Complete the Interior Trainshed re-development in 2013.
 - Celebrate GCT's 100th Anniversary with large scaled themed events funded by the Centennial sponsorship program:
 - Creation of a lasting capital improvement to the Terminal, including the revitalization of the Pershing Square exterior entrance and entrance to the Terminal on 42nd Street
 - Public performances, festivities, and a rededication slated for February 1st
 - An interactive, multimedia exhibit on GCT by the New York Transit Museum
- **Addressing Higher Levels of Staff Attrition**
 - Resources have been added to accommodate accelerated attrition levels in 2013 and to continue succession planning strategies:
 - Human Resources recruiters added to handle increased hiring volume.
 - Continue the advance hiring of critical positions to ensure effective knowledge transfer, management continuity, and the availability of qualified replacements for positions that have extended training requirements to meet job qualifications and regulatory guidelines.
 - Rightsizing of Conductor and Operations Control Center workforce.
 - Continue successful Internship program.
 - Continue Associate Engineer program to attract a pool of technical professionals to support capital, infrastructure, and rolling stock programs.

2012 Budget Reduction Initiatives

In 2012, several budget reduction initiatives were enacted that will continue in the 2013 Budget and 2013-2106 Financial Plan. These initiatives total \$3.5 million and include:

- Reduced payroll costs by \$2.5 million through more accurate projection of vacancies.
- Installation of credit card address verification software on Ticket Vending Machines will safeguard against the illegal use of credit cards in the purchase of tickets and improve revenue collection, resulting in additional passenger revenues of \$0.5 million annually.
- Increase in GCT retail revenue will be realized through Metro-North's continued partnership with MTA Real Estate and Jones Lang LaSalle to more closely manage retail operations and leverage revenue opportunities. These efforts will result in an annual increase of \$0.5 million in other operating revenues.

Impact on Funding

The 2012 November Forecast, the 2013 Final Proposed Budget and the Four-Year Financial Plan for 2013-2016, which are presented in the attached schedules, are consistent with the proposed MTA Financial Plan.

Recommendation

It is recommended that the MTA Board adopt MTA Metro-North Railroad's 2012 November Forecast, 2013 Final Proposed Budget, and the Four-Year Financial Plan for 2013-2016.

MTA Metro-North Railroad
November Financial Plan 2013 - 2016
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE						
	2011 Actual	2012 November Forecast	2013 Final Proposed Budget	2014	2015	2016
Operating Revenue						
Farebox Revenue	\$567,533	\$585,325	\$621,194	\$648,200	\$662,443	\$675,899
Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	47,757	48,962	48,274	49,301	50,769	52,593
MNR - MTA	0.000	0.000	0.000	0.000	0.000	0.000
MNR - CDOT	0.000	0.000	0.000	0.000	0.000	0.000
MNR - Other	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenue	\$615,290	\$644,287	\$669,467	\$697,501	\$713,212	\$728,492
Operating Expenses						
Labor:						
Payroll	\$385,061	\$399,288	\$413,523	\$424,546	\$432,737	\$442,195
Overtime	60,094	63,856	54,917	53,889	54,901	55,928
Health and Welfare	77,195	84,397	104,466	105,827	114,186	123,196
OPEB Current Payment	16,748	18,000	19,000	21,000	21,500	22,000
Pensions	50,895	62,697	73,268	72,254	73,214	74,639
Other Fringe Benefits	87,746	82,440	94,703	99,180	100,843	102,884
Reimbursable Overhead	(36,884)	(36,986)	(38,395)	(39,072)	(39,812)	(40,575)
Total Labor	\$640,845	\$673,690	\$721,482	\$737,624	\$757,568	\$780,267
Non-Labor:						
Electric Power	\$72,980	\$74,369	\$84,823	\$87,390	\$92,643	\$98,097
Fuel	30,427	28,318	28,000	27,513	26,924	28,812
Insurance	10,027	10,942	12,551	14,396	16,564	19,068
Claims	1,926	0,483	0,535	0,510	0,510	0,510
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	88,204	99,328	95,185	97,035	103,287	103,974
Professional Service Contracts	21,459	25,787	29,312	29,018	28,703	29,280
Materials & Supplies	69,646	69,632	65,190	75,538	76,921	80,778
Other Business Expenses	24,647	19,185	26,797	29,448	30,923	33,271
Total Non-Labor	\$318,316	\$328,025	\$343,393	\$360,848	\$376,478	\$393,678
Other Expenses Adjustments:						
Other	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
Total Expenses before Depreciation and GASB Adjs.	\$960,161	\$1,001,715	\$1,064,875	\$1,098,473	\$1,134,044	\$1,173,844
Depreciation	\$213,811	229,177	242,189	247,189	252,189	257,258
OPEB Obligation	57,015	68,044	76,073	77,899	83,352	89,187
Environmental Remediation	4,460	2,726	3,955	3,955	3,955	3,955
Total Expenses	\$1,236,447	\$1,301,662	\$1,387,092	\$1,427,516	\$1,473,539	\$1,524,244
Baseline Surplus/(Deficit)	(\$620,157)	(\$657,375)	(\$717,625)	(\$730,014)	(\$760,328)	(\$795,752)
Cash Conversion Adjustments:						
Depreciation	\$213,811	229,177	242,189	247,189	252,189	257,258
Operating/Capital	(8,981)	(22,606)	(33,046)	(26,687)	(18,600)	(18,601)
Other Cash Adjustments	16,000	107,071	39,678	71,413	89,427	99,731
Total Cash Conversion Adjustments	\$220,830	\$313,642	\$248,821	\$291,915	\$323,016	\$338,388
Baseline Cash Surplus/(Deficit)	(\$399,327)	(\$343,733)	(\$468,804)	(\$438,099)	(\$437,312)	(\$457,365)

MTA Metro-North Railroad
November Financial Plan 2013 - 2016
Accrual Statement of Operations by Category
(\$ in millions)

REMBURSABLE						
	2011 Actual	2012 November Forecast	2013 Final Proposed Budget	2014	2015	2016
Revenue						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000
MNR - MTA	94.510	99.187	117.803	121.229	124.615	126.081
MNR - CDOT	96.857	83.940	62.911	90.409	77.624	77.432
MNR - Other	19.198	9.549	10.358	11.737	11.994	12.272
Capital and Other Reimbursements	210.565	192.676	191.073	223.375	214.233	217.786
Total Revenue	\$210.565	\$192.676	\$191.073	\$223.375	\$214.233	\$217.786
Expenses						
Labor:						
Payroll	\$42.298	\$42.152	\$43.243	\$44.077	\$44.899	\$45.740
Overtime	18.468	18.564	16.248	16.563	16.875	17.190
Health and Welfare	11.264	12.271	14.950	15.308	16.391	17.518
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	5.385	7.273	8.789	8.638	8.786	8.922
Other Fringe Benefits	11.295	10.745	9.925	10.499	10.694	10.894
Reimbursable Overhead	38.062	36.309	37.740	38.473	39.204	39.957
Total Labor	\$126.792	\$126.314	\$130.936	\$133.558	\$136.828	\$140.222
Non-Labor:						
Electric Power	\$0.268	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	4.301	4.021	4.241	4.353	4.434	4.517
Claims	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	55.959	24.559	22.056	35.917	33.194	33.861
Professional Service Contracts	6.323	7.555	7.166	11.510	6.937	4.894
Materials & Supplies	16.422	28.304	26.054	37.395	32.185	33.624
Other Business Expenses	0.500	2.922	0.631	0.643	0.654	0.667
Total Non-Labor	\$83.773	\$67.362	\$60.138	\$69.517	\$77.404	\$77.564
Other Expenses Adjustments:						
Other	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
Total Expenses before Depreciation and GASB Adjs.	\$210.565	\$192.676	\$191.073	\$223.375	\$214.233	\$217.786
Depreciation	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
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$210.565	\$192.676	\$191.073	\$223.375	\$214.233	\$217.786
Baseline Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Cash Conversion Adjustments:						
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Operating/Capital	0.000	0.000	0.000	0.000	0.000	0.000
Other Cash Adjustments	0.000	0.000	0.000	0.000	0.000	0.000
Total Cash Conversion Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Baseline Cash Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA Metro-North Railroad
November Financial Plan 2013 - 2016
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE						
	2011 Actual	2012 November Forecast	2013 Final Proposed Budget	2014	2015	2016
Revenue						
Farebox Revenue	\$567,533	\$595,325	\$621,194	\$648,200	\$662,443	\$675,899
Toll Revenue	0,000	0,000	0,000	0,000	0,000	0,000
Other Operating Revenue	47,757	48,952	49,274	49,301	50,769	52,593
MNR - MTA	94,510	99,187	117,603	121,229	124,615	128,081
MNR - CDOT	96,857	83,940	62,911	90,409	77,624	77,432
MNR - Other	19,198	9,549	10,358	11,737	11,994	12,272
Capital and Other Reimbursements	210,565	192,575	191,073	223,375	214,233	217,786
Total Revenue	\$825,855	\$836,963	\$880,540	\$920,877	\$927,444	\$946,277
Expenses						
Labor:						
Payroll	\$427,359	\$441,438	\$456,766	\$468,623	\$477,636	\$487,935
Overtime	78,582	70,420	71,165	70,452	71,776	73,118
Health and Welfare	88,459	96,668	119,457	121,135	130,577	140,714
OPEB Current Payment	16,748	18,000	19,000	21,000	21,500	22,000
Pensions	56,280	69,970	82,057	80,893	81,980	83,562
Other Fringe Benefits	99,041	103,185	104,828	109,679	111,537	113,777
Reimbursable Overhead	1,168	(0,677)	(0,655)	(0,599)	(0,508)	(0,618)
Total Labor	\$767,637	\$789,004	\$852,417	\$871,183	\$894,396	\$920,489
Non-Labor:						
Electric Power	\$73,248	\$74,369	\$84,823	\$97,390	\$92,643	\$98,097
Fuel	30,427	28,318	28,000	27,518	26,824	28,612
Insurance	14,328	14,963	16,792	18,749	20,968	23,673
Claims	1,926	0,483	0,535	0,510	0,510	0,510
Paratransit Service Contracts	0,000	0,000	0,000	0,000	0,000	0,000
Maintenance and Other Operating Contracts	144,163	123,887	118,241	132,952	136,481	137,835
Professional Service Contracts	27,782	33,322	36,468	40,528	35,640	34,174
Materials & Supplies	86,068	97,936	91,244	112,933	109,106	114,402
Other Business Expenses	25,147	22,108	27,428	30,091	31,577	33,938
Total Non-Labor	\$403,089	\$395,387	\$403,631	\$460,666	\$463,880	\$471,141
Other Expenses Adjustments:						
Other	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
Total Expenses before Depreciation and GASB Adjs.	\$1,170,726	\$1,184,391	\$1,256,048	\$1,321,848	\$1,348,276	\$1,391,630
Depreciation	\$213,811	\$229,177	\$242,189	\$247,189	\$252,189	\$257,258
OPEB Obligation	57,015	68,044	76,073	77,899	83,352	89,187
Environmental Remediation	4,480	2,726	3,955	3,955	3,955	3,955
Total Expenses	\$1,446,012	\$1,484,338	\$1,578,166	\$1,660,891	\$1,687,772	\$1,742,030
Baseline Surplus/(Deficit)	(\$620,167)	(\$657,375)	(\$717,626)	(\$730,014)	(\$760,328)	(\$796,752)
Cash Conversion Adjustments:						
Depreciation	\$213,811	\$229,177	\$242,189	\$247,189	\$252,189	\$257,258
Operating/Capital	(8,981)	(22,606)	(33,046)	(28,687)	(18,600)	(18,601)
Other Cash Adjustments	16,000	107,071	39,678	71,413	89,427	99,731
Total Cash Conversion Adjustments	\$220,830	\$313,642	\$248,821	\$291,915	\$323,016	\$338,388
Baseline Cash Surplus/(Deficit)	(\$399,327)	(\$343,733)	(\$468,804)	(\$438,099)	(\$437,312)	(\$467,365)

**MTA Metro-North Railroad
November Financial Plan 2013 - 2016
Cash Receipts & Expenditures
(\$ in millions)**

CASH RECEIPTS AND EXPENDITURES						
	2011 Actual	2012 November Forecast	2013 Final Proposed Budget	2014	2015	2016
Receipts						
Farebox Revenue	\$574.823	\$802.930	\$829.144	\$656.300	\$670.843	\$684.399
Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	68.645	73.801	75.143	79.085	80.118	81.160
MNR - MTA	54.611	128.693	113.451	124.747	129.289	132.792
MNR - CDOT	78.599	101.399	61.417	92.768	78.957	77.785
MNR - Other	16.037	19.561	9.847	11.393	11.917	12.190
Capital and Other Reimbursements	149.247	249.653	184.715	228.908	220.163	222.767
Total Receipts	\$792.515	\$926.384	\$889.002	\$964.293	\$971.224	\$988.328
Expenditures						
Labor:						
Payroll	\$427.153	\$444.960	\$461.007	\$477.186	\$477.367	\$486.097
Overtime	79.601	71.278	71.671	73.021	72.272	73.608
Health and Welfare	89.595	105.422	123.998	125.298	134.821	144.042
OPEB Current Payment	15.699	18.000	19.000	21.000	21.500	22.000
Pensions	72.659	67.581	82.203	81.037	82.126	83.711
Other Fringe Benefits	97.196	103.297	105.225	111.727	111.420	113.095
GASB Account	0.000	8.746	9.607	10.512	11.366	12.334
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor	\$781.903	\$819.284	\$872.711	\$899.781	\$910.872	\$934.887
Non-Labor:						
Electric Power	\$73.070	\$76.183	\$87.016	\$89.634	\$94.939	\$100.447
Fuel	27.470	24.718	24.400	23.913	23.324	25.012
Insurance	12.222	17.178	18.295	18.163	21.270	22.807
Claims	0.355	0.629	0.881	0.656	0.656	0.656
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	148.689	135.137	141.969	145.774	142.527	140.241
Professional Service Contracts	18.728	34.896	38.538	42.355	37.218	35.755
Materials & Supplies	107.907	108.241	115.604	121.326	115.286	120.950
Other Business Expenses	21.488	49.351	56.992	57.210	58.844	61.336
Total Non-Labor	\$409.939	\$446.333	\$481.495	\$499.031	\$494.064	\$507.204
Other Adjustments:						
Other (CDOT Fuel Billing Adjustment)	\$0.000	4.500	3.600	3.600	3.600	3.600
Cash Timing and Availability Adjustment	(4.209)	0.000	0.000	0.000	0.000	0.000
Total Other Adjustments	(\$4.209)	\$4.500	\$3.600	\$3.600	\$3.600	\$3.600
Total Expenditures	\$1,187.633	\$1,270.117	\$1,357.806	\$1,402.392	\$1,408.536	\$1,445.691
Baseline Cash Deficit	(\$395.118)	(\$343.733)	(\$468.804)	(\$438.099)	(\$437.312)	(\$457.365)
Subsidies						
MTA	(\$306.042)	(\$263.912)	(\$367.014)	(\$352.864)	(\$348.240)	(\$364.458)
CDOT	(\$89.076)	(79.821)	(101.790)	(85.235)	(89.072)	(92.907)
Total Subsidies	(\$395.118)	(\$343.733)	(\$468.804)	(\$438.099)	(\$437.312)	(\$457.365)

MTA Metro-North Railroad
November Financial Plan 2013 - 2016
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS						
	2011	2012	2013			
	Actual	November Forecast	Final Proposed Budget	2014	2015	2016
Receipts						
Farebox Revenue	\$7.090	\$7.805	\$7.950	\$8.100	\$8.500	\$8.500
Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	20.888	24.839	26.869	29.784	29.349	28.567
MNR - MTA	(39.899)	29.506	(4.352)	3.518	4.674	4.711
MNR - CDOT	(18.258)	17.459	(1.494)	2.359	1.333	0.353
MNR - Other	(3.161)	10.012	(0.511)	(0.344)	(0.077)	(0.082)
Capital and Other Reimbursements	(61.318)	58.977	(6.358)	5.533	5.930	4.981
Total Receipts	(\$33.340)	\$89.421	\$28.482	\$43.416	\$43.780	\$42.049
Expenditures						
Labor:						
Labor:						
Payroll	\$0.208	(\$3.522)	(\$4.241)	(\$8.543)	\$0.268	\$1.838
Overtime	(1.019)	(0.858)	(0.508)	(2.569)	(0.498)	(0.489)
Health and Welfare	(1.136)	(8.754)	(4.541)	(4.163)	(4.244)	(3.328)
OPEB Current Payment	1.049	0.000	0.000	0.000	0.000	0.000
Pensions	(16.379)	2.389	(0.148)	(0.144)	(0.148)	(0.149)
Other Fringe Benefits	1.845	(0.112)	(0.597)	(2.048)	0.117	0.682
GASB Account	0.000	(8.746)	(9.807)	(10.512)	(11.366)	(12.334)
Reimbursable Overhead	1.168	(0.677)	(0.655)	(0.599)	(0.608)	(0.618)
Total Labor	(\$14.286)	(\$20.280)	(\$20.294)	(\$28.578)	(\$16.476)	(\$14.398)
Non-Labor:						
Electric Power	\$0.178	(\$1.814)	(\$2.193)	(\$2.244)	(\$2.296)	(\$2.350)
Fuel	2.957	3.600	3.600	3.600	3.600	3.600
Insurance	2.108	(2.215)	0.497	0.588	(0.272)	0.766
Claims	1.571	(0.146)	(0.148)	(0.148)	(0.148)	(0.148)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	(4.536)	(11.250)	(23.728)	(12.822)	(6.046)	(2.406)
Professional Service Contracts	9.054	(1.574)	(2.070)	(1.827)	(1.578)	(1.581)
Materials & Supplies	(21.839)	(10.305)	(24.360)	(8.393)	(6.180)	(6.548)
Other Business Expenditures	3.659	(27.243)	(29.564)	(27.119)	(27.267)	(27.398)
Total Non-Labor	(\$8.850)	(\$50.946)	(\$77.964)	(\$48.366)	(\$40.184)	(\$36.063)
Other Adjustments:						
Other	0.000	(4.500)	(3.600)	(3.600)	(3.600)	(3.600)
Total Other Expenditure Adjustments	\$0.000	(\$4.500)	(\$3.600)	(\$3.600)	(\$3.600)	(\$3.600)
Total Cash Conversion Adjustments before Depreciation and GASB Adjs.	(\$54.456)	\$13.695	(\$73.396)	(\$37.128)	(\$16.480)	(\$12.012)
Depreciation Adjustment	\$213.811	\$229.177	\$242.189	\$247.189	\$252.189	\$257.258
OPEB Obligation	57.015	88.044	78.073	77.899	83.352	89.187
Environmental Remediation	4.480	2.728	3.955	3.955	3.955	3.955
Baseline Total Cash Conversion Adjustments	\$220.830	\$313.642	\$248.821	\$291.915	\$323.016	\$338.387

**MTA Metro-North Railroad
November Financial Plan 2013 - 2016
Ridership (Utilization) *
(in millions)**

	2011	2012	2013			
	Actual	November Forecast	Final Proposed Budget	2014	2015	2016
<u>Ridership</u>						
Harlem Line	26.364	27.175	27.973	28.669	29.304	29.888
Hudson Line	15.780	16.160	16.645	17.073	17.438	17.761
New Haven Line	38.240	39.683	40.406	41.156	41.734	42.286
Total East of Hudson Ridership	80.384	82.999	85.024	86.898	88.477	89.935
West of Hudson	1.680	1.757	1.787	1.814	1.850	1.887
Total Ridership	82.064	84.756	86.812	88.712	90.327	91.822
<u>Farebox Revenue</u>						
Harlem Line	\$172.341	\$177.038	\$182.363	\$187.418	\$191.880	\$196.043
Hudson Line	126.169	129.518	133.547	137.269	140.364	143.117
New Haven Line	268.249	288.195	304.702	322.823	329.597	336.125
West of Hudson Mail & Ride	0.774	0.574	0.582	0.590	0.602	0.614
Baseline Total Farebox Revenue	\$567.533	\$595.325	\$621.194	\$648.200	\$662.443	\$675.899

* Reflects East of Hudson Service

MTA Metro-North Railroad
November Financial Plan 2013 - 2016
2012 Budget Reduction Plan Summary
(\$ in millions)

	Favorable/(Unfavorable)									
	Pos.	2012	Pos.	2013	Pos.	2014	Pos.	2015	Pos.	2016
<u>Administration</u>	—	0.000	—	0.000	—	0.000	—	0.000	—	0.000
None	—	0.000	—	0.000	—	0.000	—	0.000	—	0.000
Subtotal Administration	—	0.000	—	0.000	—	0.000	—	0.000	—	0.000
<u>Customer Convenience/Amenities</u>	—	0.000	—	0.000	—	0.000	—	0.000	—	0.000
None	—	0.000	—	0.000	—	0.000	—	0.000	—	0.000
Subtotal Customer Convenience/Amenities	—	0.000	—	0.000	—	0.000	—	0.000	—	0.000
<u>Maintenance</u>	—	0.000	—	0.000	—	0.000	—	0.000	—	0.000
None	—	0.000	—	0.000	—	0.000	—	0.000	—	0.000
Subtotal Maintenance	—	0.000	—	0.000	—	0.000	—	0.000	—	0.000
<u>Revenue Enhancement</u>										
Passenger Revenue - Credit Card Address Verification Software	—	0.500	—	0.500	—	0.500	—	0.500	—	0.500
Non Passenger Revenue - Increase in GCT Retail Revenue	—	0.500	—	0.500	—	0.500	—	0.500	—	0.500
Subtotal Revenue Enhancement	—	1.000	—	1.000	—	1.000	—	1.000	—	1.000
<u>Safety/Security</u>	—	0.000	—	0.000	—	0.000	—	0.000	—	0.000
None	—	0.000	—	0.000	—	0.000	—	0.000	—	0.000
Subtotal Safety	—	0.000	—	0.000	—	0.000	—	0.000	—	0.000
<u>Service</u>	—	0.000	—	0.000	—	0.000	—	0.000	—	0.000
None	—	0.000	—	0.000	—	0.000	—	0.000	—	0.000
Subtotal Service	—	0.000	—	0.000	—	0.000	—	0.000	—	0.000
<u>Service Support</u>	—	0.000	—	0.000	—	0.000	—	0.000	—	0.000
None	—	0.000	—	0.000	—	0.000	—	0.000	—	0.000
Subtotal Service Support	—	0.000	—	0.000	—	0.000	—	0.000	—	0.000
<u>Other</u>	—	2.500	—	2.500	—	2.500	—	2.500	—	2.500
Lower Payroll Costs from Increase in Vacancies	—	2.500	—	2.500	—	2.500	—	2.500	—	2.500
Subtotal Other	—	2.500	—	2.500	—	2.500	—	2.500	—	2.500
Agency Submission	—	\$3.500	—	\$3.500	—	\$3.500	—	\$3.500	—	\$3.500

MTA METRO-NORTH RAILROAD
November Financial Plan 2013-2016
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

FUNCTION/DEPARTMENT	2011 Actual	2012 November Forecast	2013 Final Proposed Budget	2014	2015	2016
Administration						
President	3	3	3	3	3	3
Labor Relations	8	9	9	9	9	9
Safety	15	22	21	21	21	21
COS/ Corporate & Public Affairs	13	16	16	16	16	16
Customer Service	44	48	48	48	48	48
Legal	16	18	18	18	18	18
Claims	14	14	14	14	14	14
Environmental Compliance & Svce	7	7	7	7	7	7
VP Administration	3	3	3	3	3	3
VP Human Resources	3	4	3	3	3	3
Human Resources & Diversity	20	29	32	32	32	32
Training	33	51	50	50	47	47
Employee Relations & Diversity	4	4	4	4	4	4
VP Planning	2	2	2	2	2	2
Operations Planning & Analysis	16	17	17	17	17	17
Capital Planning & Programming	10	13	15	15	15	15
Business Development Facilities & Mktg	20	22	22	22	22	22
Long Range Planning	8	8	8	8	8	8
VP Finance & Info Systems	1	2	2	2	2	2
Controller	79	78	77	77	77	77
Information Technology & Project Mgmt	91	101	106	106	106	106
Budget	15	20	20	20	20	20
Procurement & Material Management	38	41	43	43	43	43
Corporate	0	0	0	0	0	0
Total Administration	463	532	540	540	537	537
Operations						
Operations Administration	50	55	55	55	55	55
Operations Services	1,660	1,783	1,814	1,820	1,834	1,840
Customer Service	227	236	236	236	236	236
Business Development Facilities & Mktg	37	38	38	38	38	38
Metro-North West	32	28	27	27	27	27
Total Operations	2,006	2,140	2,170	2,176	2,190	2,196
Maintenance						
GCT	360	372	384	396	396	396
Maintenance of Equipment	1,251	1,338	1,350	1,364	1,364	1,364
Maintenance of Way	1,534	1,738	1,754	1,765	1,765	1,765
Procurement & Material Management	120	120	120	120	120	120
Total Maintenance	3,265	3,568	3,608	3,645	3,645	3,645
Engineering/Capital						
Construction Management	36	40	40	40	40	40
Engineering & Design	55	60	60	60	60	60
Total Engineering/Capital	91	100	100	100	100	100
Baseline Total Positions	5,825	6,340	6,418	6,461	6,472	6,478
Non-Reimbursable	5,469	5,773	5,850	5,893	5,904	5,910
Reimbursable	356	567	568	568	568	568
Total Full-Time	5,824	6,339	6,417	6,460	6,471	6,477
Total Full-Time-Equivalents	1	1	1	1	1	1

MTA METRO-NORTH RAILROAD
November Financial Plan 2013-2016
Total Positions by Function and Occupation

FUNCTION/OCCUPATIONAL GROUP		2011 Actual	2012 November Forecast	2013 Final Proposed Budget	2014	2015	2016
Administration	Managers/Supervisors	55	58	65	65	65	65
	Professional, Technical, Clerical	408	474	475	475	472	472
	Operational Hourlies	-	-	-	-	-	-
	Total Administration	463	532	540	540	537	537
Operations	Managers/Supervisors	24	30	31	31	31	31
	Professional, Technical, Clerical	461	495	512	512	512	512
	Operational Hourlies	1,521	1,615	1,627	1,633	1,647	1,653
	Total Operations	2,006	2,140	2,170	2,176	2,190	2,196
Maintenance	Managers/Supervisors	56	59	54	54	54	54
	Professional, Technical, Clerical	956	1,032	1,043	1,043	1,043	1,043
	Operational Hourlies	2,253	2,477	2,511	2,548	2,548	2,548
	Total Maintenance	3,265	3,568	3,608	3,645	3,645	3,645
Engineering/Capital	Managers/Supervisors	23	28	28	28	28	28
	Professional, Technical, Clerical	68	72	72	72	72	72
	Operational Hourlies	-	-	-	-	-	-
	Total Engineering/Capital	91	100	100	100	100	100
Public Safety	Managers/Supervisors	-	-	-	-	-	-
	Professional, Technical, Clerical	-	-	-	-	-	-
	Operational Hourlies	-	-	-	-	-	-
	Total Public Safety	-	-	-	-	-	-
Total Baseline Positions	Managers/Supervisors	158	175	178	178	178	178
	Professional, Technical, Clerical	1,893	2,073	2,102	2,102	2,099	2,099
	Operational Hourlies	3,774	4,092	4,138	4,181	4,195	4,201
	Total Baseline Positions	5,825	6,340	6,418	6,461	6,472	6,478

Staff Summary

Subject Public Hearing for Proposed Service Changes
Department Operations Planning & Analysis
Department Head Name D. O'Connell <i>D. O'Connell</i>
Department Head Signature
Project Manager Name J. McCormack

Date December 3, 2012
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref#

Board Action					
Order	To	Date	Approval	Info	Other
1	M-N Comm. Mtg.	12/17	X		
2	MTA Fin. Comm.	12/17	X		
3	MTA Board Mtg.	12/19	X		

Internal Approvals			
Order	Approval	Order	Approval
4	President		Budget
	VP Operations		VP Capital Programs
3	VP Financial Admin		Engr/Const
	Controller		Project Reporting

Internal Approvals (cont.)							
Order	Approval	Order	Approval	Order	Approval	Order	Approval
1	VP Planning		Government Relations		Labor Relations	2	General Counsel
	Press		VP Human Resources		Personnel		Other

Narrative

Purpose:

To authorize a public hearing with regard to proposed service changes at Hudson Line stations in the Bronx and Westchester County, to be effective in April 2013.

Discussion:

Under the requirements of the Public Authorities Law and standards established by the MTA Board as required by the Federal Transit Administration, MNR is required to conduct public hearings prior to implementation of any service change that represents a change in frequency of service greater than 25% to any station on a given day.

As part of the MTA 2012 Service Investments Program, MNR proposes to add station stops to certain Hudson Line trains and add some new trains, which collectively would increase the frequency of service by more than 25% on certain days of the week at those stations.

Effective in April 2013, MNR proposes to add stops at the Spuyten Duyvil, Riverdale, and Irvington stations, to most off-peak and weekend semi-express trains that operate between Croton-Harmon and Grand Central Terminal (GCT). In addition, most off-peak and weekend trains that operate between Poughkeepsie and GCT, some of which stop at select stations between Croton-Harmon and GCT and others which run express between Croton-Harmon and GCT, would now stop at Tarrytown and Ossining stations, running express between GCT and Tarrytown. New semi-express trains would be operated between Croton-Harmon and GCT replacing the stops on the Poughkeepsie trains and also making additional stops at Spuyten Duyvil, Riverdale, and Irvington.

The additional stops at the Spuyten Duyvil, Riverdale and Irvington stations on existing and new semi-express trains would result in a change in frequency of service greater than 25% to these three stations on at least one day per week.

Staff Summary

In addition, to match Hudson Rail Link feeder bus service to the proposed new service frequency at Spuyten Duyvil and Riverdale stations, MNR proposes to increase the frequency of service on Hudson Rail Link feeder bus routes serving these rail stations. This proposed increase in Hudson Rail Link bus service would result in a change in frequency of service greater than 25% to the bus stops on these bus routes on at least one day per week.

Recommendation:

That the Board authorize a public hearing with regard to proposed service changes at Hudson Line stations in the Bronx and Westchester County, to be effective in April 2013.

Approved for Submission to the Board


Howard Permut, President

The legal name of MTA Metro-North Railroad is Metro-North Commuter Railroad Company



Long Island Rail Road

INFORMATION

ITEMS



Proposed 2013 Long Island Rail Road Committee Work Plan

I. RECURRING AGENDA ITEMS

Responsibility

Approval of Minutes	Committee Chair & Members
2013 Committee Work Plan	Committee Chair & Members
Agency President's/Chief's Reports	President/Senior Staff
Information Items (if any)	
Action Items (if any)	
Procurements	Procurement & Logistics
Performance Summaries	
Status of Operations/Safety	Sr. VP - Operations
Financial/Ridership	VP & CFO
Capital Program Report	Dept. Of Program Management

II. SPECIFIC AGENDA ITEMS

Responsibility

January 2013

Approval of 2013 Committee Work Plan	Committee Chair & Members
Annual Strategic Investment Planning Study	Strategic Investments

March 2013

Adopted Budget/Financial Plan 2013	Management & Budget
2012 Annual Operating Results	Operations
Elevator & Escalator Service Report-4 th Quarter 2012	System Safety
2013 Spring/Summer Schedule Change	Service Planning
Diversity/EEO Report – 4 th Quarter 2012	Administration/Diversity

April 2013 (Joint Meeting with MNR)

Final Review of 2012 Operating Results	Management & Budget
2012 Annual Ridership Report	Market Development
Annual Inventory Report	Procurement

June 2013

RCM Fleet Maintenance	Operations
Diversity/EEO Report – 1 st Quarter 2013	Administration/Diversity
Elevator & Escalator Service Report-1 st Quarter 2013	System Safety

July 2013

Environmental Audit	System Safety
Penn Station Retail Development	MTA Real Estate

September 2013

2013 Final Mid-Year Forecast	Management & Budget
2014 Preliminary Operating Budget	Management & Budget
Diversity/EEO Report – 2 nd Quarter 2013	Administration/Diversity
Elevator & Escalator Service Report-2 nd Quarter 2013	System Safety
2013 Fall Construction Schedule Change	Service Planning

November 2013 (Joint Meeting with MNR)

2014 Preliminary Budget (Public Comment)	
Positive Train Control	President
Annual Committee Charter Review	Committee Chair & Members
Holiday Schedule	Service Planning

December 2013

2014 Final Proposed Budget	Management & Budget
2014 Proposed Committee Work Plan	Committee Chair & Members
Diversity/EEO Report – 3 rd Quarter 2013	Administration/Diversity
Elevator & Escalator Service Report-3 rd Quarter 2013	System Safety

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.

2013 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

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

Safety

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

Monthly Financial & Ridership Report

A monthly report will be provided that compares the Rail Road'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

JANUARY 2013

The Committee will approve the Proposed Long Island Rail Road Committee Work Plan for 2013 that will address initiatives to be reported on throughout the year.

Annual Strategic Investments & Planning Study

A comprehensive annual report will be provided to the Committee of the Agency's strategic investments & planning studies that will include fleet, facility, infrastructure, station projects, station access improvements, and environmental and feasibility studies.

MARCH 2013

2013 Adopted Budget/February Financial Plan 2013-2016

A presentation will be provided to the Committee of a revised Agency 2013-2016 Financial Plan. This plan will reflect the 2013 Adopted Budget and an updated Financial Plan for 2013-2016 reflecting the out-year impact of any changes incorporated into the 2013 Budget. The documents will also include a monthly allocation of projected revenue and expenses on an accrual and cash basis for 2013 by generic category.

2012 Annual Operating Results

A review of the prior year's performance of railroad service will be provided to the Committee.

Elevator & Escalator Service Report – 4th Quarter 2012

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

Diversity & EEO Report– 4th Quarter 2012

Quarterly report to the Committee providing data on key EEO and Human Resources indicators relating to LIRR's Equal Employment Opportunity and Diversity efforts, such as composition of the agency's workforce, new hires, and discrimination complaints. In alternating quarters, the report will include additional information on diversity initiatives.

2013 Spring/Summer Schedule Change

The Committee will be advised of Agency plans to adjust schedules to support construction projects during the spring and summer of 2013.

APRIL 2013 (Joint Meeting with MNR)

Final Review of 2012 Operating Budget Results

The customary review of prior year's Agency budget results and their implications for current and future budget performance will be presented to the Committee.

2012 Annual Ridership Report

A report will be presented to the Committee on Agency ridership trends during 2012 based on monthly ticket sales data and the results of train ridership counts conducted by the Agency.

Annual Inventory Report

A report will be provided to the Committee on the Agency's inventory activity during the prior year.

JUNE 2013

RCM Fleet Maintenance

An annual report will be provided to the Committee on the Agency's fleet maintenance plan to address fleet reliability and availability.

Diversity & EEO Report – 1st Quarter 2013

Quarterly report to the Committee providing data on key EEO and Human Resources indicators relating to LIRR's Equal Employment Opportunity and Diversity efforts, such as composition of the agency's workforce, new hires, and discrimination complaints. In alternating quarters, the report will include additional information on diversity initiatives.

Elevator & Escalator Service Report– 1st Quarter 2013

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

JULY 2013

Environmental Audit

The Committee will be briefed on the results of the Agency's 2013 environmental audit report which is submitted to NYS Department of Environmental Conservation as required by the Environmental Audit Act, as well as plans to ensure compliance.

Penn Station Retail Development

MTA Real Estate will provide an annual report on leasing and construction opportunities and financial and marketing information related to retail development in Penn Station.

SEPTEMBER 2013

2013 Final Mid-Year Forecast

Agency will provide the Committee with the 2013 Mid-Year Forecast financial information for revenue and expense by month.

2014 Preliminary Operating Budget

Agency will present highlights of the 2014 Preliminary Operating Budget to the Committee. Public comment will be accepted on the 2014 Preliminary Operating Budget.

Diversity & EEO Report - 2nd Quarter 2013

Quarterly report to the Committee providing data on key EEO and Human Resources indicators relating to LIRR's Equal Employment Opportunity and Diversity efforts, such as composition of the agency's workforce, new hires, and discrimination complaints. In alternating quarters, the report will include additional information on diversity initiatives.

Elevator & Escalator Service Report- 2nd Quarter 2013

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

2013 Fall Construction Schedule Change

The Committee will be advised of Agency plans to adjust schedules to support construction projects during the fall of 2013.

NOVEMBER 2013 (Joint Meeting with MNR)

2014 Preliminary Operating Budget

Public comment will be accepted on the Agency's 2014 Preliminary Operating Budget.

Positive Train Control

A brief presentation on Positive Train Control (PTC) will be provided to the committee. The status of PTC, including activities to date and the current strategy to meet critical milestones identified in the Rail Safety Improvement Act of 2008 will be discussed. Highlights to include cost of PTC along with operational and implementation risks.

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.

DECEMBER 2013

2014 Final Proposed Operating Budget

The Committee will recommend action to the MTA Board on the Final Proposed Operating Budget for 2014.

Proposed 2014 Committee Work Plan

The Committee Chair will present a draft Long Island Rail Road Committee Work Plan for 2014 that will address initiatives to be reported throughout the year.

Diversity & EEO Report - 3rd Quarter 2013

Quarterly report to the Committee providing data on key EEO and Human Resources indicators relating to LIRR's Equal Employment Opportunity and Diversity efforts, such as composition of the agency's workforce, new hires, and discrimination complaints. In alternating quarters, the report will include additional information on diversity initiatives.

Elevator & Escalator Service Report- 3rd Quarter 2013

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

MEMORANDUM



Long Island Rail Road

DATE: December 17, 2012

TO: Members of the LIRR/MNR Operating Committee

FROM: Helena E. Williams, President

A handwritten signature in black ink, appearing to read "H. Williams", written over the name in the "FROM" line.

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

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

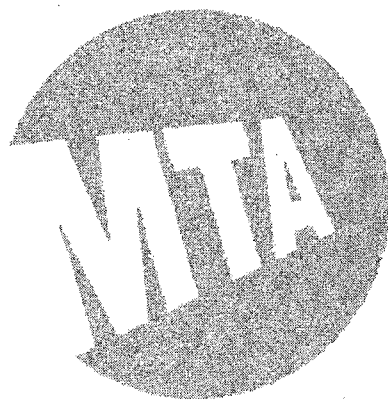
The report provides data on the 19 escalators and 25 elevators directly maintained by the LIRR and the 15 escalators and six elevators maintained by AMTRAK. Performance data on the six escalators and ten elevators in Jamaica station that are maintained by the Port Authority of NY/NJ remains unavailable.

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. As discussed in the second quarter report, the LIRR began a major effort to upgrade and rehabilitate older escalator equipment to improve safety and reliability of the units. As a result, eleven units have been out of service for extended periods of time while new parts were sized, ordered, fabricated, installed and tested. Currently, nine of the eleven units have been returned to customer service. 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.

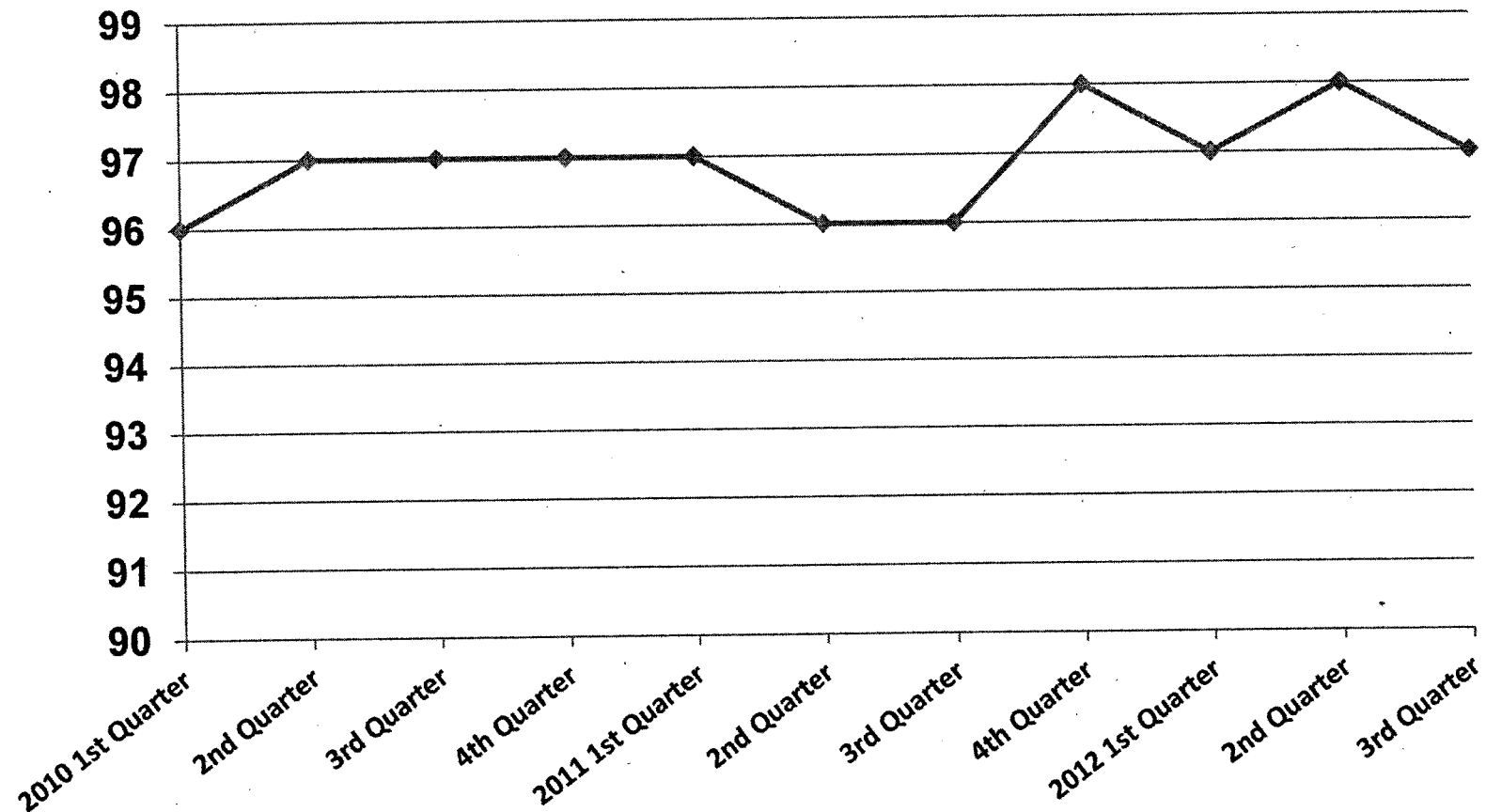
In addition, the report provides data on customer injuries/entrapments. LIRR is notified of customer injuries through employee and customer accident reports, customer claims, and police reports.

Long Island Rail Road Elevator/Escalator

Third Quarter Report
2012



Passenger Elevator Availability



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

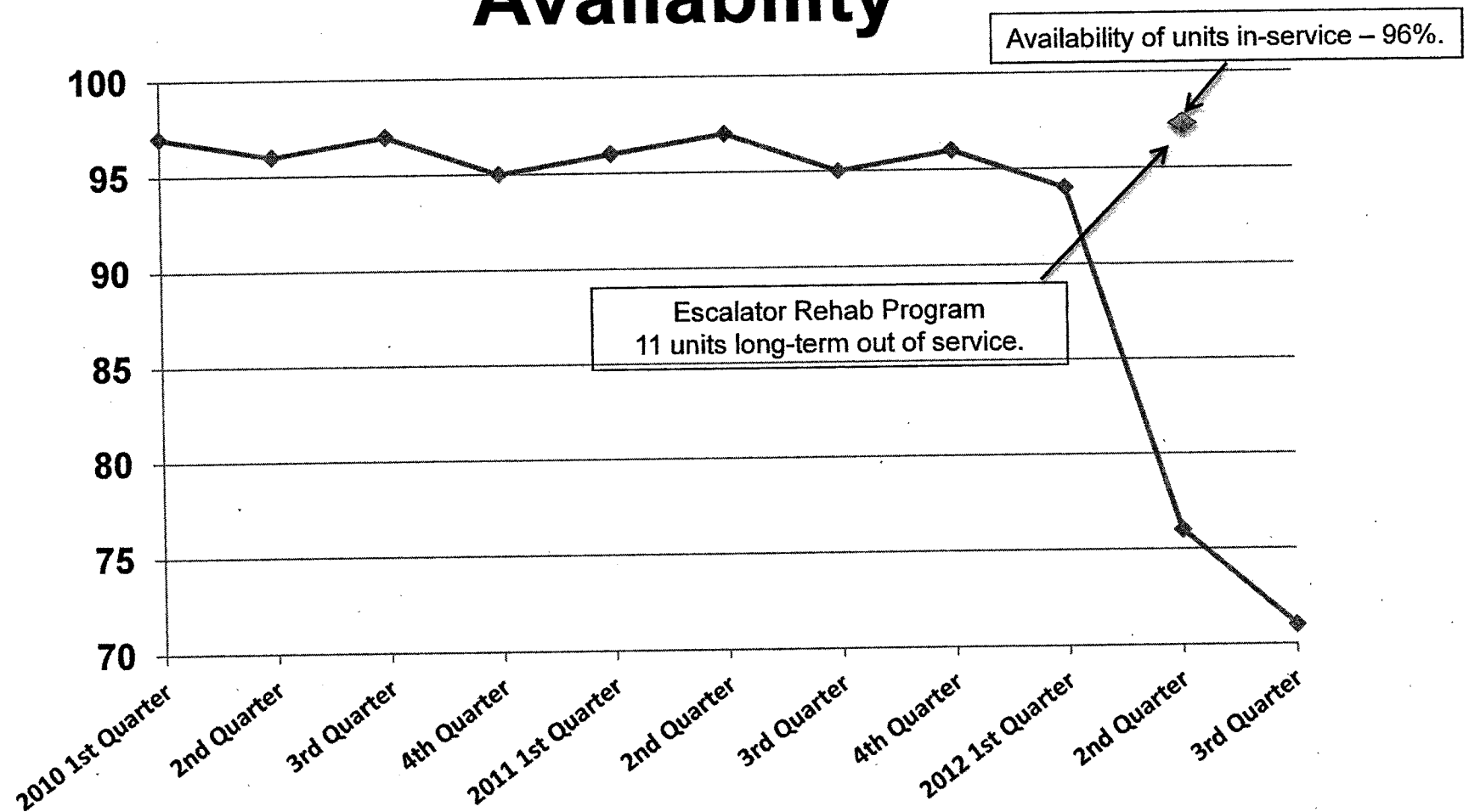
2012 Third Quarter Elevator Availability by Station

Branch/Station	Availability	Branch/Station	Availability
BABYLON		FAR ROCKAWAY	
Babylon (A)	94%	Valley Stream	98%
Babylon (B)	93%	Rosedale	98%
Massapequa	95%	PORT JEFFERSON	
Seaford	99%	Hicksville (A)	93%
Bellmore	96%	Hicksville (B)	87%
Merrick	98%	LONG BEACH	
Freeport	85%	Lynbrook (A)	89%
Baldwin	96%	Lynbrook (B)	94%
Rockville Centre	95%	CITY TERMINAL	
PORT WASHINGTON		Atlantic Terminal	98%
Great Neck (A)	95%	Woodside 415x	85%
Great Neck (B)	93%	Woodside 418x	99%
Auburndale	96%	Woodside 419x	96%
RONKONKOMA		Penn 34S-ELV-P34	100%
Ronkonkoma (A)	97%	Penn CEN-ELV-P-7	100%
Ronkonkoma (B)	99%	Penn CEN-ELV-P-8	100%
Ronkonkoma (C)	97%	Penn CEN-ELV-P-9	100%
		Penn CEN-ELV-P10	100%
		Penn CEN-ELV-P11	100%

Please Note: Penn Station data provide by Amtrak.

MTA Long Island Rail Road

Passenger Escalator Availability



Page 84

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 Third Quarter Escalator Availability by Station

Branch/Station	Availability	Branch/Station	Availability	Branch/Station	Availability
BABYLON		FAR ROCKAWAY		PENN STATION	
Babylon A (W/B)	6%*	Valley Stream	91%	Penn 34S-ESC-34A	100%
Babylon B (E/B)	27%*	PORT JEFFERSON		Penn 34S-ESC-34B	100%
Lindenhurst	9%*	Hicksville A (W/B)	45%*	Penn 34S-ESC-34C	99%
Copliague	0%*	Hicksville B (E/B)	12%*	Penn EXI-ESC-09E	76%
Amityville	6%*	LONG BEACH		Penn EXI-ESC-10E	100%
Massapequa Park	94%	Lynbrook	97%	Penn EXI-ESC-10W	100%
Massapequa	98%	HEMPSTEAD		Penn EXI-ESC-7EW	100%
Seaford	89%	Floral Park	97%	Penn EXI-ESC-8EW	97%
Wantagh	66%*			Penn MG-ESC-011	74%
Bellmore	97%			Penn MG-ESC-1MG	100%
Merrick	97%			Penn MG-ESC-2MG	100%
Freeport	0%*			Penn MG-ESC-3MG	100%
Baldwin	0%*			Penn MG-ESC-7MG	100%
Rockville Center	40%*			Penn MG-ESC-8MG	100%
				Penn WEC-ESC-8WE	97%

* Out of service due to planned long-term rehabilitation.

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
Great Neck	0	0	1
Penn Station	1	0	0

Escalator Customer Injuries by Station

Station Name	Mechanical Injuries	Human Factor Injuries
Penn Station	0	3
Jamaica	0	4
Bellmore	0	1
Hicksville	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 September 30, 2012.



DIVERSITY / EEO REPORT

3rd Quarter

2012

OVERVIEW

The Long Island Rail Road has conducted an availability analysis of females and minorities in its workforce. The availability analysis consists of comparing the LIRR's September 30, 2012 workforce percentages for females and minorities to 80 percent of the females and minorities available within the relevant labor market based on the U.S. Census.

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

2012 THIRD QUARTER EEO REPORT
 AGENCY NAME: LONG ISLAND RAIL ROAD

UTILIZATION ANALYSIS
 WORKFORCE DATA AS OF SEPTEMBER 30, 2012

JOB CATEGORY	FEMALES			BLACKS			HISPANICS			ASIANS			AI/AN			NHOPI			OTHER		
	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)
Officials & Administrators	21%	20%	No	11%	10%	No	6%	7%	Yes	4%	4%	Yes	0%	0%	Yes	0%	0%	Yes	1%	2%	Yes
Professionals	20%	21%	Yes	10%	13%	Yes	7%	7%	Yes	6%	17%	Yes	0%	0%	Yes	0%	0%	Yes	1%	3%	Yes
Technicians	9%	11%	Yes	10%	21%	Yes	8%	11%	Yes	6%	5%	No	0%	0%	Yes	0%	0%	Yes	1%	0%	No
Administrative Support	35%	48%	Yes	19%	27%	Yes	11%	10%	No	3%	3%	Yes	0%	0%	Yes	0%	0%	Yes	2%	2%	Yes
Skilled Craft	8%	10%	Yes	16%	17%	Yes	11%	10%	No	3%	2%	No	0%	0%	Yes	0%	0%	Yes	2%	2%	Yes
Service Maintenance	17%	20%	Yes	19%	29%	Yes	19%	13%	No	2%	2%	Yes	0%	0%	Yes	0%	0%	Yes	2%	2%	Yes

DEFINITIONS OF EEO JOB CATEGORIES:

Officials & Administrators

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

Professionals

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

Technicians

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

Administrative Support

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

Skilled Craft

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

Service Maintenance

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

2012 THIRD QUARTER EEO REPORT

AGENCY NAME: LONG ISLAND RAIL ROAD

NEW HIRES AS OF SEPTEMBER 30, 2012

JOB CATEGORY	TOTAL ¹	FEMALES ²		BLACKS		HISPANICS		ASIANS		AI/AN		NHOPI		OTHER	
		#	%	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrators	19	6	31.6%	2	10.5%	4	21.1%	4	21.1%	0	0.0%	0	0.0%	0	0.0%
Professionals	12	4	33.3%	1	8.3%	1	8.3%	3	25.0%	0	0.0%	0	0.0%	0	0.0%
Technicians	9	0	0.0%	3	33.3%	0	0.0%	1	11.1%	0	0.0%	0	0.0%	0	0.0%
Administrative Support	2	2	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Skilled Craft	84	18	21.4%	22	26.2%	7	8.3%	5	6.0%	0	0.0%	0	0.0%	2	2.4%
Service Maintenance	105	32	30.5%	32	30.5%	23	21.9%	1	1.0%	1	1.0%	0	0.0%	2	1.9%
Total	231	62	26.8%	60	26.0%	35	15.2%	14	6.1%	1	0.4%	0	0.0%	4	1.7%

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

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

2012 THIRD QUARTER EEO REPORTAGENCY NAME: LONG ISLAND RAIL ROAD**EEO AND TITLE VI COMPLAINTS
AS OF SEPTEMBER 30, 2012**

Type	Race	Sexual Harassment	Age	Gender	Religion	National Origin	Disability	Other	Total Issues	Total Cases	Status (# Open)
EEO	7	2	2	1	2	3	5	19	41	28	19
External Complaints	5	0	2	1	2	3	5	15	33	23	18
Internal Complaints	2	2	0	0	0	0	0	4	8	5	1

Page 91

Type	Race	Color	National Origin	Total Issues	Total Cases	Status (# Open)
Title VI	3	0	0	3	3	0

2012 THIRD QUARTER EEO REPORT

AGENCY NAME: LONG ISLAND RAIL ROAD

EFFORTS TO IMPROVE THE REPRESENTATION OF UNDERUTILIZED PROTECTED GROUPS

EEO Program Management and Evaluation

LIRR Office of Diversity Management is responsible for monitoring the agency's EEO program and progress towards EEO goals. On an annual basis, Diversity Management develops goals for under-represented EEO job groups, based on estimated availability percentages and internal job group populations, and disseminates the information to each department, including Human Resources. On a quarterly basis, Diversity also disseminates Progress Towards Goals reports to Human Resources.

Diversity Management reviews all applicant flow reports to ensure that candidate pools are diverse, and concurs with every non-represented new hire and promotion, pursuant to FTA/DOT Circular requirements.

LIRR continues to focus and improve on female and minority under-representation. Between January 1, 2012 and September 30, 2012, there were 231 new hires, of which, 62 (26.8%) were female and 114 (49.4%) were minority. Of the 105 new hires in the Service Maintenance job category, 21.9% were Hispanic.

Upward Mobility Programs and Other Special Initiatives

The Long Island Rail Road is hiring junior engineers and project management trainees. Through September 30, 2012, the LIRR has hired seven Junior Engineers (3WM, 3BM and 1AM) and three project management trainees (1WM, 1HM, 1HF).

Junior Engineer:

This position is a Training Program and is an introduction to the Long Island Rail Road and its various operating and supporting departments. Specifically, this program is designed to provide an employee with familiarity of all aspects of railroad operations, from supervision to technical support. The schedule includes a 52-week signal, track or structures training curriculum plus on the job training. The participant will work with a mentor. Upon successful completion of the program, the junior engineers will be placed in an entry-level management position.

Project Management-Trainee:

The Project Management-Trainee is an entry-level training position, responsible to assist with the coordination and administration of projects in the Department of Project Management. Working with seasoned project managers, the Trainees receive on the job and classroom training to develop project coordination, controls, management, scheduling, and/or estimating skills. The Trainee will learn, in a mentoring environment, to apply his/her knowledge with the specialized requirements of the railroad industry. There will be a series of rotation assignments as part of the development and training period. This will introduce the trainees to the railroad and its various operating and support departments. Training may include, but is not limited to, project coordination, administration, controls, scheduling, and estimating. The position will provide support to the project management teams as required. The program is two years in duration. Upon successful completion of the training program, the Trainees will be appropriately placed into an entry-level project management related position.

2012 THIRD QUARTER EEO REPORT

AGENCY NAME: LONG ISLAND RAIL ROAD

EFFORTS TO IMPROVE THE REPRESENTATION OF UNDERUTILIZED PROTECTED GROUPS

Targeted Recruitment and Outreach Efforts

The Long Island Rail Road has developed a recruitment strategy designed to address the areas of underutilization and under representation of females and minorities in our workforce, and to better reflect the demographics of the markets we serve.

1. The LIRR develops an annual hiring plan in the fourth quarter of the previous year, which lets us know what crafts and other represented positions and how many we will be recruiting for in the upcoming year. This allows us to begin recruitment early. At the end of the recruitment process, we evaluate the diversity of the pool of viable candidates. If the pool is lacking diversity or areas where we are under-represented, we do additional outreach and/or interviews to improve the diversity of the candidate pool.
2. We conduct outreach in terms of job fairs to improve the pool of qualified candidates and educate the public about possible employment opportunities at the LIRR, such as the East Harlem Job Fair (March 15), Hostos Community College Job Fair (March 22), Women For Hire Job Fair (March 28), Charles Rangel Harlem Job Fair (June 14), Harlem Week Economic Development Day (August 9), Harlem Week Job & Career Fair Expo (August 15), and Town of Hempstead Job Fair (September 13). We also plan to attend the Circle of Sisters Expo (October 6) and the Latino Job Fair (October 18).
3. We place advertisements of represented and management positions on targeted websites, such as the National Association of Hispanic Journalists, Society of Women Engineers, the Society of Hispanic Professional Engineers, the National Society of Black Engineers and the National Association of Women in Construction.
4. We also develop relationships with community-based organizations, such as the Nontraditional Employment of Women, the Council of Urban Professionals and the Chinese-American Planning Council. The LIRR is also in the process of developing a contact list of community boards in New York City to distribute weekly job postings.

Page left intentionally blank



Staff Summary

Subject JANUARY TRACK WORK PROGRAM						Date DECEMBER 17, 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									
Order	To	Date	Approval	Info	Other	Internal Approval			
1	LI COMM	12/17				Order	Approval	Order	Approval
						4	President	1	Sr. VP Op.
						3	Executive VP		
						2	VP Mktg & PA		

PURPOSE:

This is to inform the Metro North/Long Island Committee of the MTA Long Island Rail Road's plan to adjust schedules to support a bridge rehabilitation project in Hampton Bays during the month of January 2013.

TRACK WORK PROGRAM

- Montauk Branch – Single main track will be out of service between Speonk and Montauk for 72 hours Tuesday through Friday January 15-18, 2013 for the rehabilitation of Shinnecock Canal, North Highway and Montauk Highway bridges in Hampton Bays.

DISCUSSION

Montauk Branch Bridge Rehabilitation – Montauk Branch January 15-18

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 am Tuesday January 15th through 2:30 am Friday January 18th. During the outage, all trains will terminate or originate at Speonk, with customers traveling 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 and on Friday, one train will be affected. Customers will experience up to 39 minutes of additional travel time.

The Montauk Branch Bridges Rehabilitation Project consists of new waterproofing; steel repairs and painting; new bearings; and concrete repairs to the Montauk, North Highway and Shinnecock Canal Bridges.

The weekend outage starting January 15th is required to install the under-track approach slabs at North Highway Bridge and above-deck steel repairs to the Shinnecock Canal Bridge. The project is currently 66% complete and is scheduled to be completed in April of 2013.

IMPACT ON FUNDING

Funding in the amount of \$19.4M for these projects is contained in the Long Island Rail Road Operating and Capital budgets.

Staff Summary

Page 1 of 2

Subject Moynihan Station Development Project Connecting Corridor
Department Real Estate
Department Head Name Jeffrey Rosen
Department Head Signature <i>Jeffrey B. Rosen</i>
Project Manager/Division Head

Date December 17, 2012
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	LI Committee	12/17		x	
2	Finance	12/17	x		
3	MTA Board	12/19	x		

Internal Approvals			
Order	Approval	Order	Approval
1	MTA Legal <i>[Signature]</i>		
2	MTA Chief Financial Officer <i>[Signature]</i>		
3	MTA Chief of Staff <i>[Signature]</i>		

Purpose:

To obtain Board authorization for the MTA, LIRR and NYCT to enter the following agreements necessary to effectuate improvements to the Connecting Corridor in Penn Station ("Connecting Corridor Improvements") which are necessary to advance Phase 1 of the Moynihan Station project (the "Project"): (1) a Subway/Railroad License and Indemnity Agreement among MTA, LIRR, NYCT and Moynihan Station Development Corporation ("MSDC"); (2) an amendment to the existing lease between LIRR and Vornado Realty Trust in Penn Station and; (3) any other agreements necessary to effectuate Phase 1 of the Project.

Discussion:

In May, 2012, the Board authorized the MTA and LIRR to execute several agreements with MSDC and Amtrak to allow the commencement of the work in Penn Station to effectuate Phase 1 of the development of Moynihan Station. The agreements which were authorized at that time allowed the commencement of the expansion of the existing West End Concourse ("WEC") in Penn Station. Since that time, MSDC has issued contracts for the construction improvements to the WEC, and that work is ongoing.

Phase 1 also includes improvement to the area known as the "Connecting Corridor," which connects the Eighth Avenue Subway to Penn Station, including the WEC. A new \$30 million USDOT grant to MSDC will fund the Connecting Corridor Improvements. A portion of that work will occur within areas owned or controlled by LIRR and NYCT. The improvements include expansion and rehabilitation of the Connecting Corridor underneath Eighth Avenue between Penn Station and the expanded WEC, the relocation of the subway stairs at 33rd Street and 8th Avenue and associated subway mezzanine work, the construction of an ADA-accessible ramp, and the reconfiguration of subway entrance gates to the 8th Avenue subway, within the Connecting Corridor. Pursuant to the proposed Subway/Railroad License and Indemnity Agreement, NYCT and LIRR will provide MSDC a license to allow MSDC and its contractors to enter NYCT and LIRR space in order to perform the Connecting Corridor Improvements. MSDC and its contractors will undertake the construction in accordance with plans submitted to and approved by NYCT and LIRR in accordance with commonly-accepted industry standards. Under the Subway/Railroad License and Indemnity Agreement, MSDC will reimburse NYCT for various specified categories of force account costs and expenses, estimated at approximately \$1,250,000. LIRR force account costs will be reimbursed in accordance with the terms of the earlier Phase 1 Agreement. Under the Subway/Railroad License and Indemnity Agreement, MSDC will provide broad indemnification to MTA, NYCT and LIRR, among others, including with respect to both its design and construction work.

In order to construct the ADA-accessible ramp, which is part of the Connecting Corridor improvements, MSDC needs to utilize 186 square feet of space ("ADA Space") which is currently leased by LIRR to Vornado Realty Trust ("Vornado") and subleased by Vornado to HSBC Bank. As part of the proposed transaction, LIRR will amend its lease with Vornado in order to recapture the ADA Space after May 31, 2015, which is the expiration of the HSBC sublease. MSDC has agreed to pay LIRR approximately \$1.140 million, which LIRR shall cause to be disbursed to Vornado, for the recapture of the leased ADA Space. MSDC will be responsible to Vornado for the cost and performance of the work necessary to relocate the retail storefront and to deliver a retail storefront of equivalent quality of the current storefront which currently exists, as of the date of the leasehold amendment.

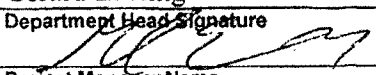
Recommendation:

It is recommended that the Board authorize the MTA, LIRR and NYCT to execute: (1) a Subway/Railroad License and Indemnity Agreement among MTA, LIRR, NYCT and MSDC; (2) an amendment to the existing lease between LIRR and Vornado Realty Trust in Penn Station; and (3) any other necessary agreements to effectuate Phase 1 of the Project.



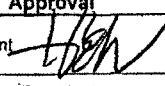
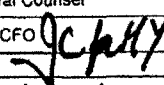
Long Island Rail Road

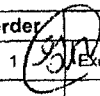
ACTION ITEM

Subject MTA 2013 Budget & 2013-2016 Financial Plan Adoption
Department Office of Management & Budget
Department Head Name Gerard E. Ring
Department Head Signature 
Project Manager Name

Date December 4, 2012
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	MNR & LIRR Committee		X		
2	Finance Committee		X		
3	MTA Board		X		

Internal Approvals			
Order	Approval	Order	Approval
3	President 		VP Svc Ping Tech & CPM
	Exec Vice President		VP Mkt Dev & Public Affairs
	Sr. VP Operations		General Counsel
	VP Labor Relations	2	VP & CFO 

Internal Approvals (cont.)							
Order	Approval	Order	Approval	Order	Approval	Order	Approval
1 	Exec Dir Mgmt & Budget						

Purpose

To secure MTA Board adoption of the MTA Long Island Rail Road's (MTA LIRR) 2012 November Forecast, 2013 Final Proposed Budget and the Four-Year Financial Plan for 2013 – 2016 (December Plan).

Discussion

The 2013 Final Proposed Budget, which is consistent with information presented to the Board in November, provides funding to expand the MTA Long Island Rail Road's current service levels, as well as maintain the MTA's commitment to provide safe, reliable and efficient commuter rail service to the metropolitan New York region. In addition, funding is provided to support key customer oriented initiatives. The baseline projections, which are outlined below for MTA Long Island Rail Road, reflect continued financial savings from non-service related budget reduction initiatives that were included in the MTA Long Island Rail Road's budget during prior financial plans. However, the MTA Long Island Rail Road's baseline budget does not include the impacts of fare/toll increases or those arising from Tropical Storm Sandy. These impacts will be presented as part of MTA consolidated materials.

2012 November Forecast - Baseline

Non-Reimbursable/Reimbursable expenses for the 2012 November Forecast before non-cash liability adjustments total \$1,440.1 million. This is composed of \$1,234.7 million of Non-Reimbursable expenses and \$205.4 million Reimbursable expenses. The total Non-Reimbursable/Reimbursable revenue for the 2012 November Forecast is \$829.1 million. This is composed of \$623.7 million of Non-Reimbursable revenue and \$205.4 million of Reimbursable revenue.

The Non-Reimbursable revenue for the 2012 November Forecast of \$623.7 million includes Passenger Revenue projections of \$586.8 million and \$36.9 million in other revenue from advertising, rental fees, and special services. The Farebox revenue is based on a projected annual ridership of 83.4 million passengers.

Excluding non-cash liability adjustments, Non-Reimbursable expenses for the 2012 November Forecast totals \$1,234.7 million. Including non-cash liability adjustments, total Non-Reimbursable expenses for the 2012 November Forecast increases to \$1,634.3 million. The cash adjustments for non-cash items and timing of expenses/receipts total \$404.0 million. The resulting Net Cash Deficit is projected to be \$606.6 million in 2012.

Total Non-Reimbursable headcount is 6,053 positions. Total Reimbursable headcount is 544 positions.

2013 Final Proposed Budget - Baseline

Non-Reimbursable/Reimbursable expenses for the 2013 Final Proposed Budget before non-cash liability adjustments are \$1,560.2 million. This is composed of \$1,319.1 million of Non-Reimbursable expenses and \$241.1 million of Reimbursable expenses. The total Non-Reimbursable/Reimbursable revenue for the 2013 Final Proposed Budget is \$873.8 million. This is composed of \$632.7 million of Non-Reimbursable revenue and \$241.1 million of Reimbursable revenue.

The Non-Reimbursable revenue for the 2013 Final Proposed Budget of \$632.7 million includes Passenger Revenue projections of \$593.8 million and \$38.9 million in other revenue from advertising, rental fees, and special services. The Farebox revenue is based on a projected annual ridership of 84.4 million passengers.

Excluding non-cash liability adjustments, Non-Reimbursable expenses for the 2013 Final Proposed Non-Reimbursable Budget total \$1,319.1 million. Including non-cash liability adjustments, total Non-Reimbursable expenses for the 2013 Final Proposed Non-Reimbursable Budget increases to \$1,712.8 million. Cash adjustments for non-cash items and timing of expenses/receipts total \$398.7 million. The resulting Net Cash Deficit is projected to be \$681.4 million in 2013.

The Non-Reimbursable expense budget, before non-cash liability adjustments, of \$1,319.1 million is comprised of \$949.4 million in labor expenses (payroll and benefits), which represent 72 percent of total expenses. The balance of the expenses are non-payroll and are related to the operation and maintenance of the fleet and infrastructure, with expenses allocated for electric power and fuel of \$135.1 million, materials & supplies of \$109.0 million, professional and maintenance services contracts of \$94.5 million and all other costs of \$31.1 million.

Total Non-Reimbursable headcount is 6,058 positions of whom approximately 91 percent are in the operating departments. Total Reimbursable headcount is 673 positions.

Major Programmatic Initiatives

The 2013 Final Proposed Budget provides funding to achieve the MTA LIRR's On-Time-Performance target, to continue Reliability Centered Maintenance of rolling stock to ensure fleet availability, and to maintain the right-of way in a state of good repair.

The financial plan includes funding for several customer oriented initiatives:

- Investments in increased train service necessary to meet strong ridership growth, particularly in the off-peak market, and promote increased ridership to new destination options.
 - Enhanced service to Atlantic Terminal to accommodate new ridership to the Barclay's Center.
 - Added service to Mets/Willets Point to serve customers attending the All Star Game and associated events.
 - Ronkonkoma Branch half-hour service on the weekends and off-peak week days during key hours.
 - Extra peak trains will be added on the Long beach, Port Jefferson, and Montauk branches to accommodate increased ridership.
 - Evening train service between Jamaica and Atlantic Terminal will be extended until 2 am.
 - Additional holiday service will be provided on the Port Washington, Huntington, Babylon, and Long Beach Branches starting this holiday season (2012).
- Expand the pilot program where train crews use hand held devices on-board the train. Explore the potential for e-ticketing options for customers.
- Strengthen investments in infrastructure improvements through increased field forces to support planned capital project activity, in particular substation replacement, East Side Access construction, and Speonk to Montauk Signalization.

Budget Reduction Initiatives

This 2013 Final Proposed Budget includes a budget reduction initiative that improves revenue collection. The introduction of an address verification system at ticket vending machines will significantly reduce credit card chargebacks. The BRP is projected to save \$3.7 million in 2012.

Impact on Funding

The 2012 November Forecast, 2013 Final Proposed Budget and the Four-Year Financial Plan baseline projections for 2013 – 2016, which are presented on the attached schedules, are consistent with the proposed MTA Financial Plan.

Recommendation

It is recommended that the MTA Board adopt the MTA Long Island Rail Road's 2012 November Forecast, the 2013 Final Proposed Budget and the Four-Year Financial Plan for 2013 – 2016.

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2013-2016
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE						
	2011	2012	2013			
	Actual	November Forecast	Final Proposed Budget	2014	2015	2016
Operating Revenue						
Farebox Revenue	\$571,706	\$586,812	\$593,844	\$598,247	\$602,615	\$605,857
Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	34,185	36,902	38,879	36,449	39,301	40,589
Capital and Other Reimbursements	-	-	-	-	-	-
Total Revenue	\$605,891	\$623,714	\$632,723	\$636,696	\$641,916	\$646,446
Operating Expenses						
Labor:						
Payroll	\$409,228	\$422,656	\$434,365	\$446,539	\$471,539	\$502,168
Overtime	84,707	83,570	76,994	78,204	79,969	81,282
Health and Welfare	83,356	88,142	102,993	106,659	117,956	132,403
OPEB Current Payment	54,292	59,105	66,847	69,104	74,457	80,278
Pensions	142,163	161,902	181,046	178,009	180,736	184,770
Other Fringe Benefits	96,138	103,183	109,459	113,367	119,746	127,308
Reimbursable Overhead	(23,305)	(25,559)	(22,312)	(24,587)	(17,534)	(17,322)
Total Labor Expenses	\$846,579	\$892,999	\$949,392	\$967,295	\$1,026,869	\$1,090,867
Non-Labor:						
Electric Power	\$90,897	\$91,735	\$103,895	\$106,436	\$111,546	\$117,082
Fuel	26,139	27,589	31,171	30,634	29,900	31,643
Insurance	14,869	15,621	17,681	20,427	23,708	27,554
Claims	1,628	3,400	3,401	3,456	3,513	3,570
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	52,635	58,902	59,446	57,069	57,044	63,220
Professional Service Contracts	23,885	29,183	35,067	30,076	28,347	29,347
Materials & Supplies	67,022	101,860	108,998	119,294	120,766	126,432
Other Business Expenses	11,008	13,437	10,053	13,104	14,616	15,306
Total Non-Labor Expenses	\$288,083	\$341,737	\$369,732	\$380,486	\$389,440	\$414,154
Other Expenses Adjustments:						
Other	\$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
Total Expenses before Depreciation and GASB Adjs.	\$1,134,662	\$1,234,736	\$1,319,124	\$1,347,781	\$1,416,309	\$1,505,041
Depreciation	316,199	317,917	309,649	298,649	307,649	316,832
OPEB Obligation	74,596	79,662	82,051	84,513	87,048	89,660
Environmental Remediation	3,496	2,000	2,000	2,000	2,000	2,000
Total Expenses	\$1,528,863	\$1,634,315	\$1,712,824	\$1,732,943	\$1,813,006	\$1,913,533
Baseline Surplus/(Deficit)	(\$923,062)	(\$1,010,601)	(\$1,080,101)	(\$1,096,247)	(\$1,171,090)	(\$1,267,087)
Cash Conversion Adjustments						
Depreciation	\$316,199	\$317,917	\$309,649	\$298,649	\$307,649	\$316,832
Operating/Capital	(2,435)	(8,074)	(23,921)	(16,646)	(10,079)	(10,148)
Other Cash Adjustment	92,159	94,206	112,996	90,848	94,336	92,171
Total Cash Conversion Adjustments	\$405,923	\$404,049	\$398,724	\$372,851	\$391,906	\$398,855
Net Cash Surplus/(Deficit)	(\$517,139)	(\$606,552)	(\$681,377)	(\$723,396)	(\$779,184)	(\$868,232)

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2013-2016
Accrual Statement of Operations by Category
(\$ in millions)

REIMBURSABLE						
	2011	2012	2013			
	Actual	November Forecast	Final Proposed Budget	2014	2015	2016
Revenue						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-	-
Capital and Other Reimbursements	197.076	205.368	241.097	255.436	236.108	235.023
Total Revenue	\$197.076	\$205.368	\$241.097	\$255.436	\$236.108	\$235.023
Expenses						
Labor:						
Payroll	\$65.039	\$66.836	\$81.069	\$87.224	\$87.525	\$87.608
Overtime	12.595	12.091	12.903	13.144	12.767	12.514
Health and Welfare	11.925	12.104	14.244	15.374	15.442	15.425
OPEB Current Payment	-	-	-	-	-	-
Pensions	22.410	21.198	19.954	21.449	21.452	21.424
Other Fringe Benefits	14.034	14.192	17.155	18.516	18.597	18.578
Reimbursable Overhead	23.305	25.559	22.312	24.587	17.534	17.322
Total Labor Expenses	\$149.308	\$161.980	\$167.637	\$180.294	\$173.317	\$172.871
Non-Labor:						
Electric Power	\$0.206	\$0.145	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	-	-	-	-	-	-
Insurance	4.736	4.186	6.682	7.466	7.413	7.320
Claims	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	10.497	12.424	13.628	11.738	9.787	9.915
Professional Service Contracts	4.176	2.052	4.034	1.763	1.456	1.237
Materials & Supplies	27.624	33.694	47.755	52.784	44.036	43.581
Other Business Expenses	0.252	0.687	1.351	1.401	0.069	0.099
Total Non-Labor Expenses	\$47.491	\$53.388	\$73.460	\$75.142	\$62.791	\$62.152
Other Expenses Adjustments:						
Other	-	-	-	-	-	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$196.799	\$205.368	\$241.097	\$255.436	\$236.108	\$235.023
Depreciation	-	-	-	-	-	-
Environmental Remediation	0.277	-	-	-	-	-
Total Expenses	\$197.076	\$205.368	\$241.097	\$255.436	\$236.108	\$235.023
Baseline Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2013-2016
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE						
	2011 Actual	2012 November Forecast	2013 Final Proposed Budget	2014	2015	2016
Revenue						
Farebox Revenue	\$571,706	\$586,812	\$593,844	\$598,247	\$602,615	\$605,857
Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	34,185	36,902	38,879	38,449	39,301	40,589
Capital and Other Reimbursements	197,076	205,368	241,097	255,435	236,108	235,023
Total Revenue	\$802,967	\$829,082	\$873,820	\$892,132	\$878,024	\$881,469
Expenses						
Labor:						
Payroll	\$474,267	\$489,492	\$515,434	\$533,763	\$559,064	\$589,776
Overtime	97,302	95,661	89,897	91,348	92,736	93,796
Health and Welfare	95,281	100,246	117,237	122,033	133,398	147,828
OPEB Current Payment	54,292	59,105	66,847	69,104	74,457	80,278
Pensions	164,573	183,100	201,000	199,458	202,188	206,194
Other Fringe Benefits	110,172	117,375	126,614	131,883	138,343	145,886
Reimbursable Overhead	(0,000)	-	-	-	-	-
Total Labor Expenses	\$995,887	\$1,044,979	\$1,117,029	\$1,147,589	\$1,200,186	\$1,263,758
Non-Labor:						
Electric Power	\$91,103	\$91,880	\$103,895	\$106,436	\$111,546	\$117,082
Fuel	26,139	27,599	31,171	30,634	29,900	31,643
Insurance	19,605	19,807	24,343	27,893	31,121	34,874
Claims	1,628	3,400	3,401	3,466	3,513	3,570
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	63,132	71,326	73,074	68,797	66,831	73,135
Professional Service Contracts	28,081	31,235	39,101	31,829	29,803	30,584
Materials & Supplies	94,646	135,554	156,753	172,078	164,802	170,013
Other Business Expenses	11,260	14,324	11,454	14,505	14,715	15,405
Total Non-Labor Expenses	\$335,574	\$395,125	\$443,192	\$455,628	\$462,231	\$476,306
Other Expenses Adjustments:						
Other	\$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
Total Expenses before Depreciation and GASB Adjs.	\$1,331,461	\$1,440,104	\$1,560,221	\$1,603,217	\$1,662,417	\$1,740,064
Depreciation	\$316,199	\$317,917	\$309,649	\$298,649	\$307,649	\$316,832
OPEB Obligation	74,596	79,662	82,051	84,513	87,048	89,660
Environmental Remediation	3,773	2,000	2,000	2,000	2,000	2,000
Total Expenses	\$1,726,029	\$1,839,683	\$1,953,921	\$1,988,379	\$2,049,114	\$2,148,556
Baseline Surplus/(Deficit)	(\$923,062)	(\$1,010,601)	(\$1,080,101)	(\$1,096,247)	(\$1,171,090)	(\$1,267,087)
Cash Conversion Adjustments						
Depreciation	\$316,199	\$317,917	\$309,649	\$298,649	\$307,649	\$316,832
Operating/Capital	(2,435)	(8,074)	(23,921)	(16,646)	(10,079)	(10,148)
Other Cash Adjustment	92,159	94,206	112,996	90,848	94,336	92,171
Total Cash Conversion Adjustments	\$405,923	\$404,049	\$398,724	\$372,851	\$391,906	\$398,855
Net Cash Surplus/(Deficit)	(\$517,139)	(\$606,552)	(\$681,377)	(\$723,396)	(\$779,184)	(\$868,232)

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2013-2016
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES						
	2011	2012	2013			
	Actual	November Forecast	Final Proposed Budget	2014	2015	2016
Receipts						
Farebox Revenue	\$596,699	\$614,940	\$622,844	\$627,247	\$631,615	\$634,857
Vehicle Toll Revenue						
Other Operating Revenue	35,350	91,391	51,785	51,077	52,046	53,455
Capital and Other Reimbursements	184,416	208,391	210,953	232,721	219,844	218,335
Total Receipts	\$816,465	\$915,722	\$885,562	\$911,045	\$903,505	\$906,647
Expenditures						
Labor:						
Payroll	\$477,441	\$486,115	\$513,006	\$531,262	\$556,488	\$587,123
Overtime	99,126	95,661	89,897	91,348	92,736	93,796
Health and Welfare	99,848	100,246	117,237	122,033	133,398	147,828
OPEB Current Payment	52,858	59,105	66,847	69,104	74,457	80,278
Pensions	164,460	183,100	201,000	199,458	202,188	206,194
Other Fringe Benefits	111,163	120,375	126,614	131,883	138,343	145,886
GASB Account	7,233	7,371	7,909	9,176	9,693	10,638
Reimbursable Overhead						
Total Labor Expenditures	\$1,008,918	\$1,061,973	\$1,122,610	\$1,154,264	\$1,207,203	\$1,271,741
Non-Labor:						
Electric Power	\$85,686	\$131,097	\$101,678	\$109,405	\$114,714	\$120,482
Fuel	23,226	31,239	31,171	30,634	29,900	31,643
Insurance	15,649	25,189	23,589	28,435	30,761	34,499
Claims	1,209	2,934	1,609	1,646	1,684	1,722
Paratransit Service Contracts						
Maintenance and Other Operating Contracts	48,866	83,882	73,374	69,097	67,131	73,435
Professional Service Contracts	22,694	30,461	36,101	28,679	26,496	27,111
Materials & Supplies	91,452	124,485	136,871	169,208	161,532	170,323
Other Business Expenses	8,785	14,034	11,036	14,073	14,268	14,943
Total Non-Labor Expenditures	\$297,567	\$443,301	\$415,429	\$451,177	\$446,486	\$474,138
Other Expenditure Adjustments:						
Other	28,982	27,000	29,000	29,000	29,000	29,000
Total Other Expenditure Adjustments	\$28,982	\$27,000	\$29,000	\$29,000	\$29,000	\$29,000
Total Expenditures	\$1,335,467	\$1,522,274	\$1,566,939	\$1,634,441	\$1,682,689	\$1,774,879
Cash Timing and Availability Adjustment	1,863	0,000	0,000	0,000	0,000	0,000
Baseline Cash Surplus/(Deficit)	(\$517,139)	(\$606,552)	(\$681,377)	(\$723,396)	(\$779,184)	(\$868,232)

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2013-2016
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS						
	2011	2012	2013			
	<u>Actual</u>	<u>November Forecast</u>	<u>Final Proposed Budget</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>
Receipts						
Farebox Revenue	\$24,993	\$28,128	\$29,000	\$29,000	\$29,000	\$29,000
Vehicle Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	1,165	54,489	12,886	12,628	12,745	12,866
Capital and Other Reimbursements	(12,860)	4,023	(30,144)	(22,715)	(16,264)	(16,688)
Total Receipts	\$13,498	\$86,640	\$11,742	\$18,913	\$25,481	\$25,178
Expenditures						
Labor:						
Payroll	(\$3,174)	\$3,377	\$2,428	\$2,501	\$2,576	\$2,653
Overtime	(1,824)	-	-	-	-	-
Health and Welfare	(1,367)	-	-	-	-	-
OPEB Current Payment	1,434	-	-	-	-	-
Pensions	0,123	-	-	-	-	-
Other Fringe Benefits	(0,991)	(3,000)	-	-	-	-
GASB Account	(7,233)	(7,371)	(7,909)	(9,178)	(9,593)	(10,636)
Reimbursable Overhead	(0,000)	-	-	-	-	-
Total Labor Expenditures	(\$13,032)	(\$6,994)	(\$5,481)	(\$6,675)	(\$7,017)	(\$7,983)
Non-Labor:						
Electric Power	\$5,417	(\$39,217)	\$2,217	(\$2,969)	(\$3,168)	(\$3,380)
Fuel	2,913	(3,640)	-	-	-	-
Insurance	3,956	(5,362)	0,754	(0,542)	0,360	0,375
Claims	0,419	0,466	1,792	1,810	1,829	1,848
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	14,266	(12,556)	(0,300)	(0,300)	(0,300)	(0,300)
Professional Service Contracts	5,367	0,774	3,000	3,150	3,307	3,473
Materials & Supplies	3,194	11,089	19,882	2,870	3,270	(0,310)
Other Business Expenditures	2,475	0,290	0,418	0,432	0,447	0,462
Total Non-Labor Expenditures	\$38,007	(\$48,176)	\$27,763	\$4,451	\$5,745	\$2,168
Other Expenditures Adjustments:						
Other	(28,982)	(27,000)	(29,000)	(29,000)	(29,000)	(29,000)
Total Other Expenditures Adjustments	(\$28,982)	(\$27,000)	(\$29,000)	(\$29,000)	(\$29,000)	(\$29,000)
Total Cash Conversion Adjustments before Depreciation and GASB Adjs.	\$9,492	\$4,470	\$5,024	(\$12,311)	(\$4,791)	(\$9,637)
Depreciation Adjustment	\$316,199	\$317,917	\$309,649	\$298,649	\$307,649	\$316,832
OPEB Obligation	74,596	79,662	82,051	84,513	87,048	89,660
Environmental Remediation	3,773	2,000	2,000	2,000	2,000	2,000
Cash Timing and Availability Adjustment	1,863	-	-	-	-	-
Baseline Total Cash Conversion Adjustments	\$405,923	\$404,049	\$398,724	\$372,851	\$391,906	\$398,856

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2013-2016
Ridership/(Utilization)
(\$ in millions)

	2011	2012	2013			
	Actual	November	Final			
		Forecast	Proposed	2014	2015	2016
			Budget			

RIDERSHIP

Monthly	45.292	46.402	46.749	47.064	47.401	47.670
Weekly	1.668	1.717	1.730	1.741	1.753	1.762
Total Commutation	46.960	48.119	48.480	48.806	49.154	49.432
One-Way Full Fare	7.697	8.095	8.158	8.211	8.269	8.314
One-Way Off Peak	17.132	17.621	18.025	18.168	18.296	18.395
All Other	9.239	9.581	9.697	9.779	9.876	9.927
Total Commutation	34.067	35.298	35.880	36.159	36.441	36.636
Total Ridership	81.027	83.416	84.359	84.965	85.596	86.068

FAREBOX REVENUE

Passenger Revenue	\$571.706	\$586.812	\$593.844	\$598.247	\$602.615	\$605.857
Total Revenue	\$571.706	\$586.812	\$593.844	\$598.247	\$602.615	\$605.857

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2013-2016
2012 Budget Reduction Plan Summary
(\$ in millions)

		Favorable/(Unfavorable)									
		Pos.	2012	Pos.	2013	Pos.	2014	Pos.	2015	Pos.	2016
<u>Administration</u>											
	None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
	Subtotal Administration										
<u>Customer Convenience/Amenities</u>											
	None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
	Subtotal Customer Convenience/Amenities										
<u>Maintenance</u>											
	None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
	Subtotal Maintenance										
<u>Revenue Enhancement</u>											
	Address Verification System (AVS)		3.663		3.663		3.663		3.663		3.663
	Subtotal Revenue Enhancement		3.663		3.663		3.663		3.663		3.663
<u>Safety</u>											
	None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
	Subtotal Safety		0.000		0.000		0.000		0.000		0.000
<u>Security</u>											
	None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
	Subtotal Security		0.000		0.000		0.000		0.000		0.000
<u>Service</u>											
	None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
	Subtotal Service		0.000		0.000		0.000		0.000		0.000
<u>Service Support</u>											
	None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
	Subtotal Service Support		0.000		0.000		0.000		0.000		0.000
<u>Other</u>											
	None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
	Subtotal Other		0.000		0.000		0.000		0.000		0.000
	Agency Submission		\$3.663		\$3.663		\$3.663		\$3.663		\$3.663

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2013 - 2016
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full Time Equivalents

FUNCTION/DEPARTMENT	2011 Actual	2012 November Forecast	2013 Final Proposed Budget	2014	2015	2016
Administration						
Executive VP	2	3	3	3	3	3
Labor Relations	10	11	18	18	18	18
Procurement & Logistics (excl. Stores)	83	84	84	84	84	84
Human Resources	78	31	32	32	38	48
Sr VP Administration	2	2	2	2	2	2
Strategic Investments	30	35	35	35	35	35
President	4	4	4	4	4	4
VP & CFO/Pensions	9	8	2	2	2	2
Information Technology	157	160	160	162	162	162
Controller	39	41	42	42	42	42
Management and Budget	18	18	18	18	18	18
Process Re-Engineering	6	7	7	7	7	7
VP - East Side Access & Special Projects	19	27	32	32	32	32
Market Dev. & Public Affairs	59	59	59	59	59	59
Gen. Counsel & Secretary	30	30	30	30	30	30
Diversity Management	2	1	1	1	1	1
System Safety	20	69	69	69	69	69
Security	6	6	6	6	6	6
Sr VP Operations/Serv. Planning	37	24	24	24	24	22
Total Administration	611	620	628	630	636	644
Operations						
Train Operations	1,784	1,936	1,951	1,949	2,107	2,199
Customer Services	274	293	293	293	293	294
Total Operations	2,058	2,229	2,244	2,242	2,400	2,493
Maintenance						
Engineering	1,532	1,550	1,589	1,660	1,678	1,708
Equipment	1,912	1,978	2,033	2,058	2,072	2,232
Procurement (Stores)	93	93	93	93	93	93
Total Maintenance	3,537	3,621	3,715	3,811	3,843	4,033
Engineering/Capital						
Department of Project Management	106	127	144	144	144	144
Total Engineering/Capital	106	127	144	144	144	144
Total Baseline Positions	6,312	6,597	6,731	6,827	7,023	7,314
Non-Reimbursable	5,765	6,053	6,058	6,142	6,353	6,669
Reimbursable	547	544	673	685	670	645
Total Full-Time	6,312	6,597	6,731	6,827	7,023	7,314
Total Full-Time Equivalents						

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2013 - 2016
Total Positions by Function and Occupation

FUNCTION/DEPARTMENT		2011 Actual	2012 November Forecast	2013 Final Proposed Budget	2014	2015	2016
Administration	Managers/Supervisors	287	311	325	325	331	339
	Professional, Technical, Clerical	324	309	303	305	305	305
	Operational Hourlies	-	-	-	-	-	-
	Total Administration	611	620	628	630	636	644
Operations	Managers/Supervisors	287	329	322	321	321	322
	Professional, Technical, Clerical	155	162	161	161	161	161
	Operational Hourlies	1,616	1,738	1,781	1,760	1,918	2,010
	Total Operations	2,058	2,229	2,244	2,242	2,400	2,493
Maintenance	Managers/Supervisors	643	688	723	715	751	794
	Professional, Technical, Clerical	238	272	269	265	267	267
	Operational Hourlies	2,656	2,661	2,723	2,831	2,825	2,972
	Total Maintenance	3,537	3,621	3,715	3,811	3,843	4,033
Engineering/Capital	Managers/Supervisors	90	106	113	113	113	113
	Professional, Technical, Clerical	18	21	31	31	31	31
	Operational Hourlies	-	-	-	-	-	-
	Total Engineering/Capital	108	127	144	144	144	144
Public Safety	Managers/Supervisors	-	-	-	-	-	-
	Professional, Technical, Clerical	-	-	-	-	-	-
	Operational Hourlies	-	-	-	-	-	-
	Total Public Safety	-	-	-	-	-	-
Total Baseline Positions	Managers/Supervisors	1,307	1,434	1,483	1,474	1,516	1,568
	Professional, Technical, Clerical	733	764	764	762	764	764
	Operational Hourlies	4,272	4,399	4,484	4,591	4,743	4,982
	Total Baseline Positions	6,312	6,597	6,731	6,827	7,023	7,314

**METRO-NORTH/LONG ISLAND
COMMITTEE**

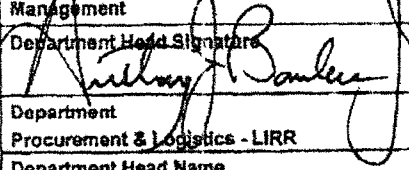
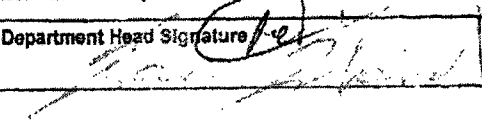
PROCUREMENTS

FOR

BOARD

ACTION

DECEMBER 19, 2012

Subject Request for Authorization to Award Various Procurements	Date December 5, 2012																																		
Department Procurement & Material Management - MNR	Department Law and Procurement - MTACC																																		
Department Head Name Anthony J. Bombace, Jr., Sr. Director, Procurement & Material Management	Department Head Name Evan M. Eisland, Sr. Vice President & General Counsel																																		
Department Head Signature 	Department Head Signature 																																		
Department Procurement & Logistics - LIRR																																			
Department Head Name Dennis L. Mahon, Chief Procurement & Logistics Officer																																			
Department Head Signature 																																			
Board Action	Internal Approvals																																		
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Order</th> <th>To</th> <th>Date</th> <th>Approval</th> <th>Info</th> <th>Other</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>MNR/LIRR Committee</td> <td>12-17-12</td> <td>X</td> <td></td> <td></td> </tr> <tr> <td>2</td> <td>MTA Board</td> <td>12-19-12</td> <td>X</td> <td></td> <td></td> </tr> </tbody> </table>	Order	To	Date	Approval	Info	Other	1	MNR/LIRR Committee	12-17-12	X			2	MTA Board	12-19-12	X			<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Order</th> <th>Approval</th> <th>Order</th> <th>Approval</th> </tr> </thead> <tbody> <tr> <td>X</td> <td>President, MNR</td> <td></td> <td></td> </tr> <tr> <td>X</td> <td>President, LIRR</td> <td></td> <td></td> </tr> <tr> <td>X</td> <td>President, MTACC</td> <td></td> <td></td> </tr> </tbody> </table>	Order	Approval	Order	Approval	X	President, MNR			X	President, LIRR			X	President, MTACC		
Order	To	Date	Approval	Info	Other																														
1	MNR/LIRR Committee	12-17-12	X																																
2	MTA Board	12-19-12	X																																
Order	Approval	Order	Approval																																
X	President, MNR																																		
X	President, LIRR																																		
X	President, MTACC																																		

PURPOSE:

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

DISCUSSION:

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

<u>Schedules Requiring Two-Thirds Vote (or more, where noted)</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule E: Miscellaneous Procurement Contracts	1	\$185,000
SUBTOTAL:	1	\$185,000

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

<u>Schedules Requiring Majority Vote</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule F: Personal Service Contracts	1	\$85,000
SUBTOTAL:	1	\$85,000

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

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

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

<u>Schedules Requiring Majority Vote</u>		<u># of Actions</u>	<u>\$ Amount</u>
Schedule G:	Miscellaneous Service Contracts	1	\$66,908
SUBTOTAL:		1	\$66,908

MTACC proposes to award Competitive Procurements in the following categories:

<u>Schedules Requiring Majority Vote</u>		<u># of Actions</u>	<u>\$ Amount</u>
Schedule H:	Modifications to Personal and Miscellaneous Service Contracts	1	\$415,000
Schedule I:	Modifications to Purchase and Public Work Contracts	2	\$10,620,000
SUBTOTAL:		3	\$11,035,000

MNR proposes to award Ratifications in the following categories: NONE

LIRR proposes to award Ratifications in the following categories: NONE

MTACC proposes to award Ratifications in the following categories:

<u>Schedules Requiring Majority Vote</u>		<u># of Actions</u>	<u>\$ Amount</u>
Schedule K:	Ratification of Completed Procurement Actions (Involving Schedule E-J)	1	\$4,947,505
SUBTOTAL:		1	\$4,947,505
TOTAL:		7	\$16,319,413

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.

DECEMBER 2012

METRO-NORTH RAILROAD

LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Schedules Requiring Majority Vote:

E. Miscellaneous Procurement Contracts

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

1. Railware, Inc. \$185,000 (not-to-exceed) **Staff Summary Attached**
TDPPro Alarm Software for MNR's Centralized Traffic Control System

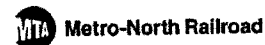
Approval is requested for a non-competitive, negotiated, miscellaneous procurement contract with Railware, Inc. to upgrade the present Railware Track Driver Professional (TDPro) Alarm System Software Module in the total not-to-exceed amount of \$185,000. The TDPro Alarm System Software Module captures all mission-critical and safety sensitive alarms that the MNR Centralized Traffic Control (CTC) system generates and it is also responsible for notifying the Rail Traffic Controllers when alarm events occur. These alarms include loss of shunt, overrun, power off, loss of code lines, unsolicited indications and ground detection, among other alarms.

The TDPro module is a legacy software module originally designed to operate on the early operating systems dating back to when the CTC was originally commissioned in the mid 1990's. Since the consolidation of the North and the South CTC systems into one system platform, the module has become incapable of managing the volume of alarms being generated by the CTC system. The module needs to be rewritten so it can operate effectively and efficiently on today's operating software system platforms.

As the Original Equipment Manufacturer (OEM) of the CTC and the proprietary software developer for TDPro, Railware is the only authorized source for modifications made to its CTC systems and is uniquely qualified to provide expert support for all of the software applications and components installed with the CTC systems. These application software systems are unique to Metro-North.

Negotiations with Railware by MNR's P&MM Dept. resulted in a 7.5% or \$15,000 reduction in the original price proposed for the upgrade. The negotiated price of \$185,000 is 7.5% below the engineer's estimate and approximately 17% below the price for other complex software developments similar in nature to TDPro. The price of the upgrade includes design, implementation, testing and training of the TDPro alarm system over an eight week period. This procurement is to be funded by MNR's Operating Budget.

Schedule E: Miscellaneous Procurement Contracts



Item Number: E

Vendor Name (& Location)	
Railware, Inc.	
Description	
Replacement of TDPro Alarm Software-C & S Dept.	
Contract Term (including Options, if any)	
One-time software upgrade	
Option(s) included in Total Amount? ☐ Yes ☒ No	
Procurement Type	
☐ Competitive ☒ Non-competitive	
Solicitation Type	
☐ RFP ☐ Bid ☒ Other: Sole Source	

Contract Number	AWO/Modification #
1000021253	
Renewal?	☐ Yes ☒ No
Total Amount:	\$185,000 (not-to-exceed)
Funding Source	☒ Operating ☐ Capital ☐ Federal ☐ Other:
Requesting Dept/Div & Dept/Div Head Name:	
Procurement & Material Management, Anthony J. Bombace, Jr.	

Discussion:

Approval is requested for a non-competitive, negotiated, miscellaneous procurement contract with Railware, Inc. to upgrade the present Railware Track Driver Professional (TDPro) Alarm System Software Module in the total not-to-exceed amount of \$185,000. The TDPro Alarm System Software Module captures all mission-critical and safety sensitive alarms that the MNR Centralized Traffic Control (CTC) system generates and it is also responsible for notifying the Rail Traffic Controllers when alarm events occur. These alarms include loss of shunt, overrun, power off, loss of code lines, unsolicited indications and ground detection, among other alarms.

The TDPro module is a legacy software module originally designed to operate on the early operating systems dating back to when the CTC was originally commissioned in the mid 1990's. Since the consolidation of the North and the South CTC systems into one system platform, the module has become incapable of managing the volume of alarms being generated by the CTC system. The module needs to be rewritten so it can operate effectively and efficiently on today's operating software system platforms.

As the Original Equipment Manufacturer (OEM) of the CTC and the proprietary software developer for TDPro, Railware is the only authorized source for modifications made to its CTC systems and is uniquely qualified to provide expert support for all of the software applications and components installed with the CTC systems. These application software systems are unique to Metro-North.

Negotiations with Railware by MNR's P&MM Dept. resulted in a 7.5% or \$15,000 reduction in the original price proposed for the upgrade. The negotiated price of \$185,000 is 7.5% below the engineer's estimate and approximately 17% below the price for other complex software developments similar in nature to TDPro. The price of the upgrade includes design, implementation, testing and training of the TDPro alarm system over an eight week period. This procurement is to be funded by MNR's Operating Budget.

DECEMBER 2012

MTA LONG ISLAND RAIL ROAD

LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote

Schedule F: Personal Service Contracts

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

- | | | |
|----|--------------------|----------------------|
| 1. | ENSCO, Inc. | \$85,000 |
| | Sole Source | Not-to-Exceed |
| | PO # TBD | |

LIRR requests MTA Board approval to award a Sole Source Contract to ENSCO, Inc. ("ENSCO") in an amount not-to-exceed \$85,000 for a 36-month period. Under the contract, ENSCO will provide, on an as required basis, engineering and technical assistance and replacement parts required to support and maintain the ENSCO Gauge Restraint Measurement System (GRMS). The GRMS is an integral component installed on LIRR's TC-82 Track Geometry Vehicle used to measure, record and analyze track geometry characteristics, specifically defective railroad ties and fasteners prior to their failure, so that they can be replaced as part of LIRR's daily preventive maintenance process or a future capital program. This system enables LIRR to effectively plan or make proactive repairs, which preserves our on-time performance and ensures our service reliability. ENSCO is the Original Equipment Manufacturer and the sole responsible source for replacement parts and technical assistance for the GRMS. LIRR advertised its intent to award a sole-source contract to ENSCO in the NYS Contract Reporter and in the NY Post. No other supplier expressed an interest in competing for this contract. A breakdown of the \$85,000 estimated cost is as follows: (i) \$30,000 for on-site support, (ii) \$5,000 for telephone and internet support, and (iii) \$50,000 for spare parts required for preventative maintenance. Depending on the variability of requirements, the funds may be re-distributed among the three price elements set forth in this BPO. This is a renewal contract. Under the previous contract, labor rates charged by ENSCO were in accordance with their GSA contract plus a mark-up of 2%. ENSCO has agreed to offer the LIRR the labor rates from GSA contract (9GS-23F-0272K), however, they have reduced their mark-up to 1%. The GSA Contract does not contain prices for parts. Spare parts prices represent a 5% increase from the prices paid by LIRR in 2012 and will be firm for the 3 year contract period. For the reasons stated above, ENSCO's prices are determined to be fair and reasonable.

DECEMBER 2012

MTA LONG ISLAND RAIL ROAD

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote

Schedule G: Miscellaneous Service Contracts.

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

- | | | |
|----|---|-------------------------|
| 2. | Metropolitan Paper Recycling, Inc. | \$66,908 |
| | Three-Year Contract | Firm Fixed Price |
| | Contract No: TBD | |

LIRR requests MTA Board approval to award a competitively bid, Miscellaneous Service contract to Metropolitan Paper Recycling, Inc. (MPR), for the scheduled collection and lawful disposal of recyclable mixed office paper from nineteen LIRR locations in Queens and Nassau Counties. The contract will be for a thirty-six month term, from December 1, 2012, through November 30, 2015. Insofar as paper recycling is listed as a NYSOGS Preferred Source Offering, LIRR reached out to New York Industries for the Disabled, who reviewed the scope and declined to propose. LIRR also reached out to numerous small, minority and women owned businesses (S/M/WBE), through the Discretionary Procurement Procedure, receiving no responses. The public advertisement for this renewal contract appeared in the NYS Contract Reporter on September 9, 2012, and the NY Post on September 13, 2012. The bid price schedule was based on fixed pricing for scheduled weekly, bi-weekly and monthly container pick-ups at the nineteen (19) locations during the three-year term. LIRR received five (5) bids as follows: the incumbent MPR - \$66,908; Filco Carting - \$67,553; Royal Waste - \$87,595; Boro-Wide Recycling - \$128,205; and Basin Hauling - \$147,894. MPR's bid of \$66,908 is 32% less than the average bid price of \$99,631, and 0.96% less than Filco Carting's 2nd low bid of \$67,553. Based on competitive bidding, MPR's bid is considered fair & reasonable. Funding for the contract is included in LIRR's Operating Budget.

DECEMBER 2012

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote

Schedule H. Modifications To Personal and Miscellaneous Service Contracts

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

- | | | | |
|----|---|------------------|--------------------------------------|
| 1. | Kratos/HBE
Contract No. PS836
Modification No. 1 | \$415,000 | <u>Staff Summary Attached</u> |
|----|---|------------------|--------------------------------------|

Pursuant to Article III of the MTA All-Agency Guidelines for the Procurement of Services, MTACC seeks Board approval for a modification to upgrade existing Intergraph software.

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. | Tutor Perini Corporation
Contract No. CH053
Modification No. 80 | \$5,520,000 | <u>Staff Summary Attached</u> |
|----|--|--------------------|--------------------------------------|

Pursuant to Article IX of the MTA All-Agency Procurement Guidelines, MTACC seeks Board approval for a modification for installation of utilities in and to the south of Microtunnel Run #12.

- | | | | |
|----|--|--------------------|--------------------------------------|
| 3. | Tutor Perini Corporation
Contract No. CQ032
Modification No. 19 | \$5,100,000 | <u>Staff Summary Attached</u> |
|----|--|--------------------|--------------------------------------|

Pursuant to Article IX of the MTA All-Agency Procurement Guidelines, MTACC seeks Board approval for a modification for the excavation of an existing sump pit in the Q-Tip area of Plaza Interlocking in Queens. This is a scope and budget transfer.

Schedule H: Modifications to Personal and Miscellaneous Service Contracts

Item Number: 1

Vendor Name (& Location)		Contract Number	AWO/Modification #
KRATOS/HBE		PS836	1
Description		Original Amount: \$ 710,000	
IESS Cisco Upgrade		Prior Modifications: \$ 0	
Contract Term (including Options, if any)		Prior Budgetary Increases: \$ 0	
12 Months		Current Amount: \$ 710,000	
Option(s) included in Total Amount? Yes ☒ No ☐ N/A ☐		This Request \$ 415,000	
Procurement Type ☒ Competitive ☐ Non-competitive		% of This Request to Current Amount: 58.45%	
Solicitation Type ☒ RFP ☐ Bid ☒ Other: Modification		% of Modifications (including This Request) to Original Amount: 58.45%	
Funding Source			
☐ Operating ☒ Capital ☐ Federal ☐ Other:			
Requesting Dept/Div & Dept/Div Head Name:			
Security Program/Thomas Reed <i>Thomas Reed 12/5/2012</i>			

I. DISCUSSION:

This contract is for the upgrade of the existing Broadware software system to a Cisco system for the Integrated Electronic Security System ("IESS"). In accordance with Article III of the All Agency Guidelines for the Procurement of Services, MTACC requests Board approval for a modification to the contract to upgrade existing Intergraph software which must also be upgraded in order to complete the upgrade to the Cisco system.

The upgrade from the Broadware system to the Cisco system is required because Broadware Technology Inc. was acquired by Cisco and Cisco is no longer supporting the Broadware system. This modification is for the Intergraph software upgrade and will include installation, configuration, testing and problem resolution. Intergraph is the primary user interface software for the IESS to view and control video and access control. After award, a determination was made that for compatibility reasons, Cisco could not be updated without also upgrading Intergraph, in a controlled and coordinated fashion. A single qualified contractor's control of both upgrades is required in order to provide the necessary compatibility and functionality while maintaining our security operational readiness.

The Contractor proposed \$798,576 while the MTACC in-house estimate was \$404,147. Negotiations and scoping sessions were held and the parties agreed to a cost of \$415,000 which is considered fair and reasonable.

Schedule I: Modifications to Purchase and Public Work Contracts

Item Number: 2

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?	Yes ☐ No ☒ N/A ☐
Procurement Type	☒ Competitive ☐ Non-competitive
Solicitation Type	☐ RFP ☒ Bid ☒ Other: Modification
Funding Source	
☐ Operating ☒ Capital ☒ Federal ☐ Other:	
Requesting Dept/Div & Dept/Div Head Name:	
East Side Access, A. Paskoff, P.E.	

Contract Number	AWO/Modification #
CH053	80
Original Amount:	
\$ 139,280,000	
Prior Modifications:	
\$ 69,471,442	
Prior Budgetary Increases:	
0	
Current Amount:	
\$ 208,751,442	
This Request	
\$ 5,520,000	
% of This Request to Current Amount:	
2.64%	
% of Modifications (including This Request) to Original Amount:	
53.84%	

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 to modify the contract for installation of utilities in and to the south of Microtunnel Run #12.

Microtunnel Run # 12 was added as a modification to this Contract to replace the original design of aerial crossings. The original design was rejected by Amtrak and LIRR because of the long term track outages that would have been required for installation. This modification includes construction and installation of (i) three manholes and ductbanks; (ii) conduit and grouting within Microtunnel Run #12, and (iii) the ductbanks on the south side of Microtunnel Run #12. The design for the ductbanks and manholes associated with Microtunnel Run #12 were not finalized when the modification for Microtunnel Run 12 was executed. However, because the contractor was already performing work on Microtunnel Runs 6 & 7, to save mobilization and demobilization costs it was determined to proceed with the microtunnel work and to add the utility work in subsequent modifications. Additional utility work on the north side of Microtunnel #12 will be handled under a separate future modification to allow for a potential redesign that is being evaluated in an effort to gain schedule and decrease required Force Account resources.

The Contractor submitted a cost proposal of \$5,981,338 for the microtunneling work and all manholes and ductbanks up to the southside of the Harold Access Bridge. MTACC's project estimate was \$5,292,553. Negotiations were held and both parties agreed to \$5,520,000, which is considered fair and reasonable. There is no time impact associated with the modification. An errors and omission analysis will be conducted to determine if the cost for this modification is recoverable from the designer.

Schedule I: Modifications to Purchase and Public Work Contracts



Item Number: 3

Vendor Name (& Location)	
Tutor Perini Corporation (Peekskill, New York)	
Description	
Plaza Substation and Queens Structures for the ESA Project	
Contract Term (including Options, if any)	
February 3, 2010 – February 5, 2012 (732 days)	
Option(s) included in Total Amount? ☐ Yes ☒ No ☐ N/A	
Procurement Type	☒ Competitive ☐ Non-competitive
Solicitation Type	☐ RFP ☐ Bld ☒ Other: Modification
Funding Source	
☐ Operating ☒ Capital ☒ Federal ☐ Other:	
Requesting Dept/Div & Dept/Div Head Name	
East Side Access, A. Paskoff, P.E.	

Contract Number	AWO/Modification #
CQ032	19
Original Amount:	
\$ 147,377,000	
Prior Modifications:	
\$ 19,600,073	
Prior Budgetary Increases:	
\$ 0	
Current Amount:	
\$ 166,977,073	
This Request	
\$ 5,100,000	
% of This Request to Current Amount:	
3.1%	
% of Modifications (including This Request) to Original Amount:	
16.9%	

Discussion:

This Contract is for the structural and architectural rehabilitation of existing facilities along the 63rd Street Tunnel, including construction of the Plaza Interlocking and Facility Power Substation B10 for the East Side Access (ESA) Project. In accordance with Article IX of the All-Agency Procurement Guidelines, MTACC is requesting Board approval of a modification for the excavation of sump pit in the Q-Tip area of Plaza Interlocking in Queens. This is a scope and budget transfer from CQ031 to CQ032.

This work is currently in the scope of the adjacent CQ031 Contract. The excavation of the sump pit must be finished in order to progress the construction of the Plaza Interlocking permanent structure which is in Contract CQ032. In order to expedite turnover of the Q-Tip Area to the CQ032 Contractor so that it can commence its work in early January and also remove the work from CQ031 and avoid paying delay costs to that Contractor, the sump excavation is being moved to the CQ032 Contractor. This will also have the effect of mitigating delays to the CQ032 Contract and associated impact costs associated with the delay in turning over the area.

The Contractor submitted a cost proposal in the amount of \$5,208,830. MTACC's estimate is \$4,963,990. Negotiations were held and the parties agreed to \$5,100,000 for the work. The negotiated cost is considered to be fair and reasonable.

Funding for this modification will be transferred from the CQ031 budget and Construction Contingency. Excavation is a unit price item in CQ031. Because the rock elevations were much higher than anticipated there will be an overrun in quantity of excavation which leaves only \$2,493,912 remaining in the CQ031 Contract for this work. This amount will be transferred from CQ031 to CQ032. The remainder will come from ESA Construction Contingency. There is no time impact associated with this modification and the addition of this scope of work will not impact the CQ032 schedule or substantial completion date.

DECEMBER 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.)

1. Granite-Traylor-Frontier (GTF) Joint Venture \$4,947,505
Contract No. CQ031
Modification No. 52

Staff Summary Attached

Pursuant to Articles IX and X of the All-Agency Procurement Guidelines for Services, MTACC requests that the Board ratify a contract modification for the construction of the relocated temporary Tunnel A Reception Pit and all associated work.

Schedule K: Ratification of Completed Procurement Actions



Item Number: 1

Vendor Name (& Location) Granite-Traylor-Frontier ("GTF"), Joint Venture	
Description Queens Bored Tunnels and Structures	
Contract Term (including Options, if any) 40 Months	
Option(s) included in Total Amount? ☒ Yes ☐ No	
Procurement Type ☒ Competitive ☐ Non-competitive	
Solicitation Type ☐ RFP ☐ Bid ☒ Other: Modification	
Funding Source ☐ Operating ☒ Capital ☒ Federal ☐ Other:	
Requesting Dept/Div & Dept/Div Head Name: East Side Access, A. Paskoff, P.E.	

Contract Number	AWO/Modification #
CQ031	52
Original Amount: \$ 659,200,700	
Prior Modifications: \$ 108,388,797 (includes an option of \$58,400,000)	
Prior Budgetary Increases: \$ 0	
Current Amount: \$ 767,589,497	
This Request \$ 4,947,505	
% of This Request to Current Amount:	% 0.64%
% of Modifications (including This Request) to Original Amount:	% 17.19%

Discussion:

The work under the subject contract generally consists of construction of four soft-ground bored tunnels and miscellaneous demolition of surface structures for the East Side Access project. In accordance with Articles IX and X of the All-Agency Procurement Guidelines, MTACC is requesting the Board ratify a retroactive modification to the Contract to construct the relocated temporary Tunnel A Reception Pit (TARP) and all associated work.

The work under this modification includes providing labor, material and equipment for items associated with the construction of the relocated TARP. This includes secant piles, soldier pile and lagging, soil excavation, construction of a jet grout block as well as a lump sum credit for elimination of soil backfill, approach slabs and work associated with the installation of the permanent roof structure above the original reception pit slated to be built under a future contract. It also includes additional excavation support at the initial TARP location.

The construction of the permanent concrete structure for the Tunnel A Reception Pit was originally planned for Contract CH053 and intended to be used for the removal of the Tunnel A Boring Machine ("TBM") upon completion of its work. Due to delays to Contract CH053, however, the permanent structure would not have been in place prior to the Tunnel A TBM reaching the reception pit. This could have resulted in schedule delays in extracting the Tunnel A TBM and commencing the subsequent Tunnel D TBM drive. The associated delay costs could have been in excess of \$60,000 per day, and would have had additional impacts on contract interfaces with adjacent Contract CQ032. To avoid these delays and additional impact costs, MTACC determined it would be in the MTA's best interest to have the CQ031 Contractor construct a temporary reception pit at a different location in order to remove the Tunnel A TBM.

Also included in this modification is additional support during excavation which the contractor was required to provide at the initial TARP location before it was decided to change the location. The additional support during excavation was required because existing utilities were not correctly shown on the contract drawings.

The Contractor submitted a total cost of \$7,446,164 for this work, while MTACC's combined estimate was \$4,819,470.00. Negotiations were held and the parties agreed to a cost of \$4,947,505.00 for this work which is considered to be fair and reasonable. Funding is available through the Contract's contingency.

To prevent delays to the TBM operations and to avoid impact costs associated with delays, the Contractor was directed to commence work.

To the extent that this modification is a result of errors and omissions in design, MTACC intends to seek compensation for any resulting damages from the designer.



Metro-North Railroad

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



MONTHLY OPERATING REPORT

December 2012

Performance Summary			2012 Data			2011 Data	
			Annual Goal	November	YTD thru November	November	YTD thru November
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%	95.7%	97.5%	97.3%	96.7%
		AM Peak	97.0%	91.9%	97.4%	96.1%	95.5%
		AM Reverse Peak	97.6%	93.7%	97.8%	96.8%	96.3%
		PM Peak	98.0%	95.9%	97.1%	97.3%	96.7%
		Total Peak		93.7%	97.3%	96.7%	96.1%
		Off Peak Weekday	97.9%	96.3%	97.3%	97.5%	97.2%
		Weekend	97.9%	97.7%	98.1%	97.9%	96.9%
	Hudson Line	Overall	98.2%	96.1%	98.0%	98.0%	97.9%
		AM Peak	98.0%	92.2%	98.6%	96.9%	97.3%
		AM Reverse Peak	98.5%	93.3%	97.9%	98.5%	98.3%
		PM Peak	98.4%	97.6%	97.9%	98.9%	98.4%
		Total Peak		94.6%	98.2%	97.9%	97.9%
		Off Peak Weekday	98.1%	96.1%	97.7%	98.1%	98.2%
		Weekend	98.2%	98.3%	97.9%	97.9%	97.5%
	Harlem Line	Overall	98.3%	97.0%	98.1%	97.1%	97.6%
		AM Peak	98.0%	94.8%	98.1%	95.8%	96.9%
		AM Reverse Peak	98.0%	95.8%	98.3%	95.3%	96.9%
		PM Peak	98.5%	96.9%	98.0%	97.8%	97.6%
		Total Peak		95.8%	98.1%	96.5%	97.2%
		Off Peak Weekday	98.4%	97.8%	98.0%	97.4%	97.9%
		Weekend	98.5%	97.8%	98.5%	97.7%	97.6%
	New Haven Line	Overall	97.2%	94.6%	96.8%	97.1%	95.3%
		AM Peak	95.7%	89.4%	96.2%	95.8%	93.2%
		AM Reverse Peak	96.8%	92.2%	97.2%	97.5%	94.5%
		PM Peak	97.5%	94.1%	95.9%	96.0%	94.8%
		Total Peak		91.7%	96.2%	96.1%	94.1%
		Off Peak Weekday	97.5%	95.4%	96.7%	97.4%	96.2%
		Weekend	97.4%	97.3%	98.0%	98.0%	95.9%
Operating Statistics							
Trains Scheduled				16,177	193,303	17,467	190,892
Avg. Delay per Late Train (min) excluding trains canceled or terminated				13.2	14.8	11.9	15.3
Trains Over 15 min. Late excluding trains canceled or terminated			1,000	169	1,203	81	1,664
Trains Canceled			160	8	176	7	354
Trains Terminated			160	19	223	17	316
Percent of Scheduled Trips Completed			99.8%	99.8%	99.8%	99.9%	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%	99.5%	98.9%
		AM Peak	97.7%	99.3%	99.6%	99.1%	98.0%
		AM Reverse Peak	97.7%	100.0%	99.9%	99.9%	99.1%
		PM Peak	97.3%	99.4%	99.8%	99.4%	97.9%
		Total Peak		99.4%	99.7%	99.3%	98.1%
		Off Peak Weekday	99.3%	99.9%	99.9%	99.6%	99.4%
		Weekend	99.3%	99.9%	99.8%	99.8%	99.5%
	Hudson Line	AM Peak	99.0%	99.8%	99.9%	99.9%	99.8%
		PM Peak	99.0%	99.6%	99.9%	99.8%	99.7%
	Harlem Line	AM Peak	99.0%	99.9%	99.9%	99.6%	99.6%
		PM Peak	99.0%	99.9%	99.9%	99.9%	99.4%
	New Haven Line	AM Peak	96.0%	98.4%	99.1%	98.1%	95.3%
		PM Peak	95.0%	98.9%	99.6%	98.9%	95.5%

Categories of Delay		2012 Data			2011 Data	
		October	November	YTD thru November	November	YTD thru November
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	77	244	1750	140	1864
	Capital Projects	14	5	215	8	145
	Maintenance of Equipment	139	134	1425	112	1962
	Operations Services	8	21	183	24	207
	Police Incidents	66	27	455	24	436
	Other	14	5	215	21	418
	Customers	72	57	493	37	408
	3rd Party Operations	0	9	41	3	286
	<i>(Other railroads, marine traffic, etc.)</i>					
	Weather and Environmental	43	296	1014	225	1817



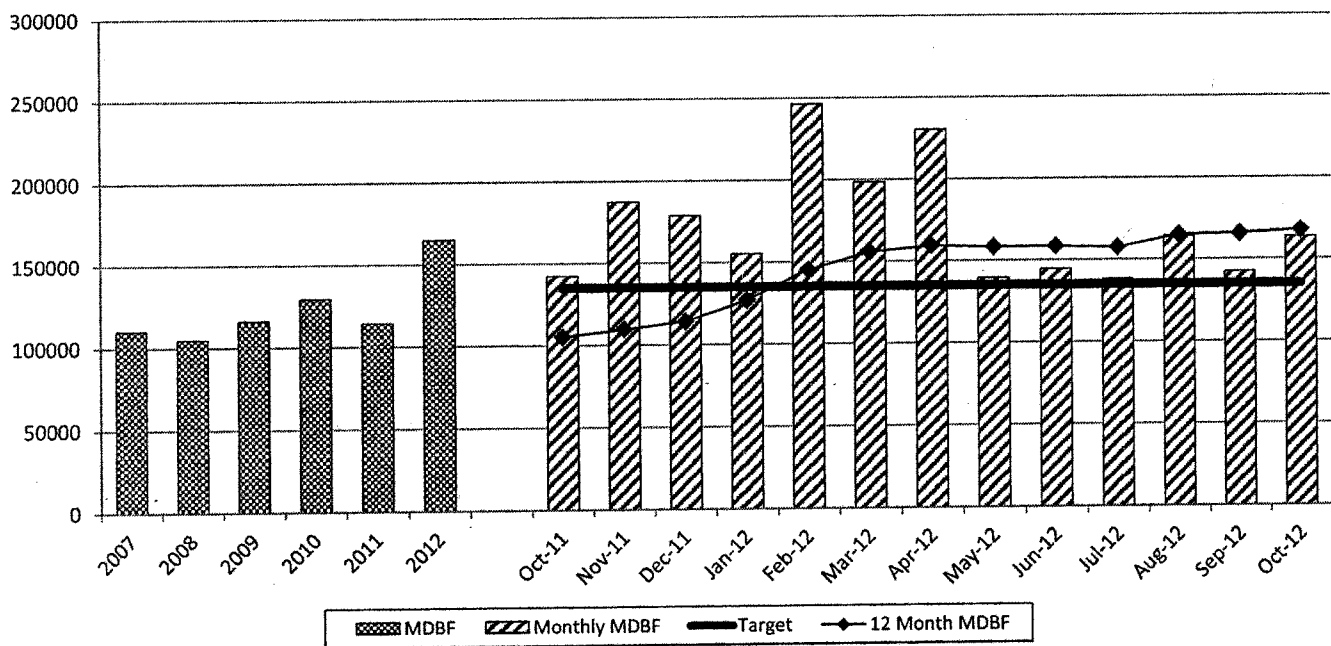
EVENTS RESULTING IN 10 or MORE LATE (L), CANCELED (C) OR TERMINATED (T) TRAINS

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			
11/07	Wed	Slip slide conditions on all three lines.	0	0	0	0	0	0	4	0	0	37	0	1	0	0	0	41	0	1
11/07	Wed	Trees down at Botanical Gardens and Williams Bridge, causing delays.	0	0	0	0	0	0	17	0	0	8	0	0	0	0	0	25	0	0
11/07	Wed	Several switch failures (42, 21, 68 and E42), causing delays.	0	1	0	0	0	0	5	0	0	16	0	0	0	0	0	21	1	0
11/08	Thr	Delays due to unable to normal 24 Switch at CP3.	77	1	0	8	0	0	0	0	0	3	0	0	0	0	0	88	1	0
11/12	Mon	Slippery Rail conditions on all three lines.	6	0	0	1	0	0	3	0	0	5	0	0	0	0	0	15	0	0
11/13	Tue	Slippery Rail conditions on all three lines.	78	2	0	31	0	0	1	0	0	19	0	0	0	0	0	129	2	0
11/21	Wed	Heavy holiday travel.	1	0	0	0	0	0	5	0	0	7	0	0	0	0	0	13	0	0
11/23	Fri	Slippery rail conditions on all 3 lines.	0	0	0	0	0	0	0	0	0	15	0	0	0	0	0	15	0	0
TOTAL FOR MONTH			162	4	0	40	0	0	35	0	0	110	0	1	0	0	0	347	4	1
																			352	

	Equipment Type	Total Fleet Size	2012 Data						2011 Data		
			MDBF Goal (miles)	Oct MDBF (miles)	Primary Failure Goal	Oct No. of Primary Failures	YTD MDBF thru Oct (miles)	12 month MDBF Rolling Avg (miles)	Oct MDBF (miles)	Oct No. of Primary Failures	YTD MDBF thru Oct (miles)
Mean Distance Between Failures	M2	198	80,000	150,446	10	6	123,349	127,043	81,905	17	60,494
	M4/M6	102	60,000	38,789	7	11	76,874	77,280	62,833	9	40,166
	M8	146	200,000	112,597	5	8	120,235	122,446	208,120	1	133,797
	M3	140	120,000	261,172	3	0	688,116	552,637	276,039	0	233,364
	M7	336	440,000	1,736,039	4	1	681,086	687,946	598,446	3	588,150
	Coach	213	290,000	1,284,001	5	1	387,530	428,233	342,228	4	319,071
	P-32	31	35,000	35,954	5	5	35,302	34,133	32,219	6	36,608
	BL-20	12	12,000	9,395	3	3	9,973	10,229	24,145	1	9,828
	Fleet	1178	135,000	163,409	42	35	164,917	167,618	142,043	41	106,063
	M2/4/6/8		100,000	89,205	22	25	108,415	110,127	80,222	27	55,287
	M3/7		300,000	1,997,211	7	1	681,993	666,582	690,458	3	486,783
	Diesel/Coach		120,000	165,773	13	9	132,300	135,853	144,216	11	130,238

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	November	YTD thru November	November	YTD thru November
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%	93.1%	97.1%	98.3%	96.4%
		AM Peak	97.3%	90.3%	97.4%	99.0%	96.3%
		PM Peak	96.8%	86.8%	97.3%	99.2%	96.2%
		Total Peak		88.6%	97.4%	99.1%	96.3%
		Off Peak Weekday	95.9%	96.4%	97.3%	97.5%	96.4%
		Weekend	95.9%	94.0%	96.4%	98.6%	96.7%
	Pascack Line	Overall	97.0%	95.3%	98.1%	98.2%	97.5%
	Valley Line	AM Peak	98.0%	90.1%	98.4%	98.4%	98.2%
		PM Peak	97.5%	97.6%	98.5%	100.0%	97.5%
		Total Peak		93.6%	98.4%	99.1%	97.9%
		Off Peak Weekday	96.5%	97.0%	98.1%	97.3%	97.2%
		Weekend	96.5%	94.2%	97.6%	98.6%	97.3%
	Port Jervis Line	Overall	95.5%	90.4%	95.8%	98.4%	94.6%
		AM Peak	96.0%	90.4%	96.2%	100.0%	93.2%
		PM Peak	96.0%	77.2%	95.9%	97.8%	94.8%
		Total Peak		83.9%	96.0%	99.0%	94.1%
		Off Peak Weekday	95.0%	95.5%	96.1%	97.8%	95.1%
		Weekend	95.0%	93.8%	94.5%		95.1%
Operating Statistics							
	Trains Scheduled			1,017	17,364	1,335	16,747
	Avg. Delay per Late Train (min) excluding trains canceled or terminated			21.9	20.4	15.3	19.3
	Trains Over 15 min. Late excluding trains canceled or terminated		80	39	204	7	244
	Trains Canceled			4	18	2	28
	Trains Terminated			3	49	1	46
	Percent of Scheduled Trips Completed		99.8%	99.3%	99.6%	99.8%	99.6%

NOVEMBER 2012 STANDEE REPORT

East of Hudson

East of Hudson			NOV 2011	YTD 2011	NOV 2012	YTD 2012
Daily Average	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	0	2	0	0
AM Peak		Total Standees	0	2	0	0
	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	0	6	1	4
		Total Standees	0	6	1	4
	New Haven Line	Program Standees	0	59 *	0	0
		Add'l Standees	5	104	25	19
		Total Standees	5	163	25	19
EAST OF HUDSON TOTAL - AM PEAK			5	171	26	23
Daily Average	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	2	2	0	0
PM Peak		Total Standees	2	2	0	0
	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	2	8	0	1
		Total Standees	2	8	0	1
	New Haven Line	Program Standees	0	66 *	0	0
		Add'l Standees	18	106	33	10
		Total Standees	18	172	33	10
EAST OF HUDSON TOTAL - PM PEAK			22	182	33	11

West of Hudson **

West of Hudson **			NOV 2011	YTD 2011	NOV 2012	YTD 2012
Daily Average	Port Jervis	Program Standees	0	0	0	0
AM Peak	Line	Add'l Standees	0	0	49	2
		Total Standees	0	0	49	2
	Pascack	Program Standees	0	0	0	0
	Valley Line	Add'l Standees	0	0	0	0
		Total Standees	0	0	0	0
	WEST OF HUDSON TOTAL - AM PEAK		0	0	49	2
Daily Average	Port Jervis	Program Standees	0	0	0	0
PM Peak	Line	Add'l Standees	0	0	0	0
		Total Standees	0	0	0	0
	Pascack	Program Standees	0	0	0	0
	Valley Line	Add'l Standees	0	0	18	1
		Total Standees	0	0	18	1
	WEST OF HUDSON TOTAL - PM PEAK		0	0	18	1

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.

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

** Port Jervis Line November 2011 data based on restoration of train service effective November 28.

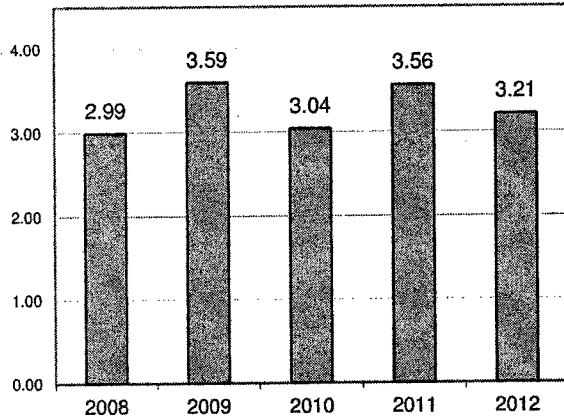
Port Jervis Line November 2012 data based on restoration of train service effective November 19.

Pascack Valley November 2012 data based on restoration of train service effective November 13. Morning peak standees were only customers boarding in New Jersey.

East of Hudson November 2012 data based on full restoration of train service effective November 5.

Operations Planning and Analysis/pbb

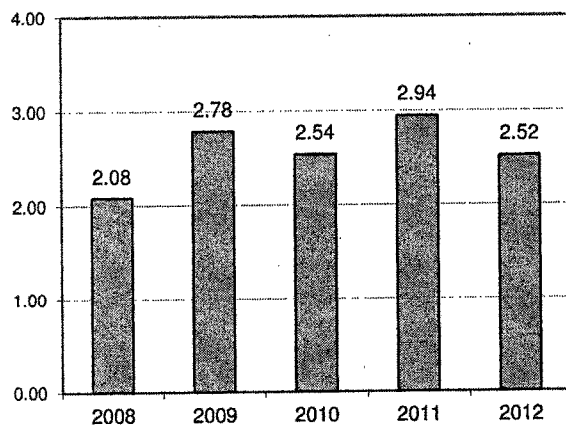
MTA Metro-North Railroad Summary of Employee Injuries thru October



Total Employee Injuries

Year	Total	Total FI*
2008	158	2.99
2009	191	3.59
2010	157	3.04
2011	185	3.56
2012	168	3.21

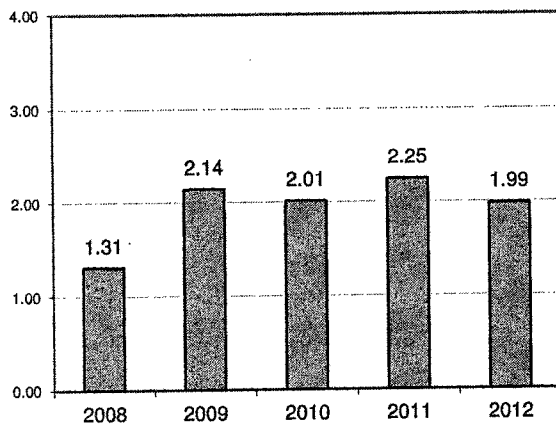
% change from last year: -9.8%
2012 Total FI Goal 2.90



Employee FRA Reportable Injuries

Year	Total	FRA FI*
2008	110	2.08
2009	148	2.78
2010	131	2.54
2011	153	2.94
2012	132	2.52

% change from last year: -14.3%
2012 FRA FI Goal 2.50



Employee Lost Time and Restricted Duty Injuries

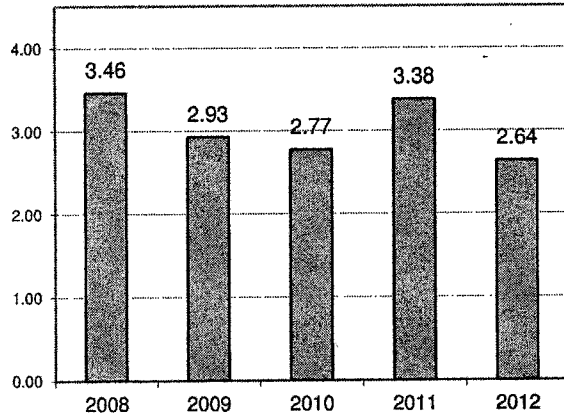
Year	LT	RD	LT FI*	RD FI*	LT&RD FI*
2008	46	23	0.87	0.44	1.31
2009	101	13	1.90	0.24	2.14
2010	86	18	1.66	0.35	2.01
2011	91	26	1.75	0.50	2.25
2012	97	7	1.85	0.13	1.99

% change from last year: -11.7%
2012 LT&RD FI Goal 2.00

* - Injuries per 200,000 hours worked

MTA Metro-North Railroad

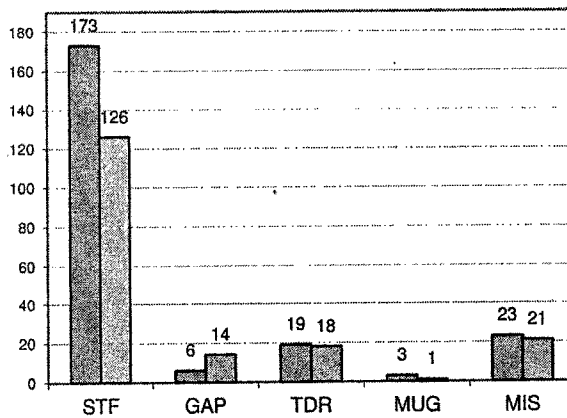
Summary of Customer/Contractor Injuries thru October



Total Customer Injuries

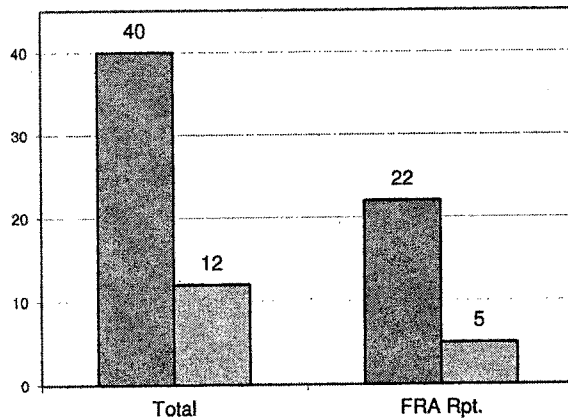
Year	Total	Total FI*
2008	236	3.46
2009	190	2.93
2010	182	2.77
2011	224	3.38
2012	180	2.64

% change from last year: -21.9%
2012 Total FI Goal 2.70



Top 5 Customer Injuries by Type

Year	Slip/Trip/Fall	Gap	Train Doors	Mugging	Misc.
2011	173	6	19	3	23
2012	126	14	18	1	21



Contractor Injuries

Year	Total	FRA Rpt.
2011	40	22
2012	12	5
% Chg	-70.0%	-77.3%

* - Injuries per 1,000,000 rides



Metro-North Railroad

**Financial and Ridership Report
December 2012**



Metro-North Railroad

FINANCIAL STATEMENTS

MONTH ENDED: OCTOBER 2012

OFFICE OF VICE PRESIDENT OF FINANCE & INFORMATION SYSTEMS

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

October results include the preliminary financial impacts of Tropical Storm Sandy which reflects \$2.1 million in reduced passenger revenue as a result of 0.8 million fewer riders and \$2.8 million in emergency coverage and repair costs. Despite the significant Sandy-related impact, October year-to-date operating expenses continue to be favorable vs. the Mid-Year Forecast at 3.3% lower than projected. This was due to a number of items: timing of non-payroll service expenditures; lower energy costs; lower West of Hudson NJT subsidy payments, as well as improved material usage requirements due to on-going cost control efforts. Capital program expenditures (and reimbursements) were \$18.4 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 reimbursements received for prior year capital projects, reduced Metro-North subsidy requirements from both the MTA and CDOT.

Ridership

Total ridership was 6.8 million for October and 69.7 million year-to-date which was a 2.8% 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

- As a result of Tropical Storm Sandy, month of October ridership of 6.6 million was 11.4% lower than the Mid-Year Forecast and 9.0% lower than 2011.
- October year-to-date ridership was 68.2 million or 1.9% lower than the Mid-Year Forecast also due to Tropical Storm Sandy as well as slower than projected growth. Compared to 2011, year-to-date ridership was 2.3% above last year.
- Commutation ridership was 13.0% lower than the Mid-Year Forecast for the month, and 1.9% lower year-to-date. Compared to 2011, year-to-date commutation ridership was 0.8% higher.
- Non-commutation ridership for October was 9.1% lower than the Mid-Year Forecast and 5.7% below last year; year-to-date was 1.9% lower than the Mid-Year Forecast but 4.3% higher than 2011.

West of Hudson

- October year-to-date ridership was 4.0% lower than the Mid-Year Forecast and 0.4% lower than 2011 due to the impact of Tropical Storm Sandy and 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 \$681.9 million through October was \$19.3 million, or 2.7% lower than the Mid-Year Forecast:

- Fare Box Revenue of \$489.5 million was \$4.9 million lower than the Mid-Year Forecast due to the lower ridership noted above.
- Other Operating Revenue of \$42.3 million was \$3.9 million above the Mid-Year Forecast due to higher GCT retail revenue (related to lower tenant service costs) combined with higher advertising revenue from GCT digital displays.
- Capital and Other Reimbursements of \$150.1 million was \$18.4 million lower than the Mid-Year Forecast due to scheduling changes in a number of projects, the most significant of which were West Haven Station, Various Track Programs, Main Line High Speed Turnout, NH Component Change-out Shop, CDOT C-29 Track Program and NHL Waterbury Branch CWR Replacement.

Expenses

Total non-reimbursable and reimbursable expenses of million through October were \$53.3 million lower than the Mid-Year Forecast.

- \$43.2 million was attributable to lower material usage resulting from the combined effect of the new M-8 cars as well as other efficiencies in car fleet material utilization; lower West of Hudson NJT subsidy requirement; schedule changes in locomotive overhauls and timing differences in expenditures for capital projects.
- Total Labor costs (operating and capital) were \$5.4 million (0.8%) below the Mid-Year Forecast.

Financial Performance Measures

- Adjusted Farebox Operating Ratio of 70.0% for October year-to-date was 2.9 percentage points better than the Mid-Year Forecast due to lower expenses.
- Adjusted Cost per Passenger of \$11.36 for the period was \$0.29 lower than the Mid-Year Forecast due to lower expenses.
- Revenue per Passenger of \$7.26 for the period was \$0.07 higher than the Mid-Year Forecast.

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

REVENUE

Total Revenue and Reimbursements – October year-to-date is \$681.9 million which is \$19.3 million (2.7%) lower than the Mid-Year Forecast.

- **Farebox Revenue** – year-to-date and month were lower than the Mid-Year Forecast by \$4.9 million (1.0%), and \$2.4 million (4.7%), respectively, due to Tropical Storm Sandy ridership losses.
- **Other Operating Revenue** – year-to-date and month were higher than the Mid-Year Forecast by \$3.9 million (10.3%), and \$0.6 million (14.5%), respectively, due to higher advertising revenue from GCT digital displays combined with higher GCT retail revenue due to lower tenant service costs.
- **Capital and Other Reimbursements** – Timing and scheduling changes versus Mid-Year Forecast resulted in actual year-to-date reimbursements \$18.4 million lower than the Mid-Year Forecast. Most of this was attributable to the following capital projects: West Haven Station, Various Track Programs, Main Line High Speed Turnout, NH Component Change-out Shop, CDOT C-29 Track Program and NHL Waterbury Branch CWR Replacement. For the month of October, Capital and Other Reimbursements were \$2.7 million lower than the Mid-Year Forecast.

EXPENSES

Total Expenses – Year-to-date non-reimbursable and reimbursable expense of \$1,184.2 million was 4.4% lower than the Mid-Year Forecast. For the month, total expenses were \$6.1 million or 4.7% lower than the Mid-Year Forecast.

- **Labor Expense** (including fringe and overhead recoveries) was \$658.0 million YTD. This was \$5.4 million (0.8%) lower than Mid-Year Forecast primarily due to vacancies, favorable healthcare premiums, and lower employee claim payments associated with the on-going efforts to reduce injuries and promote a safe work environment. Offsetting these favorable results was an increase in overtime coverage for Tropical Storm Sandy. For the month, labor expenses were \$1.2 million higher than the Mid-Year Forecast due to overtime required for Tropical Storm Sandy coverage.
- **Non-Labor Expenses**
YTD non-labor expenses were \$288.6 million, \$43.2 million lower than the Mid-Year Forecast and \$3.1 million lower for the month.
 - **Electric Power** – \$5.4 million lower year-to-date and \$1.0 million lower for the month primarily due to a one-time credit of \$2.2 million in August for East Side Access electricity that was charged to GCT operating costs and lower traction power prices and consumption levels.
 - **Maintenance & Other Operating Contracts** – year-to-date expenses were \$86.5 million, \$10.8 million lower than the Mid-Year Forecast primarily due to rescheduled Genesis locomotive overhaul costs, car disposal, lower expense for utilities and facility and equipment maintenance. For the month, expenses were on target to budget (0.4% lower).
 - **Professional Services** – \$27.4 million year-to-date expense was \$1.5 million lower vs. the Mid-Year Forecast mainly due to timing of audit, medical, legal, bridge inspection and IT service fees. For the month, expenses were \$2.3 million higher than the Mid-Year Forecast primarily due to expenditures on the West Haven station project.
 - **Materials & Supplies** – \$65.5 million year-to-date expense was \$17.6 million below the Mid-Year Forecast due to timing differences in reimbursable capital project activity (\$11.1 million primarily in West Haven Station and track programs) and maintenance initiatives that reduced costs in rolling stock parts. For the month, expenses were \$2.8 million lower than the Mid-Year Forecast.
 - **Other Business Expenses** – \$14.1 million, \$7.9 million lower than the Mid-Year Forecast primarily due to a lower than estimated settlement of 2011 subsidies to NJ Transit, due to reduced Port Jervis line service caused by Tropical Storm Irene. For the month, expenses were \$1.3 million lower than the Mid-Year Forecast.
- **Depreciation and Other Non Cash Liability Adjustments** – \$4.7 million year-to-date and \$4.3 million for the month below the Mid-Year Forecast due to the favorable timing of depreciation expense and minimal payments for Environmental Remediation, offset by an increase for Other Post Employment Benefit (OPEB) obligation based on updated actuarial estimate.

CASH DEFICIT

Cash Deficit through October of \$184.6 million was \$76.4 million favorable to the Mid-Year Forecast. This was due to a combination of lower overall expenses (as noted above) and catch-up reimbursements from MTA and CDOT for 2011 capital work.

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

SCHEDULE I - A

	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	\$50.827	\$48.453	(\$2.374)	(4.7)	\$0.000	\$0.000	\$0.000	-	\$50.827	\$48.453	(\$2.374)	(4.7)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	3.889	4.451	0.562	14.5	0.000	0.000	0.000	-	3.889	4.451	0.562	14.5
Capital & Other Reimbursements:												
MTA	0.000	0.000	0.000	-	10.280	8.116	(2.164)	(21.1)	10.280	8.116	(2.164)	(21.1)
CDOT	0.000	0.000	0.000	-	5.693	10.268	4.575	80.4	5.693	10.268	4.575	80.4
Other	0.000	0.000	0.000	-	0.710	0.989	0.279	39.3	0.710	0.989	0.279	39.3
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	16.683	19.372	2.690	16.1	16.683	19.372	2.690	16.1
Total Revenue/Receipts	\$54.716	\$52.904	(\$1.812)	(3.3)	\$16.683	\$19.372	\$2.690	16.1	\$71.399	\$72.276	\$0.877	1.2
Expenses												
Labor:												
Payroll	\$34.923	\$34.008	\$0.915	2.6	\$3.837	\$4.096	(\$0.259)	(6.8)	\$38.759	\$38.104	\$0.656	1.7
Overtime	4.450	5.701	(1.251)	(28.1)	1.358	1.909	(0.551)	(40.6)	5.808	7.610	(1.802)	(31.0)
Health and Welfare	6.980	6.795	0.185	2.7	1.070	1.212	(0.143)	(13.3)	8.050	8.007	0.043	0.5
OPEB Current Payment	1.494	1.742	(0.248)	(16.6)	0.000	0.000	0.000	-	1.494	1.742	(0.248)	(16.6)
Pensions	5.693	5.736	(0.043)	(0.8)	0.710	0.691	0.019	2.6	6.402	6.427	(0.024)	(0.4)
Other Fringe Benefits	7.991	7.568	0.424	5.3	0.883	1.130	(0.247)	(28.0)	8.874	8.697	0.177	2.0
Reimbursable Overhead	(3.423)	(3.765)	0.342	10.0	3.376	3.741	(0.365)	(10.8)	(0.048)	(0.024)	(0.024)	(49.6)
Total Labor	\$58.108	\$57.784	\$0.325	0.6	\$11.232	\$12.779	(\$1.547)	(13.8)	\$69.341	\$70.563	(\$1.222)	(1.8)
Non-Labor:												
Electric Power	\$6.486	\$5.490	\$0.996	15.4	\$0.000	\$0.004	(\$0.004)	-	\$6.486	\$5.494	\$0.992	15.3
Fuel	2.483	2.287	0.196	7.9	0.000	0.000	(0.000)	-	2.483	2.288	0.196	7.9
Insurance	0.935	0.914	0.021	2.2	0.374	0.384	(0.010)	(2.8)	1.309	1.299	0.011	0.8
Claims	0.063	0.027	0.036	57.3	0.000	0.000	0.000	-	0.063	0.027	0.036	57.3
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	9.449	8.605	0.843	8.9	1.512	2.316	(0.805)	(53.2)	10.960	10.922	0.039	0.4
Professional Service Contracts	2.227	2.637	(0.410)	(18.4)	0.448	2.299	(1.850)	-	2.675	4.935	(2.260)	(84.5)
Materials & Supplies	6.262	4.260	2.002	32.0	2.300	1.523	0.777	33.8	8.562	5.784	2.779	32.5
Other Business Expenses	1.589	1.051	0.538	33.8	0.816	0.066	0.750	91.9	2.405	1.117	1.288	53.6
Total Non-Labor	\$29.494	\$25.272	\$4.222	14.3	\$5.450	\$6.593	(\$1.143)	(21.0)	\$34.945	\$31.865	\$3.080	8.8
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.	\$87.603	\$83.056	\$4.547	5.2	\$16.683	\$19.372	(\$2.690)	(16.1)	\$104.286	\$102.428	\$1.858	1.8
Depreciation	21.191	17.777	3.415	16.1	0.000	0.000	0.000	-	21.191	17.777	3.415	16.1
OPEB Obligation	5.000	4.153	0.847	16.9	0.000	0.000	0.000	-	5.000	4.153	0.847	16.9
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses	\$113.794	\$104.985	\$8.809	7.7	\$16.683	\$19.372	(\$2.690)	(16.1)	\$130.477	\$124.358	\$6.119	4.7
Net Surplus/(Deficit)	(\$59.078)	(\$52.082)	\$6.996	11.8	\$0.000	\$0.000	\$0.000	-	(\$59.078)	(\$52.082)	\$6.996	11.8
Cash Conversion Adjustments:												
Depreciation	21.191	17.777	(3.415)	(16.1)	0.000	0.000	0.000	-	21.191	17.777	(3.415)	(16.1)
Operating/Capital	(5.272)	(3.584)	1.688	32.0	0.000	0.000	0.000	-	(5.272)	(3.584)	1.688	32.0
Other Cash Adjustments	7.233	5.557	(1.676)	(23.2)	0.000	0.000	0.000	-	7.233	5.557	(1.676)	(23.2)
Total Cash Conversion Adjustments	\$23.152	\$19.750	(\$3.402)	(14.7)	\$0.000	\$0.000	\$0.000	-	\$23.152	\$19.750	(\$3.402)	(14.7)
Net Cash Surplus/(Deficit)	(\$35.926)	(\$32.332)	\$3.594	10.0	\$0.000	\$0.000	\$0.000	-	(\$35.926)	(\$32.332)	\$3.594	10.0

-- 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
October Year-To-Date
(\$ in millions)

SCHEDULE I - B

	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	\$494.346	\$489.486	(\$4,860)	(1.0)	\$0.000	\$0.000	\$0.000	-	\$494.346	\$489.486	(\$4,860)	(1.0)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	38.387	42.335	3.947	10.3	0.000	0.000	0.000	-	38.387	42.335	3.947	10.3
Capital & Other Reimbursements:												
MTA	0.000	0.000	0.000	-	87.230	73.241	(13,988)	(16.0)	87.230	73.241	(13,988)	(16.0)
CDOT	0.000	0.000	0.000	-	73.350	67.564	(5,786)	(7.9)	73.350	67.564	(5,786)	(7.9)
Other	0.000	0.000	0.000	-	7.873	9.288	1,415	18.0	7.873	9.288	1,415	18.0
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	168.452	150.093	(18,360)	(10.9)	168.452	150.093	(18,360)	(10.9)
Total Revenue/Receipts	\$532.733	\$531.820	(\$0.913)	(0.2)	\$168.452	\$150.093	(\$18,360)	(10.9)	\$701.185	\$681.913	(\$19,273)	(2.7)
Expenses												
Labor:												
Payroll	\$330.212	\$329.579	\$0.633	0.2	\$37.886	\$34.535	\$3,351	8.8	\$368.098	\$364.114	\$3,985	1.1
Overtime	42.521	43.507	(0.985)	(2.3)	14.440	15.908	(1,467)	(10.2)	56.961	59.414	(2,453)	(4.3)
Health and Welfare	66.334	65.078	1,256	1.9	10.758	10.300	0.458	4.3	77.093	75.378	1,714	2.2
OPEB Current Payment	15.011	15.785	(0.774)	(5.2)	0.000	0.000	0.000	-	15.011	15.785	(0.774)	(5.2)
Pensions	54.930	54.643	0.287	0.5	6.802	5.905	0.898	13.2	61.732	60.547	1,184	1.9
Other Fringe Benefits	75.679	73.425	2,254	3.0	9.198	9.570	(0,372)	(4.0)	84.877	82.995	1,882	2.2
Reimbursable Overhead	(34.419)	(30.925)	(3,494)	(10.2)	33.971	30.659	3,312	9.7	(0.448)	(0.266)	(0.182)	(40.6)
Total Labor	\$550.268	\$551.092	(\$0.823)	(0.1)	\$113.056	\$106.875	\$6,180	5.5	\$663.324	\$657.967	\$5,357	0.8
Non-Labor:												
Electric Power	\$64.423	\$58.838	\$5,585	8.7	\$0.000	\$0.200	(\$0.200)	-	\$64.423	\$59.038	\$5,386	8.4
Fuel	22.713	23.130	(0.417)	(1.8)	0.000	0.001	(0.001)	-	22.713	23.131	(0.418)	(1.8)
Insurance	9.131	8.929	0.202	2.2	3.872	3.476	0.397	10.2	13.004	12.405	0.599	4.6
Claims	0.364	0.551	(0.187)	(51.4)	0.000	0.000	0.000	-	0.364	0.551	(0.187)	(51.4)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	82.075	71.227	10,848	13.2	15.277	15.299	(0.022)	(0.1)	97.352	86.526	10,826	11.1
Professional Service Contracts	21.215	18.974	2,242	10.6	7.660	8.398	(0.738)	(9.6)	28.876	27.372	1,504	5.2
Materials & Supplies	56.998	50.559	6,440	11.3	26.087	14.962	11,125	42.6	83.086	65.521	17,565	21.1
Other Business Expenses	19.521	13.215	6,306	32.3	2.500	0.881	1,618	64.7	22.021	14.097	7,924	36.0
Total Non-Labor	\$276.442	\$245.423	\$31,019	11.2	\$55.397	\$43.217	\$12,179	22.0	\$331.839	\$288.540	\$43,199	13.0
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.	\$826.710	\$796.515	\$30,195	3.7	\$168.452	\$150.093	\$18,360	10.9	\$995.163	\$946.607	\$48,556	4.9
Depreciation	189.625	184.114	5,510	2.9	0.000	0.000	0.000	-	189.625	184.114	5,510	2.9
OPEB Obligation	49.998	53.352	(3,354)	(6.7)	0.000	0.000	0.000	-	49.998	53.352	(3,354)	(6.7)
Environmental Remediation	2.742	0.138	2,604	95.0	0.000	0.000	0.000	-	2.742	0.138	2,604	95.0
Total Expenses	\$1,069.074	\$1,034.119	\$34,956	3.3	\$168.452	\$150.093	\$18,360	10.9	\$1,237.527	\$1,184.211	\$53,316	4.3
Net Surplus/(Deficit)	(\$536.341)	(\$502.298)	\$34,043	6.3	\$0.000	(\$0.000)	(\$0.000)	-	(\$536.341)	(\$502.298)	\$34,043	6.3
Cash Conversion Adjustments:												
Depreciation	189.625	184.114	(5,510)	(2.9)	0.000	0.000	0.000	-	189.625	184.114	(5,510)	(2.9)
Operating/Capital	(18.703)	(13.244)	5,459	29.2	0.000	0.000	0.000	-	(18.703)	(13.244)	5,459	29.2
Other Cash Adjustments	104.359	146.799	42,440	40.7	0.000	0.000	0.000	-	104.359	146.799	42,440	40.7
Total Cash Conversion Adjustments	\$275.280	\$317.669	\$42,389	15.4	\$0.000	\$0.000	\$0.000	-	\$275.280	\$317.669	\$42,389	15.4
Net Cash Surplus/(Deficit)	(\$261.061)	(\$184.629)	\$76,432	29.3	\$0.000	(\$0.000)	(\$0.000)	-	(\$261.061)	(\$184.629)	\$76,432	29.3

- 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
 OCTOBER, 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
		\$	%		\$	%	
FAREBOX REVENUE	Non-Reimb	(\$2.374)	(4.7%)	Reflects revenue losses associated with Tropical Storm Sandy.			
OTHER OPERATING REVENUE	Non-Reimb	\$0.562	14.5%	Reflects higher advertising of \$0.272 mil, GCT net retail of \$0.187 mil and station rents and miscellaneous revenue \$0.118 mil.	\$3.947	10.3%	Primarily reflects higher YTD GCT retail revenues due to lower tenant service and project costs (\$1.8m) and higher advertising revenue from new digital displays (\$1.8m).
CAPITAL AND OTHER REIMBURSEMENTS	Reimb	\$2.690	16.1%	Higher reimbursements reflect scheduling changes in capital project expenditures.	(\$18.360)	(10.9%)	Lower reimbursements reflect scheduling changes in capital project expenditures.
PAYROLL	Reimb	(\$0.259)	(6.7%)	Reflects higher than projected activity on the Danbury Branch Signal System and the West Haven Station.	\$3.352	8.8%	Reflects lower than projected activity on the Mainline Turnouts Project and Waterbury Branch CWR Replacement, rescheduling of costs for the C-29 Track program, Positive Train Control and the Cos Cob West Substation and prior period corrections on East Side Access Project costs.
OVERTIME	Non-Reimb	(\$1.251)	(28.1%)	The overrun was primarily driven by Tropical Storm Sandy coverage in the Maintenance of Way Department.			
	Reimb	(\$0.551)	(40.6%)	Reflects higher than projected activity on the West Haven Station, Danbury Branch Signal System, C-28 Track Program and the Peck Bridge Mitre Rail Track.	(\$1.467)	(10.2%)	Reflects higher than projected activity on the West Haven Station and the NHL Waterbury Branch - CWR Replacement.
HEALTH AND WELFARE	Reimb	(\$0.143)	(13.3%)	Reflects rate differentials and higher project labor costs.	\$0.458	4.3%	Reflects lower YTD project costs and rate differentials.
OPEB CURRENT PAYMENT	Non-Reimb	(\$0.248)	(16.6%)	Reflects increased medical premiums for retired employees	(\$0.774)	(5.2%)	Reflects increased medical premiums for retired employees

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
 OCTOBER, 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
		\$	%		\$	%	
PENSIONS	Reimb	\$0.019	2.6%	Reflects rate differentials and project adjustments	\$0.898	13.2%	Reflects lower project activity.
OTHER FRINGE BENEFITS	Non-Reimb	\$0.424	5.3%	Reflects favorable employee claims payments offset by higher railroad taxes and employee reimbursements.	\$2.254	3.0%	Reflects favorable ytd employee claims payments (\$3.4m) offset by higher railroad taxes.
	Reimb	(\$0.247)	(28.0%)	Reflects rate differentials and project adjustments	(\$0.372)	(4.0%)	Reflects rate differentials and project adjustments
REIMBURSABLE OVERHEAD	Non-Reimb	\$0.342	10.0%	Reflects higher capital project activity for: New Haven Independent Wheel Shop, Danbury Branch Signal System, and West Haven Station, partially offset by lower capital project activity for several projects.	(\$3.494)	(10.2%)	Reflects lower capital project activity for: West Haven Station, CDOT C29 Track Program, , Mainline/High Speed Turnouts, Positive Train Control, NH Component Change-out Shop and Cos Cob West Substation.
	Reimb	(\$0.365)	(10.8%)	Reflects higher project activity noted above.	\$3.312	9.7%	Reflects lower YTD project activity.
ELECTRIC POWER	Non-Reimb	\$0.996	15.4%	Primarily due to lower prices.	\$5.585	8.7%	Reflects \$2.2m credit for East Side Access electricity usage originally charged to GCT (2009-2012) and lower traction power costs due to both lower prices and consumption.
FUEL	Non-Reimb	\$0.196	7.9%	Reflects timing of payments for heating fuel, partially offset by higher gasoline and diesel usage.			
INSURANCE	Reimb	(\$0.010)	(2.8%)	Reflects higher capital project labor costs for the month.	\$0.397	10.2%	Reflects lower YTD project labor costs.
CLAIMS	Non-Reimb	\$0.036	57.3%	Primarily due to lower net claims for the period.	(\$0.187)	(51.4%)	Increase primarily due to payments for New Jersey Transit employee claims for MNR West of Hudson service.

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
 OCTOBER, 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
		\$	%		\$	%	
MAINTENANCE AND OTHER OPERATING CONTRACTS	Non-Reimb	\$0.843	8.9%	Lower costs were primarily due to timing differences for office space rental payments, NH shop improvements, non revenue vehicle maintenance, weed control & clearing, and construction services. These decreases are partially offset by a payment for prior period Ferry and Bus Services.	\$10.848	13.2%	Lower YTD expenditures reflect scheduling changes in locomotive overhauls, M-2 car disposals and vehicle repairs. Facility maintenance, shop equipment, telephone services and office space charges also contribute to the favorable variance.
	Reimb	(\$0.805)	(53.2%)	Reflects higher than projected costs on the New Haven Independent Wheel True Shop partially offset by the delay of West of Hudson Track Program.			
PROFESSIONAL SERVICE CONTRACTS	Non-Reimb	(\$0.410)	(18.4%)	Increase reflects a reclassification of capital bridge inspections charges to operating expense, partially offset by timing differences in expenditures for market research.	\$2.242	10.6%	Favorable variance reflects lower expenditures for legal expenses, IT service costs, outside audit fees, training, medical services, position advertising and bridge inspections.
	Reimb	(\$1.850)	(413.1%)	Reflects higher than forecast expenses on the West Haven Station.	(\$0.738)	(9.6%)	Reflects higher than projected ytd expenses on the West Haven Station partially offset by delays on the Mainline Highspeed Turnouts and timing differences in the Cos Cob West Substation Project.
MATERIAL AND SUPPLIES	Non-Reimb	\$2.002	32.0%	Primarily due to lower usage of rolling stock parts & supplies, reduced spending on car seat materials and lower usage of building and facility maintenance material.	\$6.440	11.3%	Primarily due to lower rolling stock parts & supplies usage, car body materials and switch and signal equipment.
	Reimb	\$0.777	33.8%	Reflects timing differences on the NHL Rail Yard Component Change Out Shop, Bronx Stations/Capacity improvement project and the Mainline/High Speed Turnout project.	\$11.125	42.6%	Reflects lower than projected YTD expenses on the following projects: West Haven Station, Waterbury Branch Rail Replacement, Cyclical Track Program and the Replacement of Fiber/C&S Cables; as well as rescheduling of work on the C-29 Track program, NH Rail Yard - Component Change-out Shop and the Mainline/High Speed Turnouts.

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
 OCTOBER, 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	\$0.538	33.8%	Favorable variance reflects lower Maintenance of Equipment expenditures for miscellaneous services.	\$6.306	32.3%	Favorable variance is primarily due to lower NJT Subsidy Payments related to the final settlement of 2011 Pt. Jervis Line service costs.
	Reimb	\$0.750	91.9%	Reflects lower than projected expenses on the New Haven Independent Wheel True Shop, PBX Equipment Upgrade and Positive Train Control projects.	\$1.618	64.7%	Reflects lower than projected expenses on the PBX Equipment Upgrade project, Positive Train Control project and the New Haven Independent Wheel True Shop, partially offset by higher spending on the Replacement of Fiber/C&S Cables.
DEPRECIATION	Non-Reimb	\$3.415	16.1%	Timing in completion of capital projects.			
OTHER POST EMPLOYMENT BENEFITS	Non-Reimb	\$0.847	16.9%	Reflects liability based on a preliminary estimate from Milliman.	(\$3.354)	(6.7%)	Reflects updated actuary analysis from Milliman of annual required contribution.
ENVIRONMENTAL REMEDIATION	Non-Reimb				\$2.604	95.0%	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	\$1.689	32.0%	Reflects rescheduling of the GP35 Locomotive Overhaul, and timing differences in expenditures for Snowmelter Cabinets, Harmon Material Distribution Center Roof Replacement, and Replace GCT Hi-Rail Vehicle projects, partially offset by higher than projected activity on the Purchase a Truck Crane project.	\$5.459	29.2%	Reflects lower activity on the following projects: Snowmelter Cabinets, Harmon Material Distribution Center Roof Repair, GP35 Locomotive Overhaul, Replacement DC Substation Signal House Roofs, Repair Boring Machines - Harmon Shop, and Replace GCT Hi-Rail Vehicle.

* Variance exceeds 100%.

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

SCHEDULE III

	October 2012				Year-to-Date			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Receipts	\$51.546	\$52.676	\$1.130	2.2	\$500.589	\$497.934	(\$2.655)	(0.5)
Toll Receipts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Receipts	5.676	8.013	2.337	41.2	63.518	66.730	3.212	5.1
Capital & Other Reimbursements:								
MTA	7.235	9.076	1.841	25.4	112.134	120.613	8.479	7.6
CDOT	5.564	3.727	(1.837)	(33.0)	90.762	82.606	(8.156)	(9.0)
Other	0.770	1.294	0.524	68.1	11.188	17.893	6.705	59.9
Total Capital and Other Reimbursements	13.569	14.097	0.528	3.9	214.084	221.112	7.028	3.3
Total Receipts	\$70.791	\$74.786	\$3.995	5.6	\$778.191	\$785.776	\$7.585	1.0
Expenditures								
Labor:								
Payroll	\$34.793	\$32.513	\$2.280	6.6	\$368.526	\$355.670	\$12.856	3.5
Overtime	5.616	5.978	(0.362)	(6.4)	58.870	58.586	0.284	0.5
Health and Welfare	8.033	8.523	(0.490)	(6.1)	85.859	82.076	3.783	4.4
OPEB Current Payment	1.627	1.782	(0.155)	(9.5)	16.239	15.825	0.414	2.5
Pensions	5.822	5.817	0.005	0.1	43.354	43.257	0.097	0.2
Other Fringe Benefits	8.347	6.747	1.600	19.2	89.652	82.795	6.857	7.6
GASB Account	0.729	0.729	0.000	0.0	7.290	7.290	0.000	0.0
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor	\$64.967	\$62.089	\$2.878	4.4	\$669.790	\$645.499	\$24.291	3.6
Non-Labor:								
Electric Power	\$7.124	\$6.724	\$0.400	5.6	\$64.896	\$59.946	\$4.950	7.6
Fuel	\$2.983	\$1.571	1.412	47.3	\$22.594	\$17.518	\$5.076	22.5
Insurance	0.911	4.531	(3.620)	*	13.255	15.847	(2.592)	(19.6)
Claims	0.053	0.163	(0.110)	*	0.520	1.351	(0.831)	*
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	11.989	18.137	(6.148)	(51.3)	106.292	89.448	16.844	15.8
Professional Service Contracts	2.839	4.650	(1.811)	(63.8)	28.548	27.638	0.910	3.2
Materials & Supplies	10.300	7.456	2.844	27.6	91.435	71.917	19.518	21.3
Other Business Expenditures	5.551	1.797	3.754	67.6	41.922	41.241	0.681	1.6
Total Non-Labor	\$41.750	\$45.029	(\$3.279)	(7.9)	\$369.462	\$324.906	\$44.556	12.1
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	\$106.717	\$107.118	(\$0.401)	(0.4)	\$1,039.252	\$970.405	\$68.847	6.6
Net Cash Deficit (excludes Opening Cash Balance)	(\$35.926)	(\$32.332)	\$3.594	10.0	(\$261.061)	(\$184.629)	\$76.432	29.3
Subsidies								
MTA	29.897	28.660	(1.237)	(4.1)	188.140	126.563	(61.577)	(32.7)
CDOT	6.029	6.922	0.893	14.8	64.335	61.288	(3.047)	(4.7)
Total Subsidies	\$35.926	\$35.582	(\$0.344)	(1.0)	\$252.475	\$187.851	(\$64.624)	(25.6)
Cash Timing and Availability Adjustment	\$0.000	(\$1.885)	(\$1.885)	-	\$8.586	1.828	(\$6.758)	(78.7)

- 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	October, 2012			Year-To-Date as of October 31, 2012		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
OTHER REVENUE	2.337	41.2%	Timing difference for Amtrak reimbursements (received two payments), payment for GCT retail expenses, and higher station revenue.	3.212	5.1%	Higher advertising receipts, higher net GCT retail revenue, higher station revenue, and other miscellaneous revenue.
CAPITAL AND OTHER REIMBURSEMENTS: MTA	1.841	25.4%	Primarily due to receipt timing differences.	8.479	7.6%	Primarily payment of prior period bills.
CDOT	(1.837)	(33.0%)	Receipt timing differences, partially offset by higher project activity.	(8.156)	(9.0%)	Primarily lower project activity.
OTHER	0.524	68.1%	Receipt timing difference, as well as higher project activity.	6.705	59.9%	Primarily receipt timing differences.
PAYROLL	2.280	6.6%	Primarily due to higher vacancies.	12.856	3.5%	Primarily due to higher vacancies, lower capital project activity, Management wage increase not paid, and timing difference in payroll tax payments.
OVERTIME	(0.362)	(6.4%)	Primarily due to storm preparations, as well as higher capital project needs for the month.			
HEALTH AND WELFARE	(0.490)	(6.1%)	Timing difference in payment for NYSHIP premiums.	3.783	4.4%	Timing difference in payments for NYSHIP and other health insurance premiums.
OPEB CURRENT PAYMENT	(0.155)	(9.5%)	Higher retiree health benefits payments.			
OTHER FRINGE BENEFITS	1.600	19.2%	Lower employee claim payments, as well as lower railroad retirement tax payments due to lower payroll costs.	6.857	7.6%	Lower employee claim payments for the period, as well as lower railroad retirement tax payments resulting from lower payroll costs.
ELECTRIC POWER	0.400	5.6%	Primarily due to lower prices for New Haven Line traction power.	4.950	7.6%	Primarily due to lower usage, and timing difference in payments. Also contributing to the favorable variance are lower non-traction power costs.
FUEL	1.412	47.3%	Primarily due to payments for New Haven fueling facility paid directly by CDOT, and lower payments for heating fuel costs in the month.	5.076	22.5%	Lower expenditures due to payments for New Haven fueling facility paid directly by CDOT, and payment timing for non-revenue fuel costs.
INSURANCE	(3.620)	*	Payment timing difference for force account, property, and automobile premiums.	(2.592)	(19.6%)	Primarily due to timing difference in premium payments for force account, property, and excess liability insurance.
CLAIMS	(0.110)	*	Higher claim payments in the month.	(0.831)	*	Higher claim payments for the period.

* 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	October, 2012			Year-To-Date as of October 31, 2012		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
MAINTENANCE & OTHER OPERATING CONTRACTS	(6.148)	(51.3%)	Payment timing difference in the month for MTA Police services (+\$7.8m; 2nd and 3rd quarters paid in October), partially offset by a timing payment difference for real estate rentals (\$0.8m), capital project activity (\$1.0m), and other miscellaneous expenses.	16.844	15.8%	Payment timing difference for capital related projects, locomotive overhauls, occupancy expenses, as well as other maintenance services.
PROFESSIONAL SERVICE CONTRACTS	(1.811)	(63.8%)	Primarily due to payment timing for capital project engineering services (West Haven Station).			
MATERIALS & SUPPLIES	2.844	27.6%	Lower purchases due to timing for capital projects, as well as non-capital purchases for propulsion, truck/suspension, power, and carbody material.	19.518	21.3%	Lower material purchases of rolling stock maintenance material as well as timing differences and scheduling changes in material purchases for capital projects.
OTHER BUSINESS EXPENSES	3.754	67.6%	Primarily due to payment timing for NJT subsidy, and lower payments in the month for capital project activity, as well as other miscellaneous expenses.			
MTA SUBSIDY RECEIPTS	(1.237)	(4.1%)	Lower subsidy draw due to a lower net cash deficit, and higher CDOT subsidy payment, partially offset by the change in available bank balance.	(61.577)	(32.7%)	Lower subsidy draw due to a lower net cash deficit, partially offset by the change in available bank balance, and lower CDOT subsidy payments.
CDOT SUBSIDY RECEIPTS	0.893	14.8%	Higher subsidy due to payment timing.	(3.047)	(4.7%)	
TOTAL SUBSIDY RECEIPTS	(0.344)	(1.0%)		(64.624)	(25.6%)	

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

	October 2012				Year-to-Date			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$0.719	\$4.223	\$3.504	*	\$6.243	\$8.448	\$2.205	35.3
Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	1.787	3.562	1.775	99.3	25.131	24.395	(0.735)	(2.9)
Capital & Other Reimbursements:		0.000			0.000	0.000		
MTA	(3.045)	0.960	4.005	*	24.904	47.372	22.467	90.2
CDOT	(0.129)	(6.541)	(6.412)	*	17.412	15.042	(2.370)	(13.6)
Other	0.060	0.305	0.245	*	3.315	8.605	5.290	*
Total Capital and Other Reimbursements	(3.114)	(5.275)	(2.162)	(69.4)	45.632	71.019	25.388	55.6
Total Revenue/Receipts	(\$0.608)	\$2.510	\$3.118	*	\$77.006	\$103.863	\$26.858	34.9
Expenditures								
Labor:								
Payroll	\$3.966	\$5.591	\$1.624	41.0	(\$0.428)	\$8.444	\$8.871	*
Overtime	0.192	1.632	1.440	*	(1.909)	0.828	2.737	*
Health and Welfare	0.017	(0.516)	(0.533)	*	(8.766)	(6.698)	2.069	23.6
OPEB Current Payment	(0.133)	(0.040)	0.000	-	(1.228)	(0.040)	1.188	96.7
Pensions	0.580	0.610	0.029	5.1	18.376	17.290	(1.087)	(5.9)
Other Fringe Benefits	0.527	1.950	1.423	*	(4.775)	0.200	4.975	*
GASB Account	(0.729)	(0.729)	0.000	0.0	(7.290)	(7.290)	0.000	0.0
Reimbursable Overhead	(0.048)	(0.024)	0.024	49.6	(0.448)	(0.266)	0.182	40.6
Total Labor	\$4.374	\$8.474	\$4.100	93.7	(\$6.466)	\$12.468	\$18.934	*
Non-Labor:								
Electric Power	(\$0.638)	(\$1.230)	(\$0.592)	(92.9)	(\$0.473)	(\$0.908)	(\$0.436)	(92.2)
Fuel	(\$0.500)	\$0.717	\$1.216	*	\$0.119	\$5.613	\$5.494	*
Insurance	0.398	(3.232)	(3.631)	*	(0.251)	(3.442)	(3.191)	*
Claims	0.010	(0.136)	(0.146)	*	(0.156)	(0.800)	(0.644)	*
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	(1.029)	(7.215)	(6.187)	*	(8.940)	(2.922)	6.018	67.3
Professional Service Contracts	(0.164)	0.285	0.449	*	0.328	(0.266)	(0.594)	*
Materials & Supplies	(1.738)	(1.672)	0.065	3.8	(8.349)	(6.396)	1.953	23.4
Other Business Expenses	(3.146)	(0.680)	2.466	78.4	(19.901)	(27.144)	(7.243)	(36.4)
Total Non-Labor	(\$6.805)	(\$13.164)	(\$6.359)	(93.4)	(\$37.623)	(\$36.266)	\$1.357	3.6
Other Adjustments:								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures Adjustments before Non-Cash Liability Adj's.	(\$2.431)	(\$4.690)	(\$2.259)	(92.9)	(\$44.089)	(\$23.798)	\$20.291	46.0
Depreciation	21.191	17.777	(3.415)	(16.1)	189.625	184.114	(5.510)	(2.9)
OPEB Obligation	5.000	4.153	(0.847)	16.9	49.998	53.352	3.354	(6.7)
Environmental Remediation	0.000	0.000	0.000	-	2.742	0.138	(2.604)	95.0
Total Expenditures Adjustments	\$23.760	\$17.240	(\$6.520)	(27.4)	\$198.275	\$213.806	\$15.531	7.8
Total Cash Conversion Adjustments	\$23.152	\$19.750	(\$3.402)	(14.7)	\$275.280	\$317.669	\$42.389	15.4

-- 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)

	October						October 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	33,413	\$1.8	34,282	\$1.8	(869)	\$0.0	373,131	\$19.9	394,908	\$20.6	(21,777)	(\$0.8)
					-2.6%	0.1%					-5.8%	-3.8%
<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>	20,723	\$0.9	23,996	\$1.1	(3,273)	(\$0.2)	196,890	\$8.6	166,717	\$7.8	30,173	\$0.8
					-15.8%	-24.8%					15.3%	8.8%
<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	18,224	\$0.8	24,788	\$1.1	(6,565)	(\$0.3)	182,760	\$8.0	185,542	\$8.3	(2,782)	(\$0.3)
					-36.0%	-43.4%					-1.5%	-3.7%
<u>Weather Emergencies</u>	8,773	\$0.4	24,675	\$1.2	(15,902)	(\$0.8)	98,941	\$4.5	107,960	\$5.2	(9,019)	(\$0.6)
					*	*					-9.1%	-13.8%
<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	12,936	\$0.5	9,721	\$0.4	3,214	\$0.1	36,014	\$1.5	34,519	\$1.6	1,495	(\$0.1)
					24.8%	18.3%					4.2%	-4.2%
Subtotal	94,068	\$4.5	117,463	\$5.7	(23,394)	(\$1.3)	887,737	\$42.5	889,646	\$43.5	(1,910)	(\$1.0)
					-24.9%	-28.1%					-0.2%	-2.3%
REIMBURSABLE OVERTIME	28,484	\$1.4	39,226	\$1.9	(10,742)	(\$0.6)	279,135	\$14.4	323,611	\$15.9	(44,476)	(\$1.5)
					-37.7%	-40.6%					-15.9%	-10.2%
TOTAL OVERTIME	122,552	\$5.8	156,689	\$7.6	(34,137)	(\$1.8)	1,166,872	\$57.0	1,213,258	\$59.4	(46,386)	(\$2.5)
					-27.9%	-31.0%					-4.0%	-4.3%

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)

	October			October Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u> ¹	(869)	\$0.0		(21,777)	(\$0.8)	Primarily coverage for train service vacancies to ensure sufficient staffing levels to meet revenue collection requirements.
	-2.6%	0.1%		-5.8%	-3.8%	
<u>Unscheduled Service</u>	0	\$0.0		0	\$0.0	
	-	-		-	-	
<u>Programmatic/Routine Maintenance</u>	(3,273)	(\$0.2)		30,173	\$0.8	Better than anticipated rolling stock performance resulted in lower overtime requirements for car fleet maintenance (fewer traction motor failures due to a modification to component parts, change in maintenance cycle for older NHL car fleet and mild winter). Also, fewer right-of-way maintenance needs led to favorable results.
	-15.8%	-24.8%		15.3%	8.8%	
<u>Unscheduled Maintenance</u>	0	\$0.0		0	\$0.0	
	-	-		-	-	
<u>Vacancy/Absentee Coverage</u> ²	(6,565)	(\$0.3)		(2,782)	(\$0.3)	
	-36.0%	-43.4%		-1.5%	-3.7%	
<u>Weather Emergencies</u>	(15,902)	(\$0.8)	Protection and other coverage for Tropical Storm Sandy.	(9,019)	(\$0.6)	Protection and other coverage for Tropical Storm Sandy.
	-	-		-9.1%	-13.8%	
<u>Safety/Security/Law Enforcement</u> ³	0	\$0.0		0	\$0.0	
	-	-		-	-	
<u>Other</u> ⁴	3,214	\$0.1	Reflects timing differences related to payroll and calendar cutoff dates.	1,495	(\$0.1)	Higher overtime due to ticket seller and customer service representative vacancies. Also reflects timing differences related to payroll and calendar cutoff dates.
	24.8%	18.3%		4.2%	-4.2%	
Subtotal	(23,394)	(\$1.3)		(1,910)	(\$1.0)	
	-24.9%	-28.1%		-0.2%	-2.3%	
REIMBURSABLE OVERTIME	(10,742)	(\$0.6)	Higher activity on the West Haven Station project due to additional protection and for laying signal cable, and higher activity on the Danbury branch line signal system project due to relocation of signal houses.	(44,476)	(\$1.5)	Higher activity on the Waterbury branch line rail replacement project, on the Danbury branch line signal system project, and on the West Haven Station project to return track 3 to service. Also, higher activity on the East Side Access project due to track
	-37.7%	-40.6%		-15.9%	-10.2%	
TOTAL OVERTIME	(34,137)	(\$1.8)		(46,386)	(\$2.5)	

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 MID YEAR FORECAST VS. ACTUALS
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
October 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	17	1
COS/Corporate & Public Affairs	16	16	0
Legal	18	16	2
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	45	4
Employee Relations & Diversity	4	2	2
VP Planning	2	2	-
Operations Planning & Analysis	16	16	0
Capital Planning & Programming	10	12	(2)
Business Development, Facilities & Mktg (4)	21	22	(1)
Long Range Planning	7	7	-
VP Finance & Information Systems	2	1	1
Controller	78	79	(1)
Information Technology & Project Mgmt	98	83	15
Budget	18	14	4
Customer Service (2) (3)	42	42	0
Procurement & Material Mgmt (5)	33	37	(4)
Total Administration	495	473	22
Operations			
Operations Administration	49	47	2
Operations Services	1,752	1,732	20
Customer Service (2) (3)	227	223	4
Business Development, Facilities & Mktg (4)	38	33	5
Metro-North West	27	30	(3)
Total Operations	2,093	2,065	28
Maintenance			
GCT	361	351	10
Maintenance of Equipment	1,308	1,259	49
Maintenance of Way	1,702	1,612	90
Procurement & Material Mgmt (5)	119	116	3
Total Maintenance	3,490	3,338	152
Engineering/Capital			
Construction Management	37	33	4
Engineering & Design	54	57	(3)
Total Engineering/Capital	91	90	1
Total Positions	6,169	5,966	203
Non-Reimbursable	5,523	5,487	36
Reimbursable	646	479	167
Total Full-Time	6,168	5,965	203
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
October 31, 2012

FUNCTION/OCCUPATION	2012 Mid Year Forecast	Actual	Favorable (Unfavorable) Variance
Administration (1)			
Managers/Supervisors	56	61	(5)
Professional, Technical, Clerical	439	412	27
Operational Hourlies	-	-	-
Total Administration	495	473	22
Operations (1)			
Managers/Supervisors	30	27	3
Professional, Technical, Clerical	479	469	10
Operational Hourlies	1,584	1,569	15
Total Operations	2,093	2,065	28
Maintenance (1)			
Managers/Supervisors	57	49	8
Professional, Technical, Clerical	1,009	959	50
Operational Hourlies	2,424	2,330	94
Total Maintenance	3,490	3,338	152
Engineering/Capital			
Managers/Supervisors	27	27	-
Professional, Technical, Clerical	64	63	1
Operational Hourlies	-	-	-
Total Engineering/Capital	91	90	1
Public Safety			
Managers/Supervisors	-	-	-
Professional, Technical, Clerical	-	-	-
Operational Hourlies	-	-	-
Total Public Safety	-	-	-
Total Positions			
Managers/Supervisors	170	164	6
Professional, Technical, Clerical	1,991	1,903	88
Operational Hourlies	4,008	3,899	109
Total Positions	6,169	5,966	203

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**

October 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)	2,093	2,065	28	Reflects vacancies in operation services staffing (RTCs, Operations Managers, Car Cleaners, and T&E positions)
Maintenance (1)	3,490	3,338	152	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)	495	473	22	Reflects timing differences in hiring Training staff and IT personnel.
Engineering / Capital	91	90	1	
Total Agency-wide Headcount	6,169	5,966	203	
Non-Reimbursable	5,523	5,487	36	
Reimbursable	646	479	167	

Notes

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

MTA METRO-NORTH RAILROAD
MID-YEAR FORECAST AND NOVEMBER FORECAST vs. ACTUAL RESULTS (NON-REIMBURSABLE)
OCTOBER 2012 YEAR-TO-DATE
(\$ in millions)

	<u>October Year-to-Date</u>			<u>Favorable(Unfavorable) Variance</u>			
	<u>Mid-Year</u>	<u>November</u>	<u>Actual</u>	<u>Mid-Year Forecast</u>		<u>November Forecast</u>	
	<u>Forecast</u>	<u>Forecast</u>		<u>\$</u>	<u>%</u>	<u>\$</u>	<u>%</u>
	\$	\$	\$				
Total Revenue	532.7	534.1	531.8	(0.9)	(0.2)	(2.3)	(0.4)
Total Expenses before Non-Cash Liability Adjs	826.7	804.5	796.5	30.2	3.7	8.0	1.0
Depreciation	189.6	184.9	184.1	5.5	2.9	0.8	0.4
OPEB Obligation	50.0	56.6	53.4	(3.4)	(6.7)	3.3	5.8
Environmental Remediation	2.7	1.3	0.1	2.6	95.0	1.2	89.3
Total Expenses	1,069.1	1,047.3	1,034.1	35.0	3.3	13.2	1.3
Net Surplus/(Deficit)	(536.3)	(513.2)	(502.3)	34.0	6.3	10.9	2.1

Note: Totals may not add due to rounding

MTA METRO-NORTH RAILROAD
EXPLANATION OF VARIANCES BETWEEN NOVEMBER FORECAST AND ACTUAL RESULTS
NON-REIMBURSABLE
OCTOBER 2012 YEAR-TO-DATE
(\$ in millions)

	<u>Favorable/(Unfavorable)</u>		<u>Variance Explanation</u>
	<u>Variance</u>	<u>Percent</u>	
Total Revenue	(\$2.3)	(0.4)	Lower revenue reflects reduced passenger revenue related to ridership losses from Tropical Storm Sandy.
Total Expenses	\$13.2	1.3	Favorable expense variance is primarily due to lower non-labor costs (\$13.6 million) for Electric Power, Contract Services (IT support, Facility and Shop Maintenance, Environmental Remediation), Material usage (Propulsion and Carbody), miscellaneous business expenses and OPEB Obligation. Offsetting these decreases are higher labor costs (\$0.4 million) due to overtime coverage related to Tropical Storm Sandy (\$1.3 million) offset by favorable fringe expense.

NOTE: Mid-Year Forecast vs. Actual Variance explanations are provided in the monthly report to the Finance Committee

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

	Month of October		Variance		Year-to-Date October		Variance	
	Forecast	Actual	Fav (Unfav) Amount	%	Forecast	Actual	Fav (Unfav) Amount	%
<u>Farebox Revenue</u>								
Harlem Line	\$15.016	\$14.425	(\$0.591)	-3.9	\$146.542	\$145.733	(\$0.809)	-0.6
Hudson Line	\$11.139	\$10.708	(\$0.430)	-3.9	\$107.305	\$106.787	(\$0.518)	-0.5
New Haven Line	\$24.622	\$23.274	(\$1.348)	-5.5	\$240.011	\$236.500	(\$3.511)	-1.5
Total Farebox Revenue	\$50.777	\$48.407 ⁽¹⁾	(\$2.370)	-4.7	\$493.859	\$489.020 ⁽¹⁾	(\$4.838)	-1.0
<u>Ridership</u>								
Harlem Line	2.449	2.180	(0.269)	-11.0	22.634	22.325	(0.310)	-1.4
Hudson Line	1.448	1.304	(0.144)	-9.9	13.512	13.341	(0.171)	-1.3
New Haven Line	3.600	3.155	(0.445)	-12.4	33.392	32.562	(0.830)	-2.5
Total Ridership East of Hudson	7.497	6.640 ⁽²⁾	(0.857)	-11.4	69.539	68.228 ⁽²⁾	(1.311)	-1.9
West of Hudson	0.165	0.139 ⁽²⁾	(0.026)	-15.8	1.493	1.432 ⁽²⁾	(0.060)	-4.0
Total Ridership	7.662	6.779	(0.883)	-11.5	71.032	69.661	(1.371)	-1.9

(1) Excludes West of Hudson Mail & Ride revenue totaling \$0.045 million for the month and \$0.465 million year-to-date.

(2) Includes estimated loss of 1.05 million rides East of Hudson, 49 thousand rides West of Hudson due to Hurricane Sandy in October.

East of Hudson:

Through October, East of Hudson ridership year-to-date was 68.2 million, 1.9% lower than the Mid-Year Forecast, but 2.3% higher than 2011. For the month ridership of 6.6 million was 11.4% lower than projected, due primarily to October ridership losses from Hurricane Sandy. Compared to 2011, October ridership was 9.0% lower than October 2011.

Commutation ridership was 13.0% lower for the month and 1.9% lower year-to-date vs. the Mid-Year Forecast. Compared to 2011, October year-to-date commutation ridership was 0.8% higher. Non-commutation ridership was 1.9% below the forecast year-to-date, but 4.3% higher than 2011. For the month, non-commutation ridership was 9.1% lower than forecast and 5.7% worse than 2011.

West of Hudson:

West of Hudson ridership was 15.8% lower for the month and 4.0% lower year-to-date versus the 2012 Mid-Year Forecast due to the effects of Hurricane Sandy and 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 *
OCTOBER 2012

	MONTH			VARIANCE	
	2012	FORECAST	2011	FORECAST	2011
Farebox Operating Ratio					
Standard ⁽¹⁾	58.2%	56.9%	63.1%	1.3%	-4.9%
Adjusted ⁽²⁾	65.1%	62.5%	71.6%	2.6%	-6.5%
Cost per Passenger					
Standard ⁽¹⁾	\$12.69	\$12.06	\$11.15	(\$0.63)	(\$1.54)
Adjusted ⁽²⁾	\$12.48	\$11.91	\$11.01	(\$0.57)	(\$1.47)
Passenger Revenue/Passenger ⁽³⁾	\$7.39	\$6.86	\$7.03	\$0.53	\$0.36
	YEAR-TO-DATE			VARIANCE	
	2012	FORECAST	2011	FORECAST	2011
Farebox Operating Ratio					
Standard ⁽¹⁾	62.9%	60.9%	60.5%	2.0%	2.4%
Adjusted ⁽²⁾	70.0%	67.1%	67.9%	2.9%	2.1%
Cost per Passenger					
Standard ⁽¹⁾	\$11.55	\$11.82	\$11.77	\$0.27	\$0.22
Adjusted ⁽²⁾	\$11.36	\$11.65	\$11.64	\$0.29	\$0.28
Passenger Revenue/Passenger ⁽³⁾	\$7.26	\$7.19	\$7.12	\$0.07	\$0.14

(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

OCTOBER 2012

Operations Planning & Analysis Department
December, 2012

OCTOBER 2012 RIDERSHIP REPORT MTA METRO-NORTH RAILROAD

EXECUTIVE SUMMARY

October

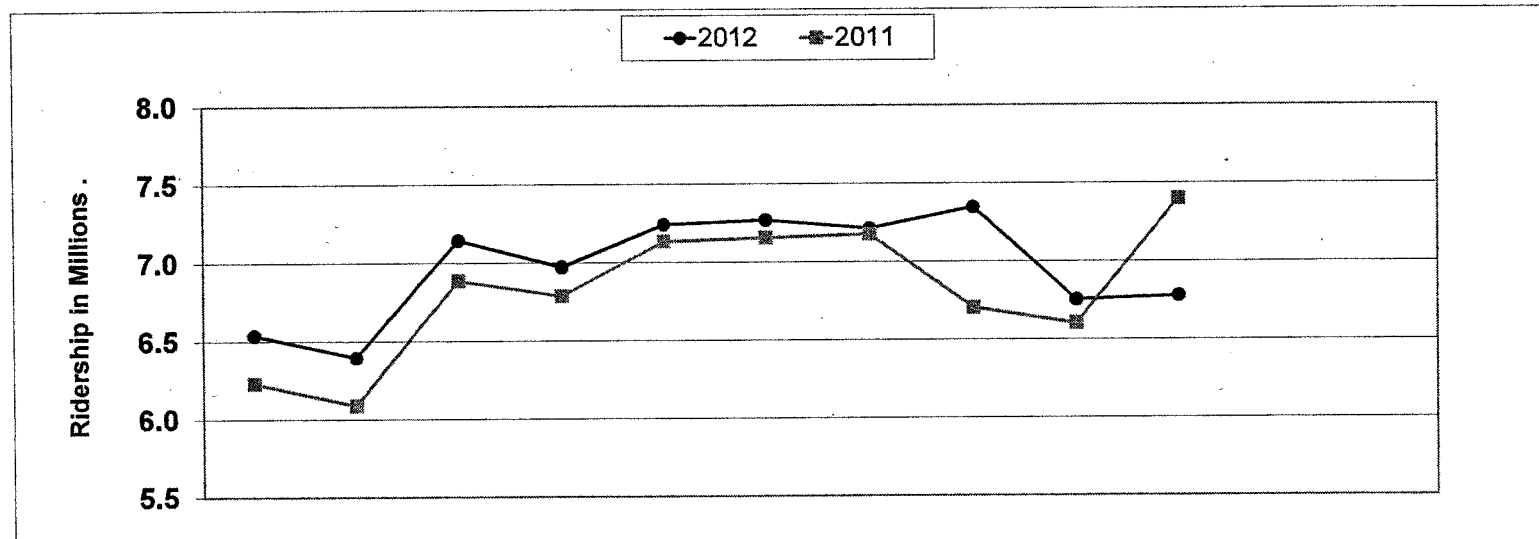
- October 2012 **Total MNR System Ridership** was 6.824 million vs. 7.455 million in October 2011, a decrease of 630,775 passengers (-8.5%).
- October 2012 ridership was adversely impacted by Hurricane Sandy which resulted in an MTA-wide suspension of service from October 29-31.
- October 2012 **Total Rail Ridership** was 6.779 million vs. 7.401 million in October 2011, a decrease of 622,280 passengers (-8.4%).
 - **Rail Commutation Ridership** was -10.7% vs. 2011
 - **Rail Non-commutation Ridership** was -5.0% vs. 2011
- October 2012 **East of Hudson Ridership** was 6.640 million vs. 7.295 million in October 2011, a decrease of 655,444 passengers (-9.0%).
- October 2012 **West of Hudson Ridership** was 0.139 million vs. 0.106 million in October 2011, an increase of 33,164 passengers (+31.4%).
- October 2012 **Connecting Services Ridership** was 0.045 million vs. 0.054 million in October 2011, a decrease of 8,495 passengers (-15.8%).
- October 2012 **Rail Revenue** was \$49.5 million vs. \$48.9 million in October 2011, an increase of \$545,651 (+1.1%).

Year To Date

- 2012 YTD **Total MNR System Ridership** was 2.2% above '11 and 1.9% below forecast.
- 2012 YTD **Total Rail Ridership** was 2.2% above '11 and 1.9% below forecast.
- 2012 YTD **East of Hudson Ridership** was 2.3% above '11 and 1.9% below forecast.
- 2012 YTD **West of Hudson ridership** was 1.3% below '11 and 4.0% below forecast.
- 2012 YTD **Connecting Services Ridership** was 0.3% below '11 and 1.7% below forecast.
- 2012 YTD **Rail Revenue** was 4.8% above '11 and 1.0% below forecast.

OCTOBER RAIL RIDERSHIP ⁽¹⁾

- OCTOBER's Total Rail Ridership was 8.4% below 2011 and 11.5% below forecast.



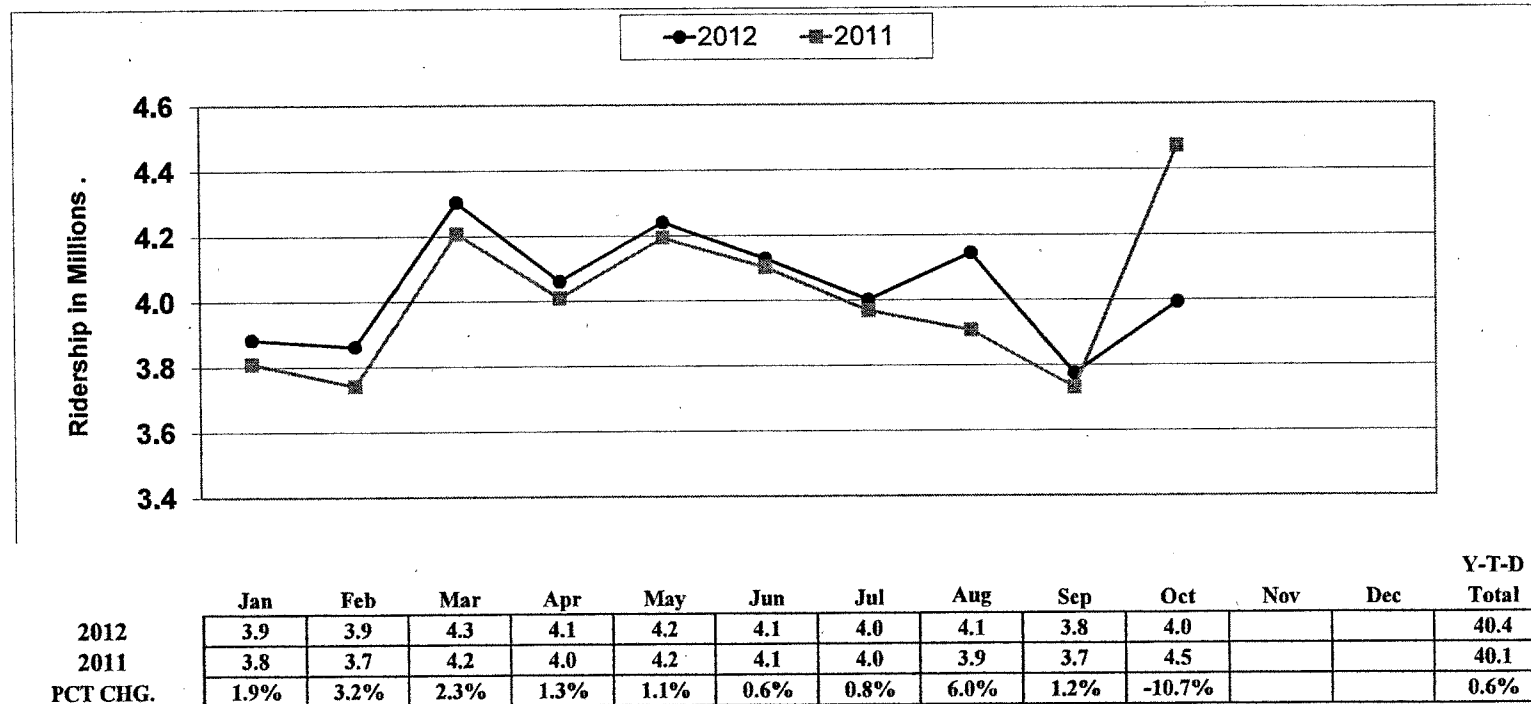
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2012	6.5	6.4	7.1	7.0	7.2	7.3	7.2	7.3	6.8	6.8			69.7
2011	6.2	6.1	6.9	6.8	7.1	7.2	7.2	6.7	6.6	7.4			68.2
PCT CHG.	4.9%	5.1%	3.7%	2.7%	1.5%	1.6%	0.5%	9.6%	2.3%	-8.4%			2.2%

1) Includes East and West of Hudson.

2) October 2012 ridership was adversely impacted by Hurricane Sandy which resulted in an MTA-wide suspension of service from October 29-31.

OCTOBER RAIL COMMUTATION RIDERSHIP ⁽¹⁾

- OCTOBER's Rail Commutation Ridership was 10.7% below 2011 and 13.0% below forecast.

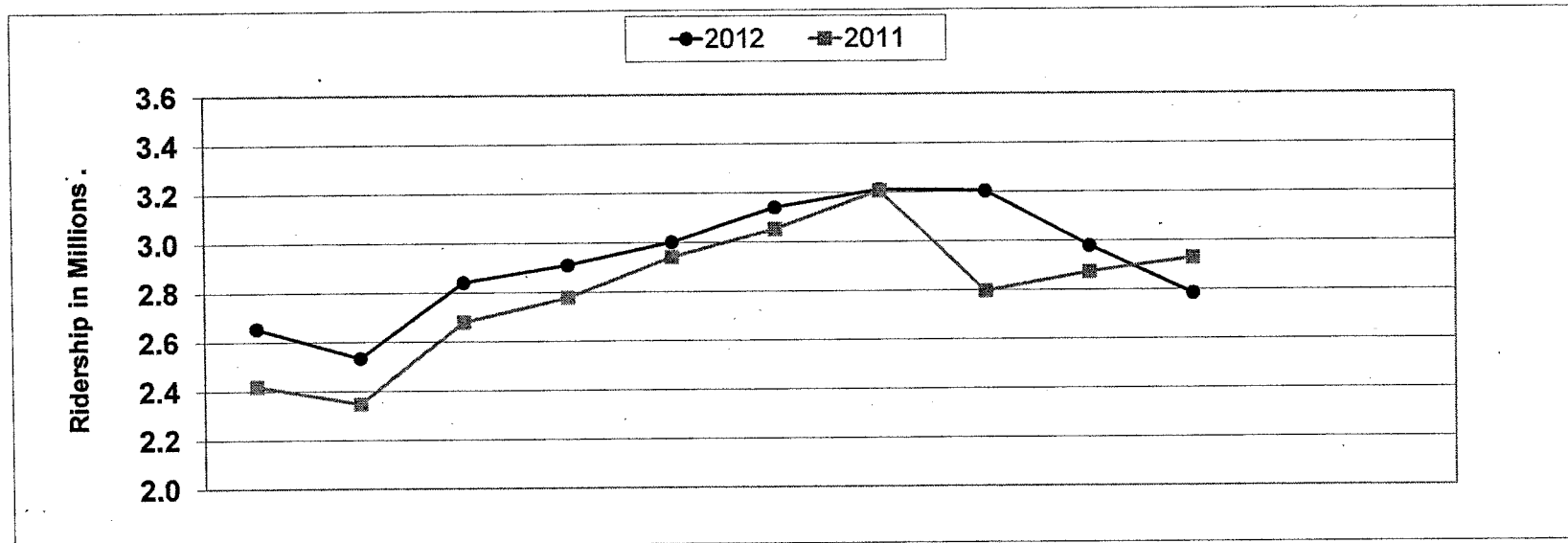


1) Includes East and West of Hudson.

2) October 2012 ridership was adversely impacted by Hurricane Sandy which resulted in an MTA-wide suspension of service from October 29-31.

OCTOBER RAIL NON-COMMUTATION RIDERSHIP ⁽¹⁾

- OCTOBER's Rail Non-Commutation Ridership was 5.0% below 2011 and 9.3% below forecast.



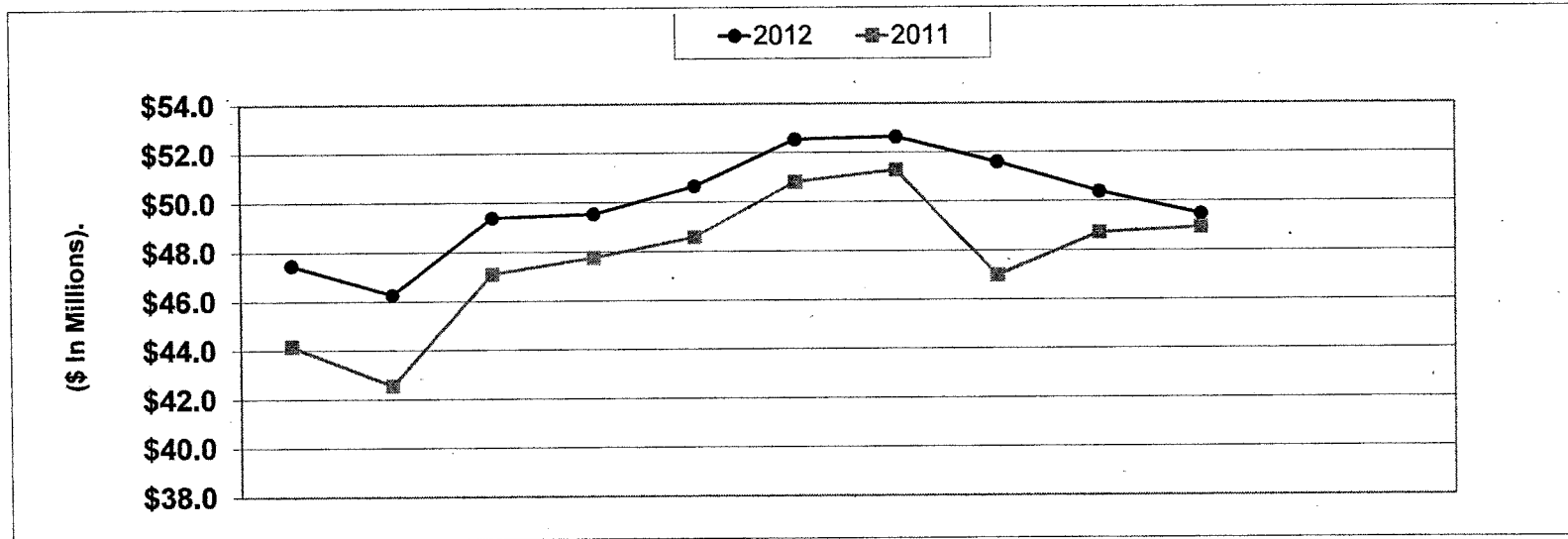
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2012	2.7	2.5	2.8	2.9	3.0	3.1	3.2	3.2	3.0	2.8			29.3
2011	2.4	2.3	2.7	2.8	2.9	3.1	3.2	2.8	2.9	2.9			28.0
PCT CHG.	9.7%	8.0%	6.1%	4.8%	2.1%	2.9%	0.1%	14.6%	3.7%	-5.0%			4.4%

1) Includes East and West of Hudson.

2) October 2012 ridership was adversely impacted by Hurricane Sandy which resulted in an MTA-wide suspension of service from October 29-31.

OCTOBER RAIL REVENUE⁽¹⁾

- OCTOBER's Total Rail Revenue was 1.1% above 2011 and 4.8% 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	\$49.5	\$50.7	\$52.5	\$52.6	\$51.6	\$50.4	\$49.5			\$500.0
2011	\$44.2	\$42.6	\$47.1	\$47.8	\$48.6	\$50.8	\$51.3	\$47.0	\$48.7	\$48.9			\$476.9
PCT CHG.	7.5%	8.7%	4.9%	3.7%	4.3%	3.4%	2.6%	9.8%	3.4%	1.1%			4.8%

1) Includes East and West of Hudson.

2) October 2012 ridership was adversely impacted by Hurricane Sandy which resulted in an MTA-wide suspension of service from October 29-31.

MTA METRO-NORTH RAILROAD RIDERSHIP SUMMARY OCTOBER 2012

TICKET TYPE/SERVICE	OCTOBER 2012	OCTOBER 2011 (1)	CHANGE VS. 2011	
			AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP				
East of Hudson	3,909,560	4,400,107	(490,547)	-11.1%
West of Hudson	84,771	71,256	13,515	19.0%
Total Rail Commutation Ridership	3,994,331	4,471,363	(477,032)	-10.7%
RAIL NON-COMMUTATION RIDERSHIP				
East of Hudson	2,730,346	2,895,243	(164,897)	-5.7%
West of Hudson	54,057	34,408	19,649	57.1%
Total Rail Non-Commutation Ridership	2,784,403	2,929,651	(145,248)	-5.0%
TOTAL RAIL RIDERSHIP				
East of Hudson	6,639,906	7,295,350	(655,444)	-9.0%
West of Hudson	138,828	105,664	33,164	31.4%
TOTAL RAIL RIDERSHIP	6,778,734	7,401,014	(622,280)	-8.4%
CONNECTING SERVICES RIDERSHIP (3)	45,404	53,899	(8,495)	-15.8%
TOTAL MNR SYSTEM RIDERSHIP	6,824,138	7,454,913	(630,775)	-8.5%

Notes:

- 1) 2011 ridership figures have been restated to eliminate calendar impacts on ridership.
- 2) October 2012 ridership was adversely impacted by Hurricane Sandy which resulted in an MTA-wide suspension of service from October 29-31.
- 3) 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 (2)				
East of Hudson	39,544,022	39,220,872	323,150	0.8%
West of Hudson	854,046	927,062	(73,016)	-7.9%
Total Rail Commutation Ridership	40,398,068	40,147,934	250,134	0.6%
RAIL NON-COMMUTATION RIDERSHIP				
East of Hudson	28,684,358	27,499,260	1,185,098	4.3%
West of Hudson	578,389	523,966	54,423	10.4%
Total Rail Non-Commutation Ridership	29,262,747	28,023,226	1,239,521	4.4%
TOTAL RAIL RIDERSHIP				
East of Hudson	68,228,380	66,720,132	1,508,248	2.3%
West of Hudson	1,432,435	1,451,028	(18,593)	-1.3%
TOTAL RAIL RIDERSHIP	69,660,815	68,171,160	1,489,655	2.2%
CONNECTING SERVICES RIDERSHIP (3)	466,665	468,188	(1,523)	-0.3%
TOTAL MNR SYSTEM RIDERSHIP	70,127,480	68,639,348	1,488,132	2.2%

Notes:

- 1) 2011 ridership figures have been restated to eliminate calendar impacts on ridership.
- 2) October 2012 ridership was adversely impacted by Hurricane Sandy which resulted in an MTA-wide suspension of service from October 29-31.
- 3) Includes Hudson Rail Link, Haverstraw-Ossining Ferry and Newburgh-Beacon Ferry.

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

LINE	OCTOBER 2012 ACTUAL	OCTOBER 2012 MID-YEAR	VARIANCE VS. MID-YEAR		OCTOBER 2011 RESTATE ⁽¹⁾	CHANGE FROM 2011	
			AMOUNT	PERCENT		AMOUNT	PERCENT
EAST OF HUDSON							
Harlem Line	2,180,348	2,449,155	(268,807)	-11.0%	2,402,059	(221,711)	-9.2%
Hudson Line	1,304,322	1,447,878	(143,556)	-9.9%	1,427,346	(123,024)	-8.6%
New Haven Line	3,155,236	3,600,225	(444,989)	-12.4%	3,465,945	(310,709)	-9.0%
Total East of Hudson	6,639,906	7,497,258	(857,352)	-11.4%	7,295,350	(655,444)	-9.0%
WEST OF HUDSON							
Port Jervis Line	87,075	107,927	(20,852)	-19.3%	50,039	37,036	74.0%
Pascack Valley Line	51,753	56,920	(5,167)	-9.1%	55,625	(3,872)	-7.0%
Total West of Hudson	138,828	164,847	(26,019)	-15.8%	105,664	33,164	31.4%
TOTAL RAIL RIDERSHIP	6,778,734	7,662,105	(883,371)	-11.5%	7,401,014	(622,280)	-8.4%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS							
Hudson Rail Link	28,132	31,587	(3,455)	-10.9%	32,903	(4,771)	-14.5%
Haverstraw-Ossining Ferry	11,021	12,346	(1,325)	-10.7%	11,758	(737)	-6.3%
Newburgh-Beacon Ferry	6,251	10,070	(3,819)	-37.9%	9,238	(2,987)	-32.3%
Total Connecting Services	45,404	54,003	(8,599)	-15.9%	53,899	(8,495)	-15.8%
TOTAL MNR SYSTEM	6,824,138	7,716,108	(891,970)	-11.6%	7,454,913	(630,775)	-8.5%

Notes:

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

2) October 2012 ridership was adversely impacted by Hurricane Sandy which resulted in an MTA-wide suspension of service from October 29-31.

**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 RESTATE ⁽¹⁾	CHANGE FROM 2011	
			AMOUNT	PERCENT		AMOUNT	PERCENT
EAST OF HUDSON							
Harlem Line	22,324,920	22,634,459	(309,539)	-1.4%	21,910,466	414,454	1.9%
Hudson Line	13,341,256	13,512,435	(171,179)	-1.3%	13,132,520	208,736	1.6%
New Haven Line	32,562,204	33,392,316	(830,112)	-2.5%	31,677,146	885,058	2.8%
Total East of Hudson	68,228,380	69,539,210	(1,310,830)	-1.9%	66,720,132	1,508,248	2.3%
WEST OF HUDSON							
Port Jervis Line	904,219	975,244	(71,025)	-7.3%	965,485	(61,266)	-6.3%
Pascack Valley Line	528,216	517,349	10,867	2.1%	485,543	42,673	8.8%
Total West of Hudson	1,432,435	1,492,593	(60,158)	-4.0%	1,451,028	(18,593)	-1.3%
TOTAL RAIL RIDERSHIP	69,660,815	71,031,803	(1,370,988)	-1.9%	68,171,160	1,489,655	2.2%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS							
Hudson Rail Link	295,536	295,175	361	0.1%	307,303	(11,767)	-3.8%
Haverstraw-Ossining Ferry	103,626	104,855	(1,229)	-1.2%	96,800	6,826	7.1%
Newburgh-Beacon Ferry	67,503	74,859	(7,356)	-9.8%	64,085	3,418	5.3%
Total Connecting Services	466,665	474,889	(8,224)	-1.7%	468,188	(1,523)	-0.3%
TOTAL MNR SYSTEM	70,127,480	71,506,692	(1,379,212)	-1.9%	68,639,348	1,488,132	2.2%

Notes:

- 1) 2011 ridership figures have been restated to eliminate calendar impacts on ridership.
- 2) October 2012 ridership was adversely impacted by Hurricane Sandy which resulted in an MTA-wide suspension of service from October 29-31.



Metro-North Railroad

Capital Program Report
December 2012

CAPITAL PROGRAM

HIGHLIGHTS

December 17, 2012

STATIONS/PARKING/FACILITIES

North White Plains Station Access and Parking Garage

Proposals for both Construction Supervision & Inspection Services and Design-Build Services have been received and are under review.

Croton-Harmon/Peekskill Improvements

Croton-Harmon Station:

- Painting Complete.
- New canopy deck installation complete.

Peekskill Station:

Work in Progress:

- Elevator work

Work Completed:

- Overpass deck reconstruction.
- Overpass window installation

Poughkeepsie Station Improvements

Pedestrian Walkway and Pavilion Repair:

Work in Progress:

- Clean-up and punchlist.
- Roof Repairs.

New Haven Line Station Improvements

Small Business Mentoring Program – Platform Guard Rail Replacement:

Work in Progress:

- Platform guardrail fabrication continues for Mount Vernon East and Mamaroneck Stations.
- Platform guardrail installation in progress on inbound platform at Mamaroneck and Mount Vernon East Stations.

Work Completed:

- Platform guardrail installation at Harrison Station completed.

Rehabilitation of Various Station Elements at six stations (Mount Vernon East, Pelham, New Rochelle, Larchmont, Mamaroneck, and Harrison):

Work in Progress:

- Construction activities, consisting of platform double "T"-Stem, pier, spall and crack repairs, as well as station painting, commenced at Mount Vernon East and Pelham Stations.

Canine Training Facility, Town of East Fishkill, NY

Bids were received and are under review.

POWER

Substation Replacement Bridge-23

Work in Progress:

- High voltage transformer #1 passed Factory Acceptance Test (FAT) and is scheduled for delivery to site November 26, 2012.
- SF6 Switchgear passed FAT (FAT) and is scheduled for delivery to site December 3, 2012.
- West Switchgear is under construction off site and scheduled delivery to site February 2013.
- Excavating for the New Rochelle switchgear foundations is underway.
- Construction of conduit ductbanks is underway.

Work Complete:

- Foundations for Transformer, SF6 Switchgear and West Control House are complete, and ready for equipment deliveries.

TRACK AND STRUCTURES

2012 Cyclical Track Program

Work in Progress:

- As of December 1, 2012, a total of 19,825 ties and 2.0 miles of continuous welded rail (CWR) was installed, and 74.6 miles of track was surfaced. The Production gang is installing CWR on the Upper Hudson until December. They will then move to the Harlem Line and begin transposing CWR until mid-December. Clean-up is on-going on all 3 Lines.

Rehabilitation - Woodbury Viaduct

Construction bids and proposals for Construction Supervision & Inspection Services were received and are under review.

Harlem River Lift Bridge-Cable Replacement/Control System

Construction bids are due in mid-December 2012. Proposals for the Construction Supervision and Inspection Services have been received and are under review.

Inspection and Rehabilitation of Retaining Walls

Construction bids and proposals for Construction Supervision & Inspection Services were received and are under review.

Catenary Painting / Rehabilitate Catenary Structures

Construction bids were received for painting and select structural repairs to the catenary structures along the NYS portion of the New Haven Line and are under review.

Undergrade Bridges – East of Hudson

Work in Progress:

- HA 22.41 over Main Street: Repairs are at 85% completion.
- HU 4.69 HRLB Walkways adjacent to Tracks 1 and 2: Work is at 30% completion.
- The painting of Oak Street Bridge is complete.

- HU 32.81 Track 4 over Croton River in Croton-on-Hudson: Construction bids and proposals for Construction Supervision and Inspection services were received and are under review.
- *Design for select undergrade bridges*: contract was kicked- off in mid-November.

Undergrade Bridges – West of Hudson

Proposals for design of select undergrade bridges were received and are under review.

Otisville Tunnel Repairs

Bids for Construction and Proposals for Construction Supervision and Inspection Services were received and are under review.

Overhead Bridges – East of Hudson

Bridge Street Bridge Replacement (HU 65.18), Poughkeepsie: Bids for Construction and Proposals for Construction Supervision & Inspection Services were received and are under review.

HU 38.90 Montrose Station Road Bridge: Steel repairs at the north girder are ongoing.

Drainage and Undercutting Program

Bids for: (1) Sing-Sing Creek Improvements in Ossining and (2) Bronx drainage along the Harlem Line have been received and are under review.

SHOPS AND YARDS

Harmon Shop Improvements –

Phase IV Stage 1

Work in Progress:

- Roof and masonry repairs on Main Building (Building #6).
- Installation of utilities connections to the trailers is complete except for the fire alarm hook-up.

Phase V – Preliminary Design

Design proposals for the pre-demolition work for the consist shop have been received and are under review.

Employee Welfare & Storage Facilities – Brewster Roof Replacement

Work in Progress:

- 80% of fascia trims and gutters are complete.
- Catwalk repairs are at 90% complete.
- Lower roof repairs continue and are 95% complete.

Work Complete:

- Main and Lower Roof scuppers and accessories complete.
- HVAC roof modifications.

GRAND CENTRAL TERMINAL

Grand Central Terminal Train Shed and Park Avenue Tunnel

Work in Progress:

- Work on Track No. 4 is ongoing with masonry repairs proceeding
- Proposals for the train shed and platform design have been received and are under review.

ROLLING STOCK

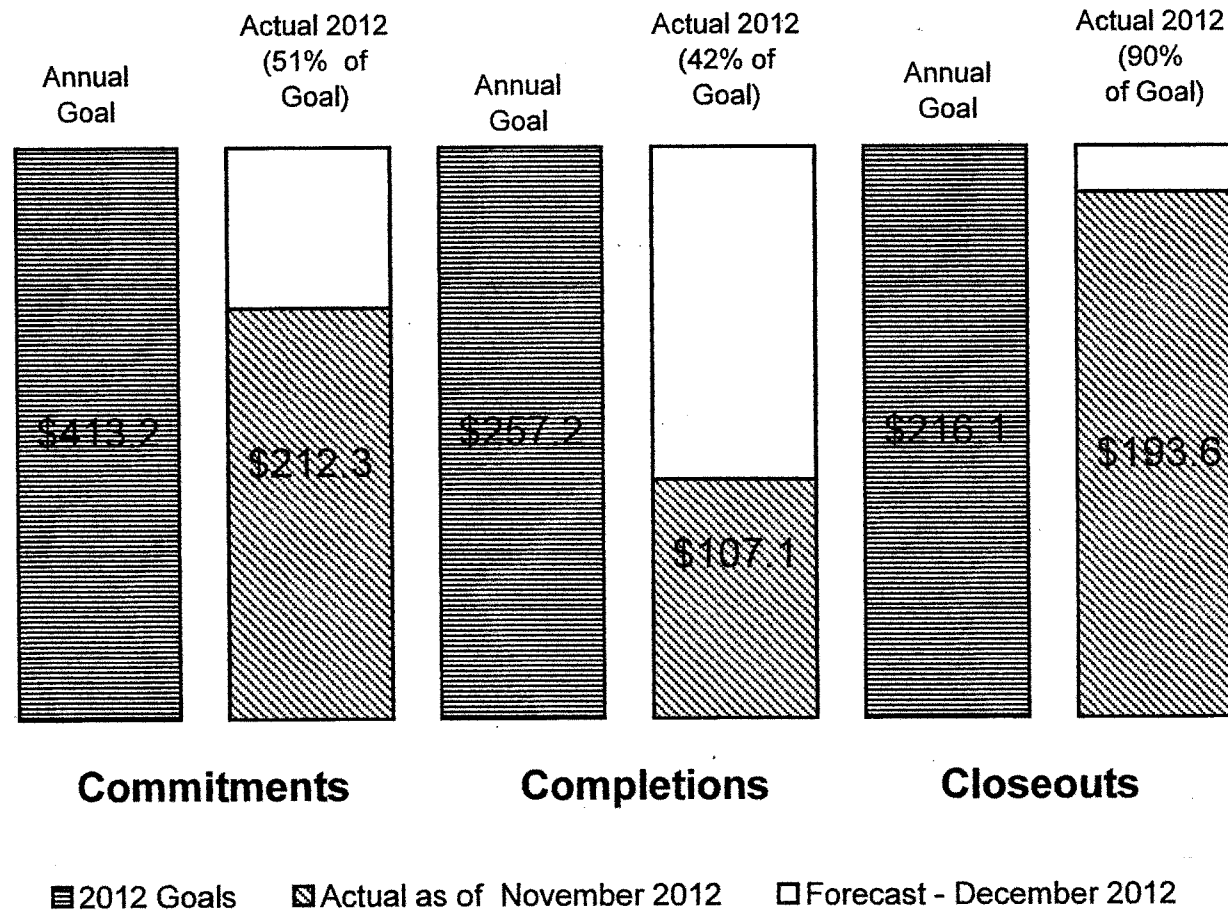
M-8 Car Program

154 cars have been conditionally accepted and placed into revenue service.

2012 MNR Capital Program Goals

As of November 30, 2012

In Millions





LONG ISLAND RAIL ROAD

A graphic featuring the words "MONTHLY OPERATING REPORT" in large, bold, black, sans-serif capital letters. The text is centered within a rectangular frame that has a 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**

November 2012

**Helena E. Williams
President**

12/17/12 *****

Performance Summary
On Time Performance

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

Due to the events surrounding Super Storm Sandy, the LIRR ran on a reduced schedule during the month of November. There were 3,500 fewer trains scheduled over the course of the month, compared with November 2011. The information reported is reflective of revised schedules & public advisories regarding expected delays associated with the storm.

		2012 Data			2011 Data	
		Annual	YTD thru		YTD thru	
		Goal	Nov	Nov	Nov	Nov
System	Overall	95.1%	91.9%	94.7%	94.9%	93.5%
	AM Peak		94.0%	94.9%	93.8%	93.0%
	PM Peak		89.1%	92.1%	93.3%	90.0%
	Total Peak		91.8%	93.6%	93.6%	91.6%
	Off Peak Weekday		90.6%	94.6%	95.3%	93.7%
	Weekend		95.2%	96.2%	95.7%	95.5%
Babylon Branch	Overall	95.1%	92.5%	94.3%	95.5%	93.2%
	AM Peak		97.5%	96.1%	95.2%	93.4%
	PM Peak		83.5%	91.3%	94.7%	89.5%
	Total Peak		91.8%	93.9%	95.0%	91.7%
	Off Peak Weekday		91.9%	93.8%	95.4%	93.0%
	Weekend		94.9%	96.3%	96.5%	96.1%
Far Rockaway Branch	Overall	95.1%	94.5%	97.4%	98.0%	96.5%
	AM Peak		95.0%	95.5%	96.5%	94.4%
	PM Peak		90.5%	95.2%	97.9%	95.3%
	Total Peak		92.9%	95.3%	97.1%	94.8%
	Off Peak Weekday		93.9%	97.8%	98.7%	96.9%
	Weekend		97.5%	98.5%	97.3%	97.3%
Huntington Branch	Overall	95.1%	90.6%	94.2%	92.1%	92.3%
	AM Peak		88.5%	94.4%	92.1%	92.6%
	PM Peak		88.8%	89.6%	85.4%	84.8%
	Total Peak		88.6%	92.1%	88.8%	88.8%
	Off Peak Weekday		88.0%	94.0%	93.0%	92.0%
	Weekend		95.5%	96.3%	94.0%	95.6%
Hempstead Branch	Overall	95.1%	94.6%	97.3%	97.7%	96.5%
	AM Peak		97.1%	96.8%	95.2%	95.2%
	PM Peak		92.0%	95.0%	100.0%	93.5%
	Total Peak		94.8%	95.9%	97.5%	94.4%
	Off Peak Weekday		93.8%	97.7%	98.1%	96.7%
	Weekend		96.5%	97.9%	97.0%	98.1%
Long Beach Branch	Overall	95.1%	97.2%	96.5%	97.5%	95.5%
	AM Peak		92.3%	96.3%	95.7%	94.3%
	PM Peak		98.8%	94.7%	96.7%	93.7%
	Total Peak		95.4%	95.5%	96.2%	94.0%
	Off Peak Weekday		97.6%	96.9%	98.5%	95.9%
	Weekend		100.0%	96.7%	96.9%	96.5%
Montauk Branch	Overall	95.1%	89.1%	90.9%	94.2%	88.7%
	AM Peak		95.5%	93.3%	89.9%	90.7%
	PM Peak		84.5%	85.9%	93.7%	86.4%
	Total Peak		90.8%	90.1%	91.5%	88.9%
	Off Peak Weekday		88.2%	91.5%	93.9%	89.4%
	Weekend		89.8%	90.4%	97.3%	87.2%
Oyster Bay Branch	Overall	95.1%	91.6%	95.1%	95.3%	93.8%
	AM Peak		94.1%	95.7%	94.6%	93.6%
	PM Peak		92.9%	91.6%	96.0%	88.3%
	Total Peak		93.5%	93.8%	95.2%	91.1%
	Off Peak Weekday		90.2%	94.7%	94.6%	94.3%
	Weekend		93.6%	97.8%	97.2%	96.6%

**OPERATING REPORT
FOR MONTH OF NOVEMBER 2012**

Performance Summary		2012 Data			2011 Data		
		Annual	YTD thru		YTD thru		
		Goal	Nov	Nov	Nov	Nov	
Port Jefferson Branch	Overall	95.1%	88.6%	91.3%	89.3%	90.4%	
	AM Peak		91.1%	92.0%	89.9%	91.1%	
	PM Peak		88.8%	88.0%	80.3%	83.5%	
	Total Peak		90.0%	90.1%	85.4%	87.6%	
	Off Peak Weekday		85.1%	89.3%	88.7%	90.3%	
	Weekend		96.0%	96.8%	95.6%	94.1%	
Port Washington Branch	Overall	95.1%	94.3%	95.8%	95.7%	94.7%	
	AM Peak		94.6%	94.7%	95.5%	93.2%	
	PM Peak		94.9%	94.3%	94.5%	91.7%	
	Total Peak		94.7%	94.5%	95.0%	92.4%	
	Off Peak Weekday		92.3%	95.8%	96.4%	95.0%	
	Weekend		99.0%	98.1%	95.3%	97.9%	
Ronkonkoma Branch	Overall	95.1%	87.2%	92.2%	91.4%	90.9%	
	AM Peak		90.1%	92.7%	90.0%	90.9%	
	PM Peak		87.4%	92.3%	91.5%	89.5%	
	Total Peak		88.9%	92.5%	90.6%	90.2%	
	Off Peak Weekday		84.6%	91.6%	91.9%	90.3%	
	Weekend		91.4%	93.2%	91.6%	93.5%	
West Hempstead Branch	Overall	95.1%	91.8%	96.5%	97.5%	96.2%	
	AM Peak		94.3%	96.8%	97.1%	95.0%	
	PM Peak		86.9%	92.3%	96.0%	93.6%	
	Total Peak		90.3%	94.4%	96.5%	94.2%	
	Off Peak Weekday		93.1%	97.8%	98.0%	97.4%	
	Weekend		60.0%	93.9%	100.0%	93.9%	
Operating Statistics		Trains Scheduled		15,573	210,748	19,105	210,157
Avg. Delay per Late Train (min)				-18.6	-13.2	-12.1	-13.9
excluding trains canceled or terminated							
Trains Over 15 min. Late				461	2,303	176	2,849
excluding trains canceled or terminated							
Trains Canceled				138	533	31	1141
Trains Terminated				46	351	26	564
Percent of Scheduled Trips Completed				98.8%	99.6%	99.7%	99.2%
Consist Compliance							
(Percent of trains where the		AM Peak		99.5%			
number of seats provided		PM Peak		99.0%			
was greater than or equal		Total Peak		99.3%			
to the required number of							
seats per loading standards)							



**OPERATING REPORT
FOR MONTH OF NOVEMBER 2012**

Categories Of Delay		Oct	2012 Data		2011 Data		YTD 2012 Vs 2011
			Nov	YTD Thru Nov	Nov	YTD Thru Nov	
Late Train Incidents	National Rail Passenger Corp	59	8	656	35	1,000	(344)
	Capital Programs	28	1	134	4	184	(50)
	Engineering	54	43	1,230	102	1,701	(471)
	Penn Station Central Control	13	6	98	14	93	5
	Maintenance of Equipment	100	78	1,453	176	2,248	(795)
	** Other / Miscellaneous	148	664	2,407	141	3,596	(1,189)
	Public	366	399	4,425	383	3,741	684
	Transportation	60	56	529	34	674	(145)
	Vandalism	1	2	87	39	179	(92)
	Maintenance of Way (Sched.)	15	4	148	47	260	(112)

**** Other / Miscellaneous includes weather related events**

Due to the events surrounding Super Storm Sandy, the LIRR ran on a reduced schedule during the month of November. There were 3,500 fewer trains scheduled over the course of the month, compared with November 2011. The information reported is reflective of revised schedules & public advisories regarding expected delays associated with the storm.

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

* See Note Below

See Note Below			Number of Late Trains													
Date	Day	DESCRIPTION OF EVENT	AM Peak			PM Peak			Off Peak			TOTAL				
			L	C	T	L	C	T	L	C	T	Late	Cxld	Term		
11/5	Mon	Super Storm Sandy - in addition to those referenced in note below								33	1		33	1		
11/6	Tues	Super Storm Sandy - in addition to those referenced in note below								13	1		13	1		
11/7	Wed	Super Storm Sandy - in addition to those referenced in note below								16			16			
11/7	Wed	Snow Storm - compounding the effects of Super Storm Sandy								84	64	8	84	64	8	
11/8	Thu	Snow Storm - compounding the effects of Super Storm Sandy								65	3		65	3		
11/8	Thu	Train 6565 striking trespasser at Queens Village								6	4	1	6	4	1	
11/9	Fri	Train 6565 striking trespasser at Queens Village (From 11/8)								9	3		9	3		
11/9	Fri	Super Storm Sandy - in addition to those referenced in note below								19			19			
11/10	Sat	Low adhesion system wide								10			10			
11/11	Sun	Train 7606 with a trespasser strike west of Merrill Avenue								8	2	3	8	2	3	
11/11	Sun	Train 6104 with a trespasser strike at Seaford Station								10		1	10		1	
11/12	Mon	Train 134 with a trespasser strike at Massapequa Station				15	1	1		9	2	1	24	3	2	
11/12	Mon	Low adhesion system wide	9			1				3			13			
11/13	Tue	Low adhesion system wide	15							14			29			
11/20	Tue	Broken rail east of Bayside	1	2						6	1		7	3		
11/21	Wed	Loss of power in A, JO and C Interlockings				16	34	1		13	3	12	29	37	13	
11/21	Wed	Train 9728 disabled in Jay Interlocking				2		1		12	1		14	1	1	
11/21	Wed	Heavy Holiday Loading system wide				3				8			11			
11/21	Wed	Heavy Holiday Unloading system wide				4				7			11			
11/22	Thu	Heavy Holiday Unloading system wide								13			13			
11/23	Fri	Low adhesion system wide	4	3						9			13	3		
11/27	Tue	Train 1702 with a trespasser strike at Urban Avenue								18		1	18		1	
TOTAL FOR MONTH			29	5	0	41	35	3		385	85	27	455	125	30	
														610		

* Due to the events surrounding Super Storm Sandy, the LIRR ran on a reduced schedule during the month of November. There were 3,500 fewer trains scheduled over the course of the month, compared with November 2011. The revised schedule & service limitations affected customers daily. The information reported is reflective of revised schedules & public advisories regarding expected delays associated with the storm.

Long Island Rail Road

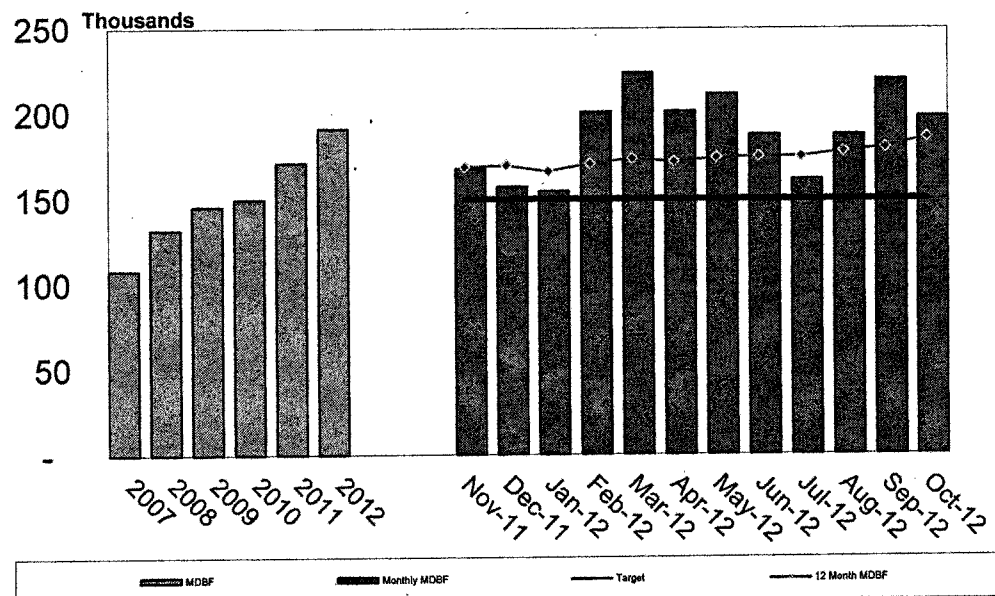
MEAN DISTANCE BETWEEN FAILURES

			2012 Data					2011 Data		
	Equip- ment Type	Total Fleet Size	MDBF Goal (miles)	October MDBF (miles)	October No. of Primary Failures	YTD MDBF thru October (miles)	12 month MDBF Rolling Avg (miles)	October MDBF (miles)	October No. of Primary Failures	YTD MDBF thru October (miles)
Mean Distance Between Failures	M-3	150	55,000	110,858	5	78,719	80,435	88,132	6	65,532
	M-7	836	350,000	385,501	12	407,162	398,231	372,700	13	449,274
	DM	22	18,000	12,690	6	26,270	22,503	14,696	5	20,574
	DE	23	18,000	36,212	2	19,574	21,045	10,700	7	21,116
	C-3	134	70,000	121,034	5	104,470	92,830	46,187	13	66,692
	Diesel	179	44,000	57,980	13	60,227	56,212	29,952	25	46,620
	Fleet	1,165	150,000	197,801	30	191,851	186,195	139,152	44	171,298

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

ALL FLEETS Mean Distance Between Failure

2007 - 2012





Standee Report

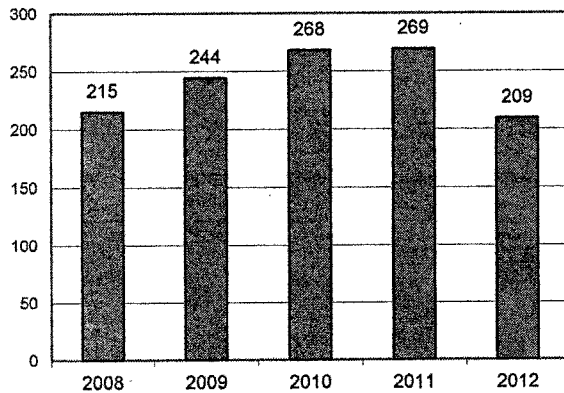
2012 Data November	
AM Peak	PM Peak

Data For The November Standee Report Is Not Available

The LIRR provided a reduced schedule due to events associated with Super Storm Sandy. This reduction in service resulted in unusually high standee experiences. In addition, Long Island residents displaced by the storm accessed our trains from other than their usual branches. As circumstances permitted, daily service increased.

=====

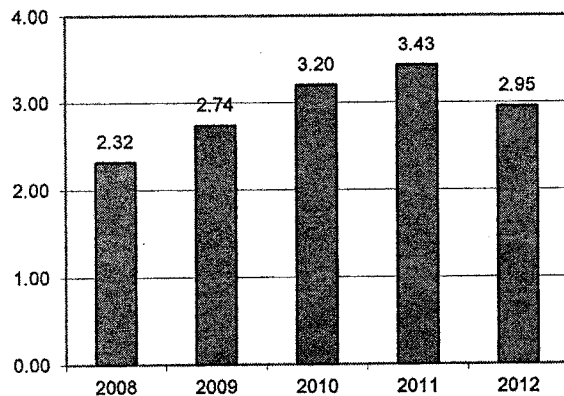
MTA Long Island Rail Road Summary of Employee Injuries thru October



Total Employee Injuries

Year	Total
2008	215
2009	244
2010	268
2011	269
2012	209

% change from last year: -22.3%



Employee FRA Reportable Injuries

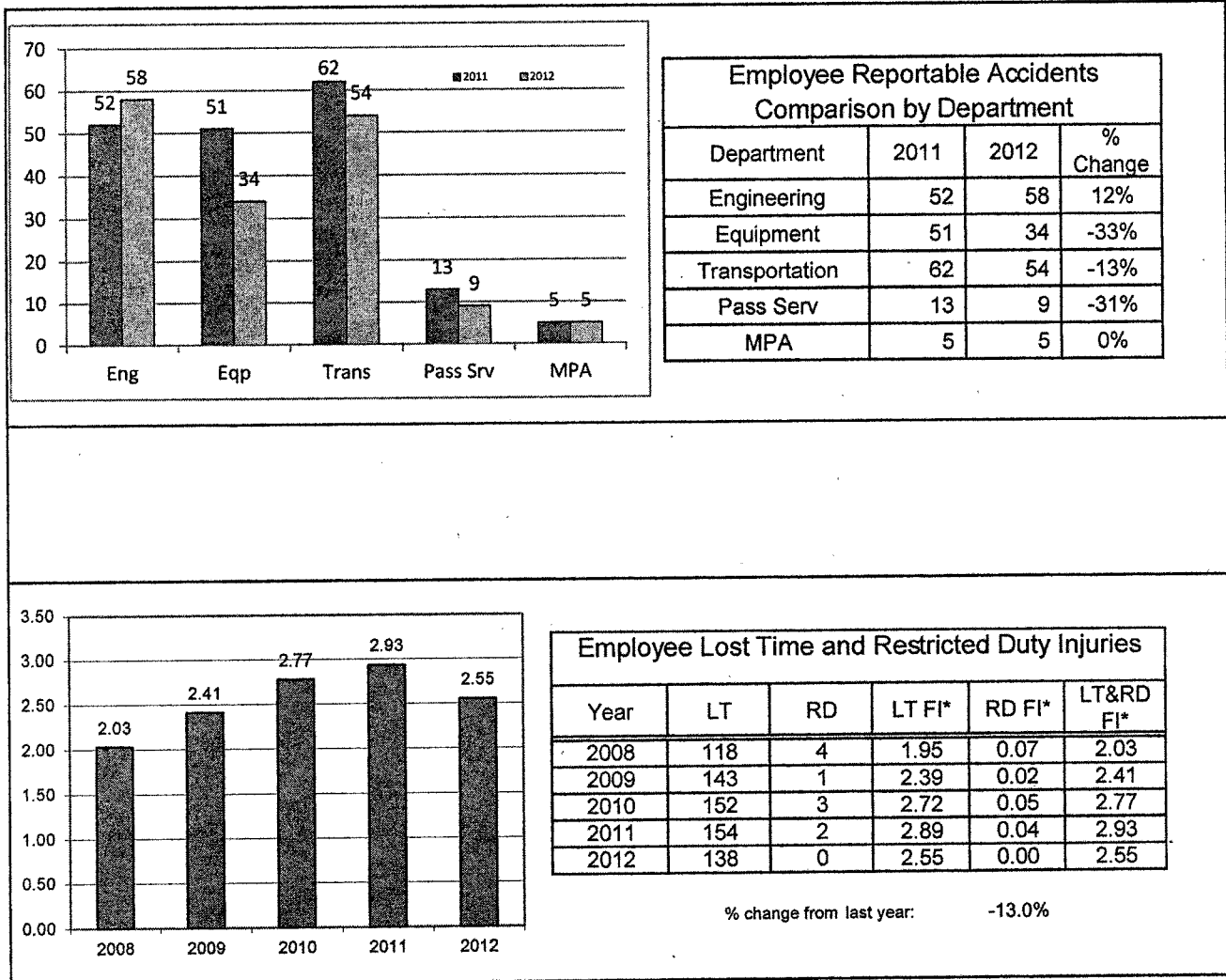
Year	Total	FRA FI*
2008	134	2.32
2009	164	2.74
2010	179	3.20
2011	183	3.43
2012	160	2.95

% change from last year: -12.6%

* Federal Railroad Administration Frequency Index

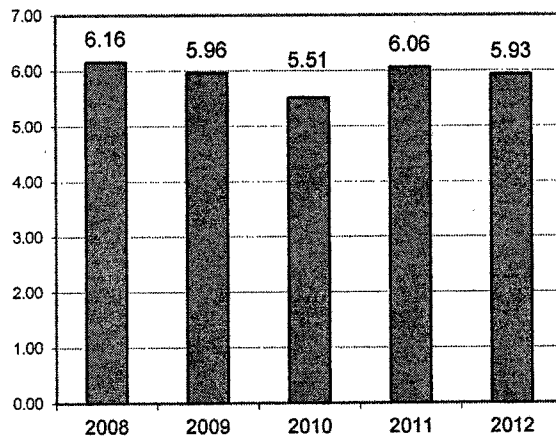
**OPERATING REPORT
FOR MONTH OF NOVEMBER 2012**

MTA Long Island Rail Road Summary of Employee Injuries thru October



**OPERATING REPORT
FOR MONTH OF NOVEMBER 2012**

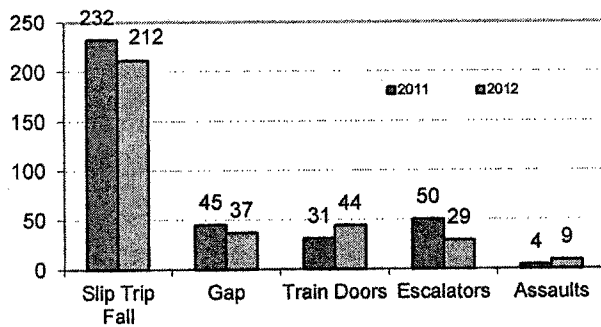
MTA Long Island Rail Road Summary of Customer Injuries thru October



Total Customer Injuries

Year	Total	FI*
2008	452	6.16
2009	414	5.96
2010	375	5.51
2011	406	6.06
2012	411	5.93

% change from last year: 1.2%



Top 5 Customer Injuries by Type

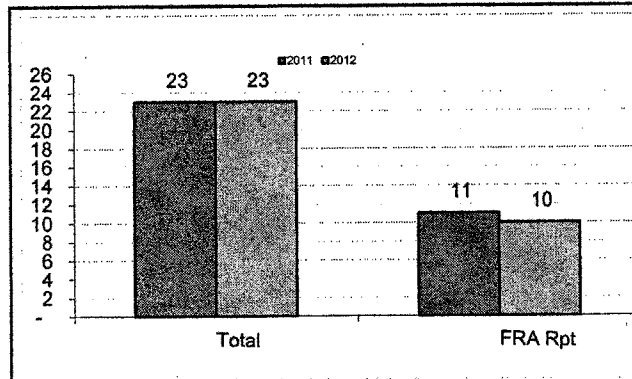
Year	Slip Trip Fall	Gap	Train Doors	Escalators	Assaults
2011	232	45	31	50	4
2012	212	37	44	29	9

*- Injuries per 1,000,000 rides

**OPERATING REPORT
FOR MONTH OF NOVEMBER 2012**

MTA Long Island Rail Road

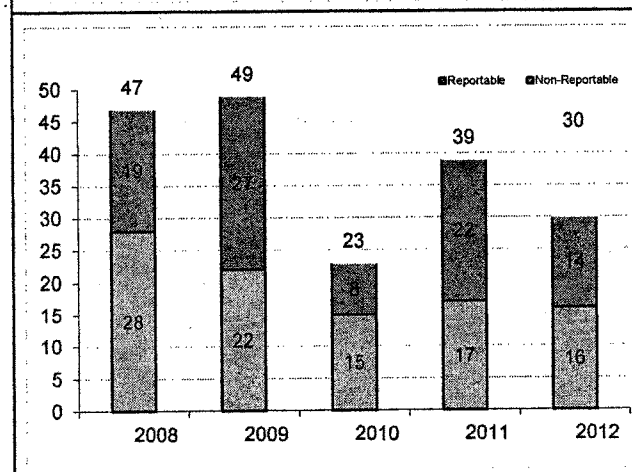
Summary of Contractor Injuries, Train Accidents & T.R.A.C.K.S. thru October



Contractor Injuries

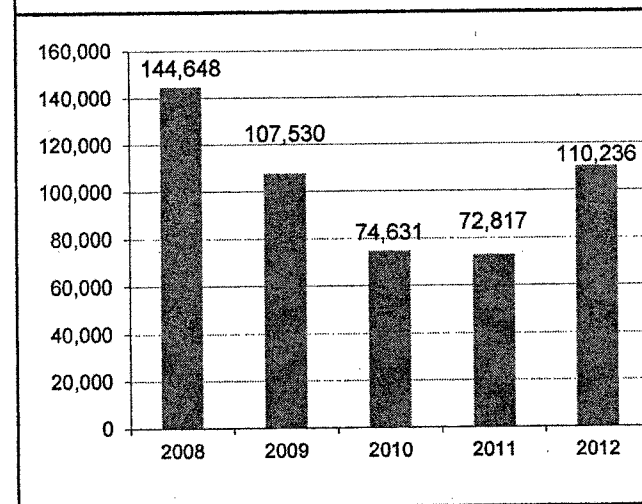
Year	Total	FRA Rpt.
2011	23	11
2012	23	10

% change from last year: -9.1%



Train Accidents

Year	Non-Reportable	Reportable
2008	28	19
2009	22	27
2010	15	8
2011	17	22
2012	16	14



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

Together Railroads and Communities Keeping Safe

Total Participants

Year	Total
2008	144,648
2009	107,530
2010	74,631
2011	72,817
2012	110,236



Long Island Rail Road

Monthly Financial Report

October 2012

MTA LONG ISLAND RAIL ROAD

October Ridership and Financial Report

Executive Summary

December 17, 2012

Ridership

- During the month of October, total ridership was 6.6 million, which was 8.3% lower than October 2011 (adjusted for same number of work days) and 8.4% below the forecast. The lower ridership is due to Super Storm Sandy.
 - 2012 Total ridership through October was 69.3 million. This was 2.9% higher than 2011 and 0.5% lower than the 2012 forecast.
 - Through October 2012, commutation ridership was 1.6% higher than 2011 (work day adjusted) and 1.1% lower than the 2012 forecast.
 - Through October 2012, non-commutation ridership was 4.8% higher than 2011 and 0.2% above the forecast.
-

Revenues

- Farebox revenue through October totaling \$489.6 million was \$1.8 million above the forecast, reflecting continued strong ridership growth through September. Farebox Revenue declined in October due to Super Storm Sandy.
- Capital & Other Revenue of \$198.8 million was \$10.4 million less than forecast due to lower material used on capital projects and timing of project activity.
- In summary, total LIRR revenue of \$688.5 million was \$(8.6) million lower than forecast.

Expenses

- Through October 2012, total expenses of \$1,492.8 million were \$40.4 million less than forecast.
- Straight-time payroll spending was \$7.3 million favorable to forecast due to vacant positions and timing of retiree sick/vacation payouts, constructive allowance payments and other accruals, partially offset by management vacation buyback. 90 of 6,533 positions were vacant. These vacancies consisted primarily of management/supervisor positions and professional, technical and clerical positions in Maintenance.
- Year-to-date overtime hours increased by 3.6% in 2012 compared to 2011. This increase is primarily caused by higher maintenance overtime, vacancy/absentee coverage and project activity.
- Year-to-date overtime hours worked was 8.3% greater than forecast. The vast majority was due to lower availability, vacancy coverage, Super Storm Sandy and project activity. The LIRR has established a corporate initiative to fill all vacant positions that contribute to overtime.
- Other favorable variances include: materials not purchased/used \$25.6 million, Electric Power and Fuel \$9.1 million and timing of various other expenses.

Financial Performance Measures

- Through October, the Adjusted Farebox Operating Ratio was 61.2%, which is favorable to forecast due to lower expenses and higher revenue.
- Through October, the Adjusted Cost per Passenger was \$12.31, which is less than expected due to lower expenses.
- Through October, the Revenue per Passenger was \$7.10, which is higher than expected due to higher farebox revenue.

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

REVENUE

Year-to-date October **Total Revenues** (including Capital and Other Reimbursements) of \$688.5 were \$(8.6) or (1.2)% unfavorable to the forecast. The month of October of \$70.0 was unfavorable to forecast by \$(3.2) million or (4.4)%.

- **Y-T-D Farebox Revenues** were \$1.8 favorable to the forecast. The month was \$(0.7) unfavorable to forecast due to lower ridership as a result of Super Storm Sandy.
- **Y-T-D Other Operating Revenues** were \$0.7 favorable to forecast. The month was \$0.4 favorable due to timing.
- **Y-T-D Capital and Other Reimbursements** were \$(11.1) unfavorable to the forecast. The month was \$(2.9) unfavorable due to timing of capital activity.

OPERATING EXPENSES

Year-to-date October **Total Expenses** (including depreciation and other) of \$1,492.7 were favorable to the forecast by \$40.4 or 2.6%. The total expenses for the month of \$153.1 were favorable to forecast by \$4.4 or 2.8%.

Labor Expenses, \$(0.4) unfavorable Y-T-D; \$(0.2) unfavorable for the month.

- **Payroll**, \$7.3 favorable Y-T-D; \$1.1 favorable for the month (primarily vacant positions, constructive allowance payments and timing of retiree sick/vacation payments).
- **Overtime**, \$(8.5) unfavorable Y-T-D; \$(4.4) unfavorable for the month (primarily weather-related due to Super Storm Sandy, open jobs/lower availability in Maintenance of Equipment and Transportation, higher maintenance in the Engineering department and higher coverage needs in Customer Service, partially offset by lower maintenance overtime in Maintenance of Equipment).
- **Health & Welfare**, \$(0.7) unfavorable Y-T-D; \$(0.4) unfavorable for the month (higher rates, partially offset by vacant positions)
- **OPEB Current Payment**, \$2.5 favorable Y-T-D; \$0.7 favorable for the month (lower retirees).
- **Pension**, \$(5.9) unfavorable Y-T-D; \$2.9 favorable for the month (timing of accrual adjustment to properly reflect mid-year forecast. Expected to be on plan by year-end.)
- **Other Fringe**, \$4.8 favorable Y-T-D; \$(0.1) unfavorable for the month (higher FELA indemnity payments, partially offset by lower Rail Road Unemployment Insurance).

Non-Labor Expenses, \$46.3 favorable Y-T-D; \$4.1 favorable for the month.

- **Electric Power**, \$8.3 favorable Y-T-D; \$(1.2) unfavorable for the month (timing of facility electric costs).
- **Maintenance and Other Operating Contracts**, \$3.8 favorable Y-T-D; \$1.3 favorable for the month (primarily lower IESS security costs, communication expenses and timing of elevator/escalator maintenance, partially offset by emergency bussing and timing of project activity).
- **Professional Services**, \$7.6 favorable Y-T-D; \$(0.5) unfavorable for the month (primarily timing of MTA Chargebacks, partially offset by timing of IT Hardware and Software).
- **Materials and Supplies**, \$25.6 favorable Y-T-D; \$5.2 favorable for the month (timing of capital material usage, pool material reclaims, rolling stock maintenance and modifications and inventory adjustments).
- **Other Business Expenses**, \$0.5 favorable Y-T-D; \$(0.9) unfavorable for the month (primarily timing of concrete tie reimbursement).

Depreciation and Other, \$(5.5) unfavorable Y-T-D; \$0.5 favorable for the month (lower Depreciation, partially offset by higher Other Post Employment Benefits).

FAREBOX OPERATING RATIO

The year-to-date Farebox Operating Ratio was 49.5%, 0.2 percentage point lower than year-to-date September. The Farebox Operating Ratio for the month of October of 47.2% was 0.7 percentage point above the forecast resulting from lower expenses. The adjusted year-to-date Farebox Operating Ratio was 61.2%. The adjusted Farebox Operating Ratio reflects the removal of the UAAL associated with the LIRR's closed pension plan and OPEB retiree expenses and the inclusion of Other Operating Revenue to reflect operational actions at the Rail Road.

TABLE 1

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
October 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	\$48.165	\$47.487	(\$0.678)	(1.4)	\$0.000	\$0.000	\$0.000	-	\$48.165	\$47.487	(\$0.678)	(1.4)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	2.868	3.266	0.398	13.9	0.000	0.000	0.000	-	2.868	3.266	0.398	13.9
Capital & Other Reimbursements	0.000	0.000	0.000	-	22.157	19.219	(2.938)	(13.3)	22.157	19.219	(2.938)	(13.3)
Total Revenue	\$51.033	\$50.753	(\$0.280)	(0.5)	\$22.157	\$19.219	(\$2.938)	(13.3)	\$73.190	\$69.971	(\$3.219)	(4.4)
Expenses												
Labor:												
Payroll	\$35.496	\$35.513	(\$0.017)	(0.0)	\$7.022	\$5.922	\$1.100	15.7	\$42.518	\$41.435	\$1.083	2.5
Overtime	7.280	11.202	(3.922)	(53.9)	1.177	1.656	(0.479)	(40.7)	\$8.457	12.858	(4.401)	(52.0)
Health and Welfare	7.058	7.512	(0.454)	(6.4)	1.200	1.158	0.042	3.5	\$8.258	8.671	(0.413)	(5.0)
OPEB Current Payment	4.829	4.131	0.698	14.5	0.000	0.000	0.000	-	\$4.829	4.131	0.698	14.5
Pensions	12.490	9.224	3.266	26.1	1.852	2.185	(0.333)	(18.0)	\$14.342	11.410	2.932	20.4
Other Fringe Benefits	8.298	8.459	(0.161)	(1.9)	1.445	1.340	0.105	7.3	\$9.743	9.799	(0.056)	(0.6)
Reimbursable Overhead	(2.888)	(2.254)	(0.634)	(22.0)	2.888	2.254	0.634	22.0	\$0.000	0.000	0.000	-
Total Labor Expenses	\$72.563	\$73.788	(\$1.225)	(1.7)	\$16.584	\$14.515	\$1.069	6.9	\$88.147	\$88.303	(\$0.156)	(0.2)
Non-Labor:												
Electric Power	\$8.354	\$9.495	(\$1.141)	(13.7)	\$0.000	\$0.048	(\$0.048)	-	\$8.354	\$9.544	(\$1.190)	(14.2)
Fuel	2.366	2.387	(0.021)	(0.9)	0.000	0.000	0.000	-	\$2.366	2.387	(0.021)	(0.9)
Insurance	1.315	1.307	0.008	0.6	0.491	0.361	0.130	26.4	\$1.806	1.669	0.137	7.6
Claims	0.356	0.219	0.137	38.5	0.000	0.000	0.000	-	\$0.356	0.219	0.137	38.5
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	4.935	3.478	1.457	29.5	1.458	1.619	(0.161)	(11.0)	\$6.393	5.097	1.296	20.3
Professional Service Contracts	2.934	3.771	(0.837)	(28.5)	0.339	0.047	0.292	86.0	\$3.273	3.819	(0.546)	(16.7)
Materials & Supplies	8.764	5.207	3.557	40.6	4.198	2.586	1.612	38.4	\$12.962	7.793	5.168	39.9
Other Business Expenses	(0.047)	0.928	(0.975)	*	0.087	0.041	0.046	52.3	\$0.040	0.969	(0.929)	*
Total Non-Labor Expenses	\$28.977	\$26.792	\$2.185	7.6	\$6.573	\$4.704	\$1.869	28.4	\$35.550	\$31.495	\$4.054	11.4
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	\$101.540	\$100.580	\$0.960	0.9	\$22.167	\$19.219	\$2.938	13.3	\$123.697	\$119.798	\$3.898	3.2
Depreciation	\$27.077	\$26.005	\$1.072	4.0	\$0.000	\$0.000	\$0.000	-	\$27.077	\$26.005	\$1.072	4.0
Other Post Employment Benefits	6.555	7.119	(0.565)	(8.6)	0.000	0.000	0.000	-	\$6.555	7.119	(0.565)	(8.6)
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	\$135.338	\$133.871	\$1.467	1.1	\$22.167	\$19.219	\$2.938	13.3	\$157.495	\$153.089	\$4.405	2.8
Net Surplus/(Deficit)	(\$84.305)	(\$83.118)	\$1.186	1.4	\$0.000	(\$0.000)	\$0.000	-	(\$84.305)	(\$83.118)	\$1.186	1.4
Cash Conversion Adjustments												
Depreciation	27.077	26.005	(1.072)	(4.0)	0.000	0.000	0.000	-	27.077	26.005	(1.072)	(4.0)
Operating/Capital	(2.363)	(0.331)	2.032	86.0	0.000	0.000	0.000	-	(2.363)	(0.331)	2.032	86.0
Other Cash Adjustments	14.246	20.079	5.833	40.9	0.000	0.000	0.000	-	14.246	20.079	5.833	40.9
Total Cash Conversion Adjustments	\$38.960	\$45.753	\$6.793	17.4	0.000	\$0.000	\$0.000	-	\$38.960	\$45.753	\$6.793	17.4
Net Cash Surplus/(Deficit)	(\$45.345)	(\$37.365)	\$7.979	17.6	\$0.000	(\$0.000)	\$0.000	-	(\$45.345)	(\$37.365)	\$7.979	17.6

TABLE 2

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
October 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	\$487.872	\$489.648	\$1.776	0.4	\$0.000	\$0.000	\$0.000	-	\$487.872	\$489.648	\$1.776	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	31.272	31.957	0.685	2.2	0.000	0.000	0.000	-	31.272	31.957	0.685	2.2
Capital & Other Reimbursements	0.000	0.000	0.000	-	177.969	166.870	(11.099)	(6.2)	177.969	166.870	(11.099)	(6.2)
Total Revenue	\$519.144	\$521.605	\$2.461	0.5	\$177.969	\$166.870	(\$11.099)	(6.2)	\$697.113	\$688.475	(\$8.638)	(1.2)
Expenses												
Labor:												
Payroll	\$347.758	\$344.442	\$3.316	1.0	\$58.636	\$54.622	\$4.014	6.8	406.394	\$399.064	\$7.330	1.8
Overtime	64.252	71.260	(7.008)	(10.9)	9.460	10.936	(1.476)	(15.6)	73.712	82.196	(8.484)	(11.5)
Health and Welfare	71.267	71.983	(0.716)	(1.0)	10.345	10.302	0.043	0.4	81.612	82.285	(0.673)	(0.8)
OPEB Current Payment	47.769	45.300	2.469	5.2	0.000	0.000	0.000	-	47.769	45.300	2.469	5.2
Pensions	137.714	140.807	(3.093)	(2.2)	16.702	19.474	(2.772)	(16.6)	154.416	160.281	(5.865)	(3.8)
Other Fringe Benefits	90.822	86.456	4.366	4.8	12.294	11.863	0.431	3.5	103.116	98.319	4.797	4.7
Reimbursable Overhead	(23.135)	(19.877)	(3.258)	(14.1)	23.135	19.877	3.258	14.1	(0.000)	0.000	(0.000)	(100.0)
Total Labor Expenses	\$736.447	\$740.371	(\$3.923)	(0.6)	\$130.572	\$127.073	\$3.498	2.7	\$867.019	\$867.444	(\$0.425)	(0.0)
Non-Labor:												
Electric Power	\$82.228	\$73.728	\$8.500	10.3	\$0.000	\$0.193	(\$0.193)	-	82.228	\$73.921	\$8.307	10.1
Fuel	23.213	22.390	0.823	3.5	0.000	0.000	0.000	-	23.213	22.390	0.823	3.5
Insurance	12.907	12.949	(0.042)	(0.3)	4.053	3.299	0.754	18.6	16.960	16.248	0.712	4.2
Claims	2.711	3.780	(1.069)	(39.4)	0.000	0.000	0.000	-	2.711	3.780	(1.069)	(39.4)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	45.862	40.085	5.777	12.6	8.944	10.926	(1.982)	(22.2)	54.806	51.011	3.795	6.9
Professional Service Contracts	26.179	20.609	5.570	21.3	2.819	0.807	2.011	71.4	28.998	21.417	7.581	26.1
Materials & Supplies	85.865	66.904	18.961	22.1	30.798	24.120	6.678	21.7	116.663	91.024	25.639	22.0
Other Business Expenses	10.946	10.745	0.201	1.8	0.784	0.452	0.332	42.4	11.730	11.196	0.533	4.5
Total Non-Labor Expenses	\$289.911	\$251.190	\$38.722	13.4	\$47.397	\$39.796	\$7.601	16.0	\$337.308	\$290.986	\$46.322	13.7
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	\$1,026.359	\$991.561	\$34.798	3.4	\$177.969	\$166.870	\$11.099	6.2	\$1,204.327	\$1,158.430	\$45.897	3.8
Depreciation	\$262.988	\$265.462	(2.474)	(0.9)	\$0.000	\$0.000	\$0.000	-	262.988	\$265.462	(\$2.474)	(0.9)
Other Post Employment Benefits	64.141	67.200	(3.059)	(4.8)	0.000	0.000	0.000	-	64.141	67.200	(3.059)	(4.8)
Environmental Remediation	1.667	1.667	0.000	0.0	0.000	0.000	0.000	-	1.667	1.667	0.000	0.0
Total Expenses	\$1,355.164	\$1,325.889	\$29.265	2.2	\$177.969	\$166.870	\$11.099	6.2	\$1,533.123	\$1,492.759	\$40.364	2.6
Net Surplus/(Deficit)	(\$836.010)	(\$804.284)	\$31.726	3.8	\$0.000	\$0.000	(\$0.000)	-	(\$836.010)	(\$804.284)	\$31.726	3.8
Cash Conversion Adjustments												
Depreciation	262.988	265.462	2.474	0.9	0.000	0.000	0.000	-	262.988	265.462	2.474	0.9
Operating/Capital	(7.612)	(2.426)	5.186	68.1	0.000	0.000	0.000	-	(7.612)	(2.426)	5.186	68.1
Other Cash Adjustments	51.922	84.698	32.776	63.1	0.000	0.000	0.000	-	51.922	84.698	32.776	63.1
Total Cash Conversion Adjustments	\$307.298	\$347.734	\$40.436	13.2	\$0.000	\$0.000	\$0.000	-	\$307.298	\$347.734	\$40.436	13.2
Net Cash Surplus/(Deficit)	(\$528.712)	(\$456.550)	\$72.162	13.6	\$0.000	\$0.000	\$0.000	-	(\$528.712)	(\$456.550)	\$72.162	13.6

TABLE 3

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

October 2012					Year-to-Date October 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.	(0.678)	(1.4)	Lower ridership \$(4.027), partially offset by higher yield \$3.349.	1.776	0.4	Higher yield \$4.440, partially offset by lower ridership \$(2.664).
Other Operating Revenue	Non Reimb.	0.398	13.9	Primarily due to higher rentals, partially offset by timing of freight and miscellaneous revenue.	0.685	2.2	Primarily due to higher rentals, partially offset by timing of freight and miscellaneous revenue.
Capital & Other Reimbursements	Reimb.	(2.938)	(13.3)	Primarily due to the timing of project activity and other reimbursements.	(11.099)	(6.2)	Primarily due to the timing of project activity and other reimbursements.
Expenses							
Payroll	Non Reimb.	(0.017)	(0.0)		3.316	1.0	Primarily lower retiree payments, lower rates, vacant positions, lower vacation pay accrual/reversals and lower work rule payments, partially offset by Engineering workforce performing more maintenance activity than project activity and management vacation buyback.
	Reimb.	1.100	15.7	Primarily due to the timing of project activity and other reimbursements.	4.014	6.8	Primarily due to the timing of project activity and other reimbursements.
Overtime	Non Reimb.	(3.922)	(53.9)	Higher weather, rates, open job coverage and relief-day overtime, partially offset by lower maintenance-related overtime.	(7.008)	(10.9)	Higher rates, open job coverage, weather, relief day and crew book overtime, partially offset by lower maintenance-related overtime.
	Reimb.	(0.479)	(40.7)	Primarily due to timing of project activity.	(1.476)	(15.6)	Primarily due to timing of project activity.
Health and Welfare	Non Reimb.	(0.454)	(6.4)	Primarily higher rates.	(0.716)	(1.0)	Primarily higher rates.
	Reimb.	0.042	3.5	Primarily due to timing of project activity.	0.043	0.4	Primarily due to timing of project activity.
OPEB Current Payment	Non Reimb.	0.698	14.5	Lower rates and fewer retirees/beneficiaries.	2.469	5.2	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

October 2012				Year-to-Date October 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.	3.266	26.1	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.	(3.093)	(2.2)	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.
	Reimb.	(0.333)	(18.0)	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.	(2.772)	(16.6)	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.	(0.161)	(1.9)	Higher FELA indemnity payments, partially offset by lower Railroad Unemployment insurance.	4.366	4.8	Lower FELA indemnity payments, Railroad Retirement taxes and Unemployment Insurance.
	Reimb.	0.105	7.3	Primarily due to timing of project activity.	0.431	3.5	Primarily due to timing of project activity.
Electric Power	Non Reimb.	(1.141)	(13.7)	Primarily due to timing of electric facilities payments.	8.500	10.3	Primarily due to lower rates, consumption and timing of accrual adjustments.
	Reimb.	(0.048)	-	VD Yard	(0.193)	-	VD Yard
Fuel	Non Reimb.	(0.021)	(0.9)	Lower consumption, partially offset by higher rates.	0.823	3.5	Lower consumption, partially offset by higher rates.
Insurance	Non Reimb.	0.008	0.6	Timing of premium payments.	(0.042)	(0.3)	Timing of premium payments.
	Reimb.	0.130	26.4	Force Account Insurance associated with project activity.	0.754	18.6	Force Account Insurance associated with project activity.
Claims	Non Reimb.	0.137	38.5	Decrease in non-employee Indemnity payments.	(1.069)	(39.4)	Increase in Public Liability Expense.
Maintenance & Other Operating Contracts	Non Reimb.	1.457	29.5	Timing of activities and payments for elevator/escalator maintenance, security initiatives, communication expenses and joint facilities.	5.777	12.6	Timing of activities and payments for toilet servicing, rubbish removal, communications, plant equipment maintenance, 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.	(0.161)	(11.0)	Primarily due to timing of project activity.	(1.982)	(22.2)	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

October 2012				Year-to-Date October 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.	(0.837)	(28.5)	Primarily due to timing of MTA chargebacks, partially offset by payments and activities for IT software and hardware, outside training, postage and various consulting contracts.	5.570	21.3	Primarily due to timing of payments and activities for IT software and hardware, data center charges, outside training, postage and various consulting contracts.
	Reimb.	0.292	86.0	Primarily due to timing of project activity.	2.011	71.4	Primarily due to timing of project activity.
Materials & Supplies	Non Reimb.	3.557	40.6	Primarily timing of corporate inventory adjustments, lower usage of running repair material in the Support Shops (Wheel, Truck, Battery and A/C) and MU Car Shop and pool material reclaims greater than chargeouts.	18.961	22.1	Primarily due to lower usage of running repair material in the Support and Car Shops (Truck, Wheel, A/C and Battery Shops), timing of charge-outs for pool material and fleet modification material, timing of corporate inventory adjustments and delayed purchase of TVM's, partially offset by higher charge-outs of RCM material from the Support Shops.
	Reimb.	1.612	38.4	Primarily due to timing of project activity and timing of payments for project material.	6.678	21.7	Primarily due to timing of project activity and timing of payments for project material.
Other Business Expenses	Non Reimb.	(0.975)	*	Timing of concrete tie reimbursement.	0.201	1.8	Lower debit/credit card fees and timing of other miscellaneous expenses, partially offset by higher bad debt and timing of concrete tie reimbursement.
	Reimb.	0.046	52.3	Primarily due to timing of project activity.	0.332	42.4	Primarily due to timing of project activity.
Depreciation	Non Reimb.	1.072	4.0	Primarily timing.	(2.474)	(0.9)	Higher based on latest projection of projects achieving beneficial use in 2012.
Other Post Employment Benefits	Non Reimb.	(0.565)	(8.6)	Higher GASB adjustment to reflect the value associated with unfunded accrued liability for post employment benefits.	(3.059)	(4.8)	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

October 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	\$50.589	\$51.965	\$1.376	2.7	\$512.153	\$513.383	\$1.230	0.2
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	3.887	3.537	(0.350)	(9.0)	38.840	34.298	(4.542)	(11.7)
Capital & Other Reimbursements	18.796	24.706	5.910	31.4	164.105	173.088	8.983	5.5
Total Receipts	\$73.272	\$80.208	\$6.936	9.5	\$715.098	\$720.769	\$5.671	0.8
Expenditures								
Labor:								
Payroll	\$38.058	\$38.550	(\$0.492)	(1.3)	\$398.464	\$393.946	\$4.518	1.1
Overtime	6.723	8.278	(1.555)	(23.1)	73.086	78.488	(5.402)	(7.4)
Health and Welfare	8.258	8.758	(0.500)	(6.1)	81.611	82.776	(1.165)	(1.4)
OPEB Current Payment	4.829	4.146	0.683	14.1	47.771	45.244	2.527	5.3
Pensions	11.410	11.401	0.009	0.1	160.280	160.163	0.117	0.1
Other Fringe Benefits	8.921	7.251	1.670	18.7	101.348	89.721	11.627	11.5
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	\$78.199	\$78.385	(\$0.186)	(0.2)	\$862.560	\$850.338	\$12.222	1.4
Non-Labor:								
Electric Power	\$10.391	\$12.623	(\$2.232)	(21.5)	\$86.952	\$72.036	\$14.916	17.2
Fuel	2.813	3.246	(0.433)	(15.4)	25.959	22.608	3.351	12.9
Insurance	1.125	3.213	(2.088)	*	21.447	18.535	2.912	13.6
Claims	0.023	0.514	(0.491)	*	2.579	5.794	(3.215)	*
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	7.263	5.634	1.629	22.4	65.120	56.558	8.562	13.1
Professional Service Contracts	4.094	0.940	3.154	77.0	27.727	15.687	12.040	43.4
Materials & Supplies	12.126	9.458	2.668	22.0	116.553	106.066	10.487	9.0
Other Business Expenses	0.191	0.857	(0.666)	*	11.699	7.527	4.172	35.7
Total Non-Labor Expenditures	\$38.026	\$36.485	\$1.541	4.1	\$358.036	\$304.813	\$53.223	14.9
Other Expenditure Adjustments:								
Other	2.392	2.226	0.166	6.9	23.216	21.535	1.681	7.2
Total Other Expenditure Adjustments	\$2.392	\$2.226	\$0.166	6.9	\$23.216	\$21.535	\$1.681	7.2
Total Expenditures	\$118.617	\$117.096	\$1.521	1.3	\$1,243.812	\$1,176.685	\$67.127	5.4
Cash Timing and Availability Adjustment	0.000	(0.478)	(0.478)	-	0.000	(0.634)	(0.634)	-
Net Cash Deficit (excludes opening balance)	(\$45.345)	(\$37.365)	\$7.980	17.6	(\$528.714)	(\$456.550)	\$72.164	13.6
Subsidies								
MTA	45.345	37.366	(7.979)	(17.6)	525.466	453.301	(72.165)	(13.7)

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	October 2012			Year-to-Date as of October 31, 2012		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Receipts						
Farebox Revenue	\$1.376	2.7	Higher yields \$3.349 and higher advance sales impact \$2.341, partially offset by lower ridership \$(4.027) and lower Metrocard/AirTrain sales \$(0.287).	\$1.230	0.2	Higher yields \$4.440 and higher advance sales impact \$1.413, partially offset by lower ridership \$(2.664) and lower Metrocard/AirTrain sales \$(1.959).
Other Operating Revenue	(\$0.350)	(9.0)	Primarily due to the timing of intercompany receipts, miscellaneous and freight revenue, partially offset by the timing of rental revenue.	(\$4.542)	(11.7)	Primarily due to the timing of intercompany receipts, miscellaneous, freight and rental revenue.
Capital and Other Reimbursements	\$5.910	31.4	Timing of activity and reimbursement for capital and other reimbursements.	\$8.983	5.5	Timing of activity and reimbursement for capital and other reimbursements.
Expenditures						
Labor:						
Payroll	(\$0.492)	(1.3)	Primarily higher differential payments.	\$4.518	1.1	Primarily due to lower retiree payments, lower rates, project activity, vacant positions, and lower work rule payments, partially offset by higher differential payments and management vacation buybacks.
Overtime	(\$1.555)	(23.1)	Primarily higher weather-related, vacancy/absentee coverage, and project overtime, partially offset by lower maintenance-related overtime.	(\$5.402)	(7.4)	Primarily higher vacancy/absentee coverage, weather-related overtime, relief day overtime, rates, and project overtime, partially offset by lower maintenance-related overtime.
Health and Welfare	(\$0.500)	(6.1)	Primarily due to higher rates.	(\$1.165)	(1.4)	Primarily due to timing of payments and higher rates.
OPEB Current Payment	\$0.683	14.1	Primarily due to fewer retirees/beneficiaries.	\$2.527	5.3	Primarily due to fewer retirees/beneficiaries.

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	October 2012			Year-to-Date as of October 31, 2012		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Other Fringe Benefits	\$1.670	18.7	Primarily lower FELA indemnity payments and the timing of Railroad Unemployment Insurance payments, partially offset by higher Railroad Retirement payments.	\$11.627	11.5	Primarily lower FELA indemnity and Railroad Retirement payments, and the timing of Railroad Unemployment insurance payments, partially offset by safety shoe and meal payments.
Non-Labor:						
Electric Power	(\$2.232)	(21.5)	Primarily due to the timing of payments, partially offset by lower rates.	\$14.916	17.2	Primarily due to the timing of payments, lower rates and lower consumption.
Fuel	(\$0.433)	(15.4)	Timing of payments and lower consumption, partially offset by higher rates.	\$3.351	12.9	Primarily due to timing of payments and lower consumption.
Insurance	(\$2.088)	*	Timing of payments.	\$2.912	13.6	Timing of payments.
Claims	(\$0.491)	*	Timing of payment for claims.	(\$3.215)	*	Timing of payment for claims.
Maintenance and Other Operating Contracts	\$1.629	22.4	Timing of payments.	\$8.562	13.1	Timing of payments.
Professional Service Contracts	\$3.154	77.0	Timing of MTA chargeback payments and the timing of and payment for consulting services.	\$12.040	43.4	Timing of MTA chargeback payments and the timing of and payment for consulting services.
Materials and Supplies	\$2.668	22.0	Primarily the timing of program, production plan, and operating funded capital material and supplies.	\$10.487	9.0	Primarily the timing of program, production plan, and operating funded capital material and supplies.
Other Business Expenses	(\$0.666)	*	Primarily due to the timing of a concrete tie reimbursement partially offset by the timing of payments and lower debit/credit card fee payments.	\$4.172	35.7	Primarily due to the timing of payments and lower debit/credit card fee payments, partially offset by the timing of a concrete tie reimbursement.
Other Expenditure Adjustments	\$0.166	6.9	Lower Metrocard/AirTrain pass through payments.	\$1.681	7.2	Lower Metrocard/AirTrain pass through payments.

Table 6

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

October 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	\$4.478	\$2.054	84.7	\$24.281	\$23.734	(\$0.547)	(2.3)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	1.019	0.272	(0.747)	(73.3)	7.568	2.342	(5.226)	(69.1)
Capital & Other Reimbursements	(3.361)	5.487	8.848	*	(13.864)	6.219	20.082	*
Total Receipts	\$0.082	\$10.237	\$10.155	*	\$17.985	\$32.295	\$14.310	79.6
Expenditures								
Labor:								
Payroll	\$4.460	\$2.885	(\$1.575)	(35.3)	\$7.930	\$5.118	(\$2.812)	(35.5)
Overtime	1.734	4.580	2.846	*	0.626	3.708	3.082	*
Health and Welfare	0.000	(0.088)	(0.088)	-	0.001	(0.491)	(0.492)	*
OPEB Current Payment	0.000	(0.016)	(0.016)	-	(0.002)	0.057	0.059	*
Pensions	2.932	0.008	(2.924)	(99.7)	(5.864)	0.117	5.981	*
Other Fringe Benefits	0.822	2.549	1.727	*	1.768	8.597	6.829	*
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	100.0
Total Labor Expenditures	\$9.948	\$9.918	(\$0.030)	(0.3)	\$4.459	\$17.107	\$12.648	*
Non-Labor:								
Electric Power	(\$2.037)	(\$3.079)	(\$1.042)	(51.2)	(\$4.724)	\$1.884	\$6.608	*
Fuel	(0.447)	(0.859)	(0.412)	(92.2)	(2.746)	(0.219)	2.527	92.0
Insurance	0.681	(1.545)	(2.226)	*	(4.487)	(2.287)	2.200	49.0
Claims	0.333	(0.295)	(0.628)	*	0.132	(2.014)	(2.146)	*
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	(0.870)	(0.537)	0.333	38.2	(10.314)	(5.547)	4.767	46.2
Professional Service Contracts	(0.821)	2.879	3.700	*	1.271	5.729	4.458	*
Materials & Supplies	0.836	(1.665)	(2.500)	*	0.110	(15.043)	(15.152)	*
Other Business Expenses	(0.151)	0.112	0.263	*	0.031	3.669	3.638	*
Total Non-Labor Expenditures	(\$2.476)	(\$4.990)	(\$2.513)	*	(\$20.728)	(\$13.827)	\$6.901	33.3
Other Expenditure Adjustments:								
Other	(2.392)	(2.226)	0.166	6.9	(23.216)	(21.535)	1.681	7.2
Total Other Expenditure Adjustments	(\$2.392)	(\$2.226)	\$0.166	6.9	(\$23.216)	(\$21.535)	\$1.681	7.2
Total Expenditures before Depreciation	\$5.080	\$2.702	(\$2.377)	(46.8)	(\$39.485)	(\$18.255)	\$21.230	53.8
Depreciation Adjustment	27.077	26.005	(1.072)	(4.0)	262.988	265.462	2.474	0.9
Other Post Employment Benefits	6.555	7.119	0.565	8.6	64.141	67.200	3.059	4.8
Environmental Remediation	0.167	0.167	0.000	0.1	1.667	1.667	(0.000)	(0.0)
Total Expenditures	\$38.878	\$35.994	(\$2.884)	(7.4)	\$289.311	\$316.073	\$26.763	9.3
Cash Timing and Availability Adjustment	0.000	(0.478)	(0.478)	-	0.000	(0.634)	(0.634)	-
Total Cash Conversion Adjustments	\$38.960	\$45.753	\$6.793	17.4	\$307.296	\$347.734	\$40.438	13.2

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

	October 2012						October 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	34,830	\$1.762	36,625	\$1.8	(1,796) -5.2%	(\$0.1) -4.6%	283,278	\$14.3	293,990	\$14.8	(10,713) -3.8%	(\$0.5) -3.7%
<u>Unscheduled Service</u>	10,268	\$0.5	9,414	\$0.5	854 8.3%	\$0.1 10.1%	92,029	\$4.8	90,670	\$4.7	1,358 1.5%	\$0.1 1.7%
<u>Programmatic/Routine Maintenance</u>	48,295	\$2.2	40,504	\$1.9	7,791 16.1%	\$0.4 16.2%	416,521	\$19.2	385,650	\$18.0	30,871 7.4%	\$1.2 6.5%
<u>Unscheduled Maintenance</u>	646	\$0.0	1,092	\$0.0	(446) -69.0%	(\$0.0) -69.0%	5,501	\$0.2	7,068	\$0.3	(1,567) -28.5%	(\$0.1) -28.8%
<u>Vacancy/Absentee Coverage</u>	52,982	\$2.6	74,732	\$3.6	(21,750) -41.1%	(\$1.0) -38.6%	480,130	\$23.1	557,665	\$26.7	(77,535) -16.1%	(\$3.6) -15.7%
<u>Weather Emergencies</u>	1,696	\$0.1	50,026	\$2.2	(48,330) *	(\$2.2) *	30,990	\$1.5	73,679	\$3.3	(42,689) *	(\$1.8) *
<u>Safety/Security/Law Enforcement</u> ²												
<u>Other</u> ³	1,462	\$0.1	2,635	\$1.2	(1,173) -80.2%	(\$1.1) *	14,338	\$1.1	14,779	\$3.4	(441) -3.1%	(\$2.3) *
Subtotal	150,179	\$7.3	215,028	\$11.2	(64,849) -43.2%	(\$3.9) -53.9%	1,322,787	\$64.3	1,423,501	\$71.3	(100,714) -7.6%	(\$7.0) -10.9%
REIMBURSABLE OVERTIME	23,520	\$1.2	30,710	\$1.7	(7,190) -30.6%	(0.5) -40.7%	187,797	\$9.5	212,028	\$10.9	(24,231) -12.9%	(\$1.5) -15.6%
TOTAL OVERTIME	173,699	\$8.5	245,738	\$12.9	(72,039) -41.5%	(\$4.4) -52.0%	1,510,584	\$73.7	1,635,529	\$82.2	(124,944) -8.3%	(\$8.5) -11.5%

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	(1,798)	(0.1)	Due to overruns in crew book overtime	(10,713)	(0.5)	Due to overruns in crew book overtime
	-5.2%	-4.6%		-3.8%	-3.7%	
Unscheduled Service	854	0.1		1,358	0.1	
	8.3%	10.1%		1.5%	1.7%	
Programmatic/Routine Maintenance	7,791	0.4		30,871	1.2	Primarily due to Maintenance of Equipment aggressive management oversight and timing of M7 10 year Truck reliability-centered maintenance program.
	16.1%	16.2%		7.4%	6.5%	
Unscheduled Maintenance	(446)	(0.0)		(1,567)	(0.1)	Overage due to train derailment in Hillside Yard.
	-69.0%	-69.0%		-28.5%	-28.8%	
Vacancy/Absentee Coverage	(21,750)	(1.0)	Primarily vacant positions/lower availability in Maintenance of Equipment, Train Operations and Customer Service.	(77,535)	(3.6)	Lower availability in Train Operations (train and engine) and Customer Service, and vacant craft positions in Maintenance of Equipment. Hiring plan in place to fill vacant positions by 3rd Quarter 2013.
	-41.1%	-38.6%		-16.1%	-15.7%	
Weather Emergencies	(48,330)	(2.2)	Weather related costs due to initial preparation and recovery from Super Storm Sandy.	(42,689)	(1.8)	Weather related costs due to initial preparation and recovery from Super Storm Sandy.
	*	*		*	*	
Safety/Security/Law Enforcement						
Other	(1,173)	(1.1)		(441)	(2.3)	
	-80.2%	*		-3.1%	*	
Subtotal	(64,849)	(\$3.9)		(100,714)	(\$7.0)	
	-43.2%	-53.9%		-7.6%	-10.9%	
REIMBURSABLE OVERTIME	(7,190)	(0.5)	Over-run due to Annual Track Program resulting from latest project schedule requirements.	(24,231)	(1.5)	Over-run due to Annual Track Program resulting from latest project schedule requirements.
	-30.6%	-40.7%		-12.9%	-15.6%	
TOTAL OVERTIME	(72,039)	(\$4.4)		(124,944)	(\$8.5)	
	-41.5%	-52.0%		-8.3%	-11.5%	
* 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 OCTOBER 2012

	Forecast	Actual	Favorable/ (Unfavorable) Variance
Administration			
Executive VP	3	4	(1)
Labor Relations	11	11	0
Procurement & Logistics (excl. Stores)	86	80	6
Human Resources	31	28	3
Sr VP Administration	2	2	0
Strategic Investments	31	25	6
President	4	4	0
VP & CFO/Pension	8	8	0
Information Technology	160	155	5
Controller	41	38	3
Management & Budget	18	17	1
Process Re-Engineering	7	6	1
VP - East Side Access & Special Projects	21	22	(1)
Market Dev. & Public Affairs	59	58	1
Gen. Counsel & Secretary	30	31	(1)
Diversity Management	1	1	0
System Safety/Training	72	70	2
Security	6	6	0
Sr VP Operations & Service Planning	22	17	5
Total Administration	613	583	30
Operations			
Train Operations	1,870	1,880	(10)
Customer Services	292	289	3
Total Operations	2,162	2,169	(7)
Maintenance			
Engineering	1,559	1,516	43
Equipment	1,980	1,968	12
Procurement (Stores)	93	89	4
Total Maintenance	3,632	3,573	59
Engineering/Capital			
Department of Project Management	126	118	8
Total Engineering/Capital	126	118	8
Baseline Total Positions	6,533	6,443	90
Non-Reimbursable	5,756	5,855	(99)
Reimbursable	777	588	189
Total Full-Time	6,533	6,443	90
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 OCTOBER 2012**

Explanation of Variances
NON-REIMBURSABLE POSITIONS - Unfavorable (99) positions due to more of the Engineering Department's work force assigned to maintenance activities instead of project work including preparation and recovery from Super Storm Sandy and higher than forecast headcount in Train Service.
REIMBURSABLE POSITIONS - Favorable 189 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 OCTOBER 2012

	Forecast	Actual	Favorable/ (Unfavorable) Variance
Administration			
Managers/Supervisors	302	282	20
Professional, Technical, Clerical	311	301	10
Operational Hourlies			-
Total Administration	613	583	30
Operations			
Managers/Supervisors	326	296	30
Professional, Technical, Clerical	163	165	(2)
Operational Hourlies	1,673	1,708	(35)
Total Operations	2,162	2,169	(7)
Maintenance			
Managers/Supervisors	695	647	48
Professional, Technical, Clerical	272	249	23
Operational Hourlies	2,665	2,677	(12)
Total Maintenance	3,632	3,573	59
Engineering/Capital			
Managers/Supervisors	103	95	8
Professional, Technical, Clerical	23	23	-
Operational Hourlies	-	-	-
Total Engineering/Capital	126	118	8
Total Positions			
Managers/Supervisors	1,426	1,320	106
Professional, Technical, Clerical	769	738	31
Operational Hourlies	4,338	4,385	(47)
Total Positions	6,533	6,443	90

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

RIDERSHIP	October 2012				Year-to-date October 2012			
	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance	%	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance	%
Monthly	4.288	3.839	(0.449)	-10.5%	39.014	38.565	(0.449)	-1.1%
Weekly	0.142	0.129	(0.014)	-9.6%	1.457	1.479	0.021	1.5%
Total Commutation	4.431	3.968	(0.462)	-10.4%	40.471	40.044	(0.427)	-1.1%
One-Way Full Fare	0.665	0.626	(0.038)	-5.8%	6.666	6.752	0.086	1.3%
One-Way Off-Peak	1.369	1.294	(0.075)	-5.5%	14.659	14.506	(0.153)	-1.0%
All Other	0.762	0.734	(0.028)	-3.7%	7.872	7.986	0.114	1.4%
Total Non-Commutation	2.796	2.654	(0.142)	-5.1%	29.197	29.243	0.047	0.2%
Total	7.226	6.622	(0.604)	-8.4%	69.668	69.287	(0.380)	-0.5%

**MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
MONTHLY PERFORMANCE INDICATORS
October 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⁾	47.2%	46.5%	51.7%	0.7%	-4.5%
	Adjusted ⁽²⁾	56.1%	56.3%	63.7%	-0.2%	-7.6%
Cost Per Passenger						
	Standard ⁽¹⁾	\$15.24	\$14.38	\$13.54	(\$0.86)	(\$1.70)
	Adjusted ⁽²⁾	\$13.67	\$12.53	\$11.67	(\$1.14)	(\$2.00)
Passenger Revenue/Passenger ⁽³⁾		\$7.20	\$6.69	\$7.00	\$0.51	\$0.20
		<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⁾	49.5%	47.4%	49.5%	2.1%	0.0%
	Adjusted ⁽²⁾	61.2%	58.2%	60.4%	3.0%	0.8%
Cost Per Passenger						
	Standard ⁽¹⁾	\$14.35	\$14.84	\$14.30	\$0.49	(\$0.05)
	Adjusted ⁽²⁾	\$12.31	\$12.81	\$12.35	\$0.50	\$0.04
Passenger Revenue/Passenger ⁽³⁾		\$7.10	\$7.03	\$7.08	\$0.07	\$0.02

(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
MID-YEAR FORECAST AND NOVEMBER FORECAST vs. ACTUAL RESULTS (NON-REIMBURSABLE)
OCTOBER 2012 YEAR-TO-DATE
(\$ in millions)

	<u>October Year-to-Date</u>			<u>Favorable(Unfavorable) Variance</u>			
	<u>Mid-Year Forecast</u>	<u>November Forecast</u>	<u>Actual</u>	<u>Mid-Year Forecast</u>		<u>November Forecast</u>	
	\$	\$	\$	\$	%	\$	%
Total Revenue	519.1	520.9	521.6	2.5	0.5	0.7	0.1
Total Expenses before Non-Cash Liability Adjs	1,026.4	1,019.8	991.6	34.8	3.4	28.2	2.8
Depreciation	263.0	265.7	265.5	(2.5)	(0.9)	0.3	0.1
OPEB Obligation	64.1	66.4	67.2	(3.1)	(4.8)	(0.8)	(1.3)
Environmental Remediation	1.7	1.7	1.7	0.0	0.0	(0.0)	(0.0)
Total Expenses	1,355.2	1,353.5	1,325.9	29.3	2.2	27.7	2.0
Net Surplus/(Deficit)	(836.0)	(832.6)	(804.3)	31.7	3.8	28.3	3.4

Note: Totals may not add due to rounding

MTA LONG ISLAND RAIL ROAD
EXPLANATION OF VARIANCES BETWEEN NOVEMBER FORECAST AND ACTUAL RESULTS
NON-REIMBURSABLE
OCTOBER 2012 YEAR-TO-DATE
(\$ in millions)

	<u>Favorable/(Unfavorable)</u>		<u>Variance Explanation</u>
	<u>Variance</u>	<u>Percent</u>	
Total Revenue	\$0.7	0.1	Timing of other operating revenue.
Total Expenses	\$27.7	2.0	Timing of retiree unused sick payouts, pension accruals, FELA Indemnity expenses, elevator/escalator maintenance, communications, IT Hardware and Software, outside legal services, miscellaneous inventory adjustments and rolling stock maintenance, pooled material chargeouts greater than reclaims, lower OPEB Current expenses due to fewer retirees and lower rates and consumption for Electric and Fuel, partially offset by timing of joint facilities expenses, public liability claims, MTA chargebacks, reimbursement for concrete tie replacement program and higher Other Post Employment Benefits.

NOTE: Mid-Year Forecast vs. Actual Variance explanations are provided in the monthly report to the Finance Committee

MTA LONG ISLAND RAIL ROAD

MONTHLY RIDERSHIP REPORT

OCTOBER 2012

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

October

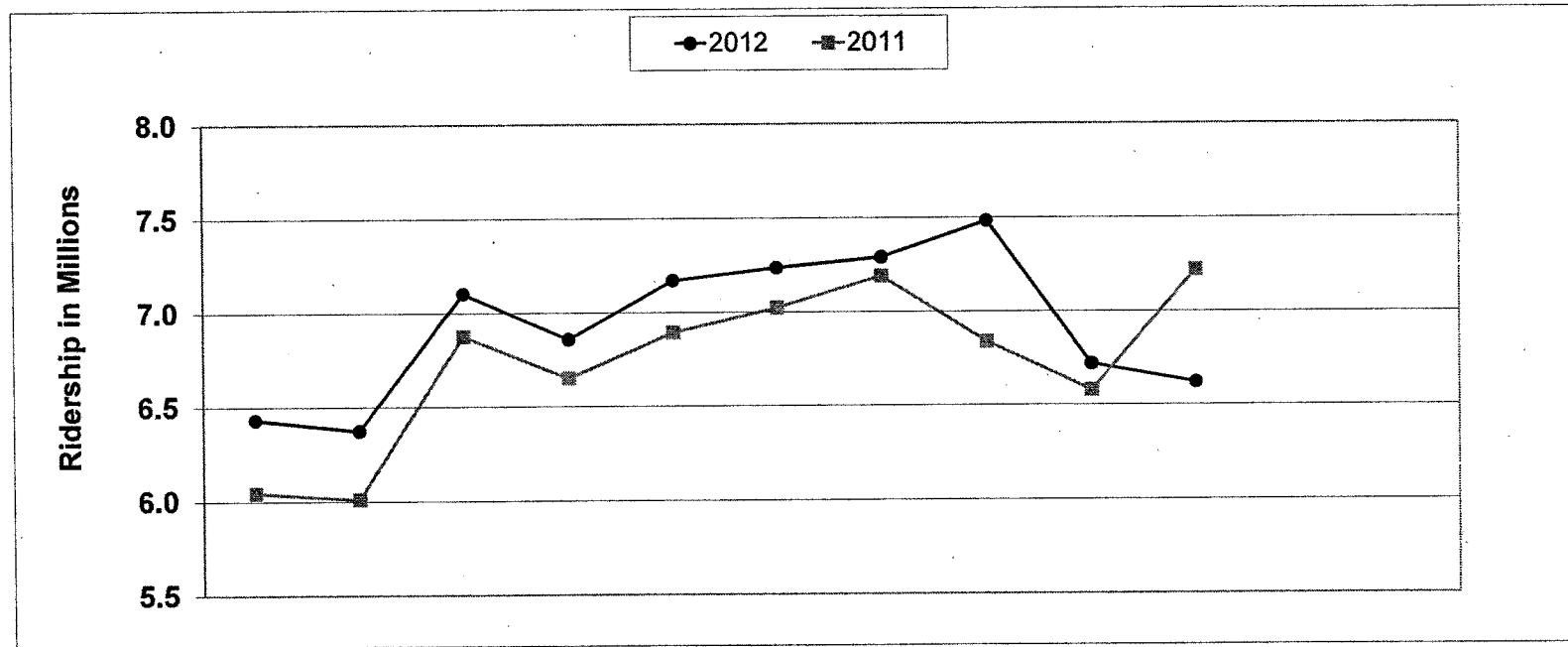
- October 2012 total ridership was 6.6 million vs. 7.2 million in October 2011, a decrease of 597,730 passengers, or a 8.3% decrease compared to October 2011. The ridership loss is attributed to the suspended/reduced service from Monday 10/29 through Wednesday 10/31 as a result of Super Storm Sandy.
- October 2012 commutation ridership was 4.0 million vs. 4.4 million in October 2011, a decrease of 433,997 passengers, or a decrease of 9.9%. Commutation trips were adjusted to account for the suspended/reduced service due to Super Storm Sandy.
- October 2012 non-commutation ridership was 2.7 million vs. 2.8 million in October 2011, a decrease of 163,733 passengers, or a decrease of 5.8%.
- October 2012 revenue was \$47.5 million vs. \$48.1 million, a decrease of \$632,077 or a decrease of 1.3% compared to October 2011.

Year-To-Date

- 2012 YTD total ridership was 69.3 million vs. 67.3 million in 2011, an increase of 1,967,336 or a 2.9% increase compared to 2011, and 0.5% below mid-year forecast.
- 2012 YTD commutation ridership was 40.0 million vs. 39.4 million in 2011, an increase of 638,924 or a 1.6% increase compared to 2011, and 1.1% below mid-year forecast.
- 2012 YTD non-commutation ridership was 29.2 million vs. 27.9 million in 2011, an increase of 1,328,412 or an increase of 4.8% compared to 2011, and 0.2% above mid-year forecast.
- 2012 YTD revenue was \$489.6 million vs. \$472.1 million in 2011, an increase of \$17,507,350 or an increase of 3.7% compared to 2011 and 0.4% above mid-year forecast.

OCTOBER RIDERSHIP

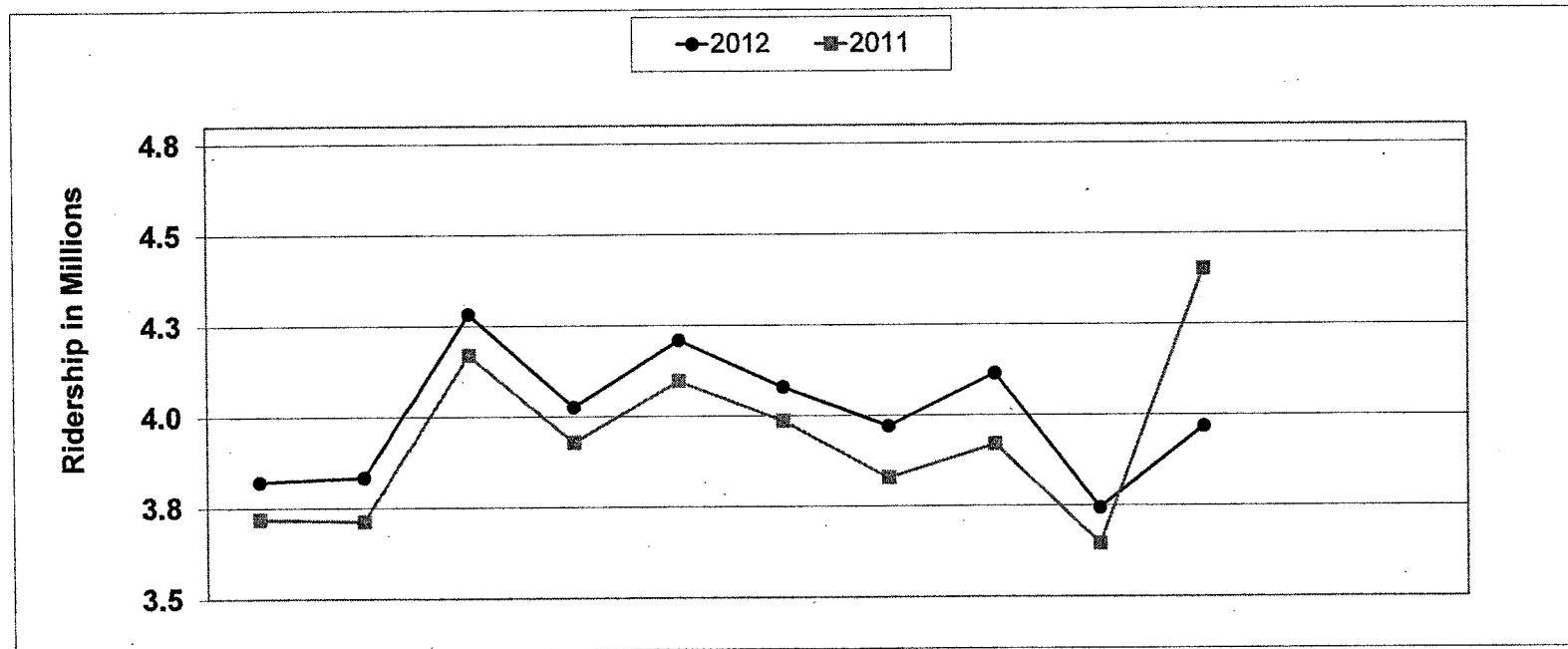
- October's Total Ridership was -8.3% below '11 and -8.4% below Mid-Year Forecast.



	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	7.5	6.7	6.6			69.3
2011	6.0	6.0	6.9	6.7	6.9	7.0	7.2	6.8	6.6	7.2			67.3
PCT CHG.	6.4%	6.1%	3.3%	3.1%	4.0%	3.0%	1.4%	9.4%	2.1%	-8.3%			2.9%

OCTOBER COMMUTATION RIDERSHIP

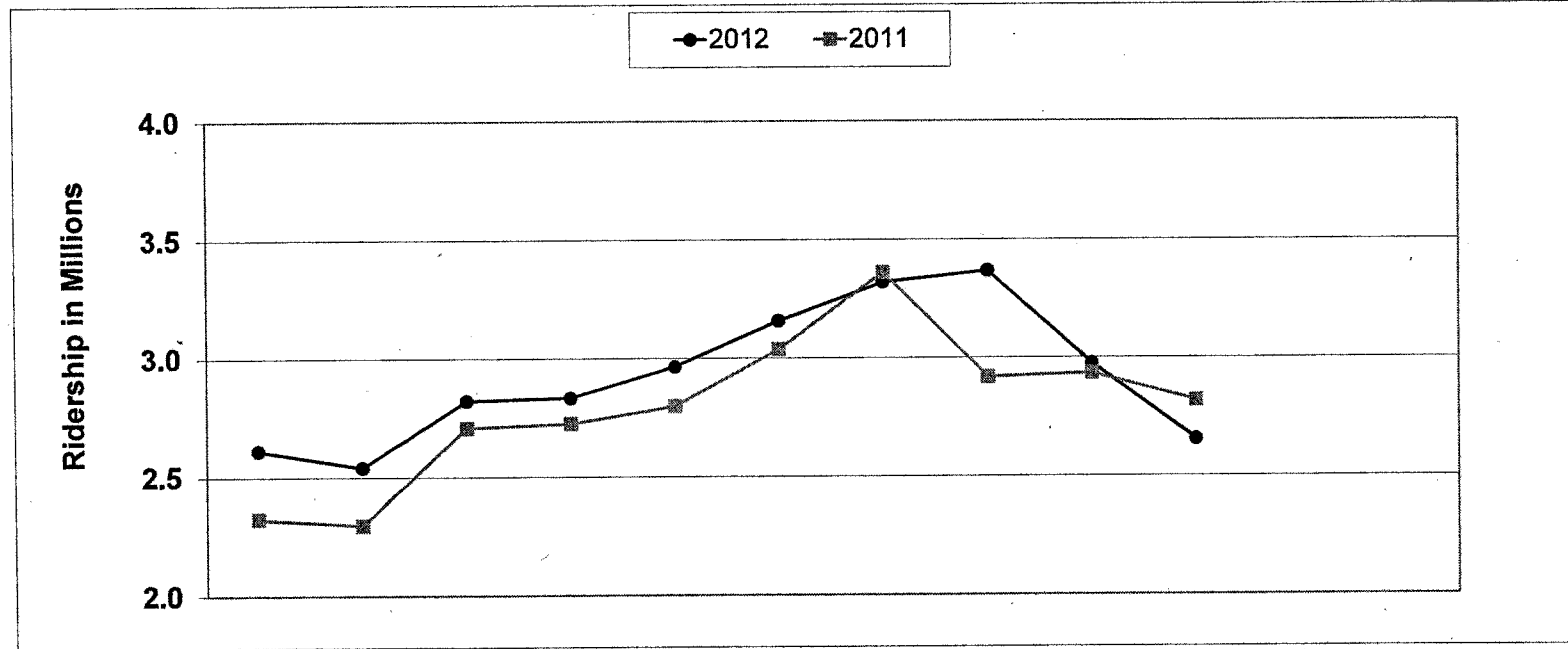
- October's Commutation Ridership was -9.9% above '11 and -10.4% below Mid-Year Forecast.



	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	4.1	3.7	4.0			40.0
2011	3.7	3.7	4.2	3.9	4.1	4.0	3.8	3.9	3.6	4.4			39.4
PCT CHG.	2.8%	3.2%	2.7%	2.5%	2.8%	2.3%	3.7%	5.0%	2.7%	-9.9%			1.6%

OCTOBER NON-COMMUTATION RIDERSHIP

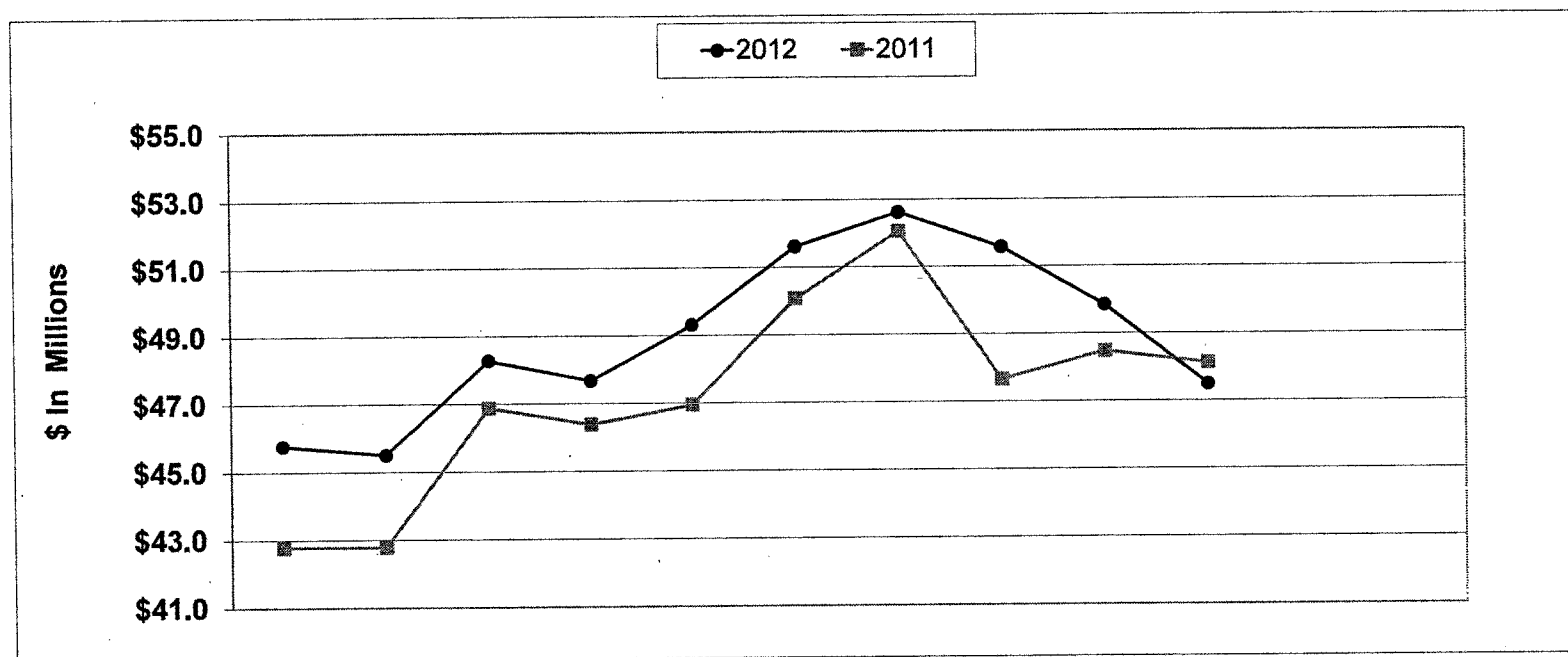
- October's Non-Commutation Ridership was -5.8% below '11 and -5.1% below Mid-Year Forecast.



	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	3.4	3.0	2.7			29.2
2011	2.3	2.3	2.7	2.7	2.8	3.0	3.4	2.9	2.9	2.8			27.9
PCT CHG.	12.3%	10.6%	4.2%	4.0%	6.0%	4.0%	-1.3%	15.4%	1.4%	-5.8%			4.8%

OCTOBER REVENUE

- October's Total Revenue was -1.3% below '11 and -1.4% below Mid-Year Forecast.



	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	\$51.6	\$49.8	\$47.5			\$489.6
2011	\$42.8	\$42.8	\$46.9	\$46.4	\$46.9	\$50.1	\$52.1	\$47.7	\$48.5	\$48.1			\$472.1
PCT CHG.	7.0%	6.4%	3.0%	2.8%	5.0%	3.1%	1.1%	8.2%	2.8%	-1.3%			3.7%

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

TICKET TYPE/SERVICE	OCTOBER 2012	OCTOBER 2011	CHANGE VS. 2011	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	3,968,012	4,402,009	(433,997)	-9.9%
NON-COMMUTATION RIDERSHIP	2,653,951	2,817,684	(163,733)	-5.8%
TOTAL RIDERSHIP	6,621,963	7,219,693	(597,730)	-8.3%

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

TICKET TYPE/SERVICE	OCTOBER 2012	OCTOBER 2011	CHANGE VS. 2011	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	40,043,712	39,404,788	638,924	1.6%
NON-COMMUTATION RIDERSHIP	29,243,425	27,915,013	1,328,412	4.8%
TOTAL RIDERSHIP	69,287,137	67,319,801	1,967,336	2.9%

**October 2012 ridership was adjusted for Hurricane Sandy losses in commutation trips to account for suspended/reduced service from Monday 10/29 through Wednesday 10/31.*

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

REVENUE	OCTOBER 2012	OCTOBER 2011	CHANGE VS. 2011	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$26,466,323	\$25,829,229	\$637,094	2.5%
NON-COMMUTATION REVENUE	\$21,020,887	\$22,290,057	(\$1,269,171)	-5.7%
TOTAL REVENUE	\$47,487,210	\$48,119,286	(\$632,077)	-1.3%

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

REVENUE	OCTOBER 2012	OCTOBER 2011	CHANGE VS. 2011	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$255,406,905	\$248,399,235	\$7,007,670	2.8%
NON-COMMUTATION REVENUE	\$234,241,376	\$223,741,696	\$10,499,680	4.7%
TOTAL REVENUE	\$489,648,281	\$472,140,931	\$17,507,350	3.7%



Long Island Rail Road

CAPITAL PROGRAM

HIGHLIGHTS

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

PN-UB: MASSAPEQUA STATION PLATFORM REPLACEMENT

Project Budget: \$20.30M

Milestone: Design Completion

The Design for replacement of a 12-car center island platform and repair of the understructure is complete. The work will include demolition and reconstruction of the platform, platform waiting area, canopy, platform lighting, communication and security systems, drainage, and stairways, as well as the escalator and elevator. The 2 underpasses will be rehabilitated. The west pedestrian walkway and the Broadway Bridge Overpass will be replaced. The LIRR will be seeking construction bids early next year for start of construction in the 2nd Quarter of 2013.

MENTORING ACTIVITIES

- Hillside Support Facility Platform Elevator Replacements: South elevator work continued.
- Richmond Hill Sheridan Shop Roof Replacement: Work continued.
- Richmond Hill Storage Facility Fitout: Work continued.
- Massapequa Bridge Painting: Work continued.
- HVAC Replacement West Side Yard: Submittal review in progress.

2012 LIRR Capital Program Goals

Page 216

