



*The City of New York
Office of the Comptroller
Bureau of Financial Audit*

WILLIAM C. THOMPSON, JR.
Comptroller

**Audit Report on the
Metropolitan Transportation Authority's
Maintenance of Metro-North Railroad Stations
Within the City**

FN01-191A

February 20, 2002

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EXECUTIVE SUMMARY

Background

The Metropolitan Transportation Authority (MTA) was created in 1965 by New York State to maintain and to improve commuter transportation and related services within the Metropolitan Transportation Commuter District. This District encompasses the City of New York (City) and Dutchess, Nassau, Orange, Putnam, Rockland, Suffolk, and Westchester counties. Chapter 415, § 1277, of the New York State Public Authorities Law (NYSPAL) of 1966, requires that each local governmental unit reimburse the MTA for the cost of operating, maintaining, and using commuter passenger stations within their boundaries. In June 2000, the New York State Legislature amended § 1277 of the NYSPAL to establish an annual fixed billing. The bill is adjusted annually based on the Consumer Price Index for Wage Earners and Clerical Workers for the New York, Northeastern-New Jersey Standard Metropolitan Statistical Area.

This audit reviewed the Metro-North Railroad (Metro-North) maintenance operations and the conditions of its City Stations. Prior to the State fiscal year ending March 31, 2000, we audited the MTA's claim for reimbursement of actual costs associated with the maintenance, use, and operation of Metro-North's City Stations to verify whether the costs were reasonable, accurate, and allowed under Chapter 415, § 1277 of NYSPAL. The MTA's bill for both Metro-North and Long Island Rail Road (LIRR) City Stations for the period April 1, 2000, to March 31, 2001, totaled \$65,359,978. We are conducting an audit—#FN01-190A—of the LIRR's City Stations. The results of that audit will be covered in a separate report.

Our audit objectives were to determine whether Metro-North maintained the City Stations in a clean and safe condition; corrected unsafe and unsanitary conditions at City Stations identified in the previous report; and provided maintenance services for City Stations in accordance with Metro-North's standards and procedures.

We met with Metro-North officials to obtain an understanding of their station maintenance operation. We reviewed operating procedures and standards adopted by Metro-North and examined station maintenance and cleaning records to determine Metro-North's compliance with those procedures; inspected all Metro-North City Stations to determine whether they were properly maintained; and determined whether the MTA provided adequate police protection at the City Stations. In addition, we determined whether unsafe and unsanitary conditions noted in our prior audit (#FN00-175A, issued February 27, 2001) were corrected.

Results in Brief

Our review of Metro-North's maintenance operations for all 14 City Stations found that one station—Woodlawn—was free of problems. Eight stations—Grand Central Terminal, Harlem-125th Street, Melrose, Botanical Garden, Williams Bridge, Morris Heights, Marble Hill, and Spuyten Duyvil—were in good or fair condition, with only minor problems.

However, five other stations—Tremont, Fordham, Wakefield, University Heights, and Riverdale—were not properly maintained and had potentially hazardous conditions in need of repair. Many of these conditions were noted in our prior audit report. The potentially hazardous conditions included missing third rail caps and sleeve covers; raised metal expansion plates; uneven, cracked, and crumbling cement; and deteriorated steps and staircases. (See Appendix II for photographs of some of the conditions we observed during this audit.) The chart on page ES-5 summarizes the types of problems at each station and identifies those problems found in our previous audit.

Moreover, Metro-North did not always correct or adequately address the problems that were indicated as early as July 1999 on inspection reports prepared by its own Customer Service and Operation Services Departments during Metro-North's inspections at certain City Stations.

For example, Metro-North's Customer Service Department reported in its May, July, and August 2000 inspections of the Tremont Station that the stairway was cracked and rusted; and the Operation Services Department cited in every inspection report from July 2000 through June 2001 that the Tremont Station stairs were in "bad shape" and that the northbound platform had "spalling" concrete. These conditions were also reported in our prior audit. During our most recent inspections of the Tremont Station in July and August 2001, we found that no corrective action had been taken to repair the stairs at this station.

As a second example, during inspections conducted at the Wakefield Station from May 2000 through June 2001, Metro-North's Customer Service and Operation Services Department cited loose, spalling, and cracked concrete on both platforms; chipped paint on the walls, stairs, and canopy; and graffiti on the stairway, walls, and canopy. These same conditions still existed during our inspections of this station in July and August 2001.

Finally, both Metro-North's Customer Service and Operations Services Departments reported in their May 2000 inspection reports that the stairway at the Riverdale Station is rusted and that the stairs are "bumpy." Moreover, Customer Service Department officials reported that the Riverdale Station platform had loose and spalling concrete, that stairs were chipped, and that the steelwork of the stairway was rusting. These conditions were cited in our prior audit report and still existed when we inspected this station in July and August 2001.

In addition, during our inspections of Metro-North's City stations in July and August 2001, the number of stations that were missing portions of the protective third rail caps and sleeve covers increased from four stations cited in our prior audit to nine stations—Harlem-125th Street, Tremont, Fordham, Botanical Gardens, Williams Bridge, Morris Heights, University Heights, Marble Hill, and Riverdale. The uncovered areas of the third rail created the potential for contact with high voltage electricity, a hazardous and dangerous condition.

Recommendations

MTA and Metro-North should:

1. Correct all unsafe and dangerous station conditions immediately.
2. Replace all missing third rail caps and protective sleeve covers immediately.
3. Repair the platforms, stairways, and other deteriorated structures identified in this report.
4. Clean and remove the graffiti and debris identified in this report.
5. Ensure that conditions identified by its inspectors are promptly corrected.

Metro-North Response: Metro-North officials agreed with the report's five recommendations and responded that most of the New York City Stations are scheduled for significant improvement or capital reconstruction. In the interim, the respective maintenance departments will continue to make temporary repairs. Metro-North officials also responded that its Power Department will continue replacing missing third rail caps and sleeve covers.

As part of Metro-North's response, its Structures, Power, and Operations Departments described the actions that they have taken in response to the station conditions cited in this report. These actions included replacing third rail covers and caps; repairing platform concrete, staircases, and walkways; removing graffiti; and replacing broken glass.

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INTRODUCTION

Background

The Metropolitan Transportation Authority (MTA) was created in 1965 by the State of New York to maintain and improve commuter transportation and related services within the Metropolitan Transportation Commuter District. This District encompasses the City of New York as well as Dutchess, Nassau, Orange, Putnam, Rockland, Suffolk, and Westchester counties. The New York State Legislature determined that an effective, efficient commuter rail system, reasonably priced, was vital to the continued economic viability of the City and its neighboring counties; and that providing such a service was dependent upon the availability of operating subsidies. Chapter 415, § 1277, of the New York State Public Authorities Law (NYSPAL) of 1966 requires that each local governmental unit reimburse MTA for the cost of operating, maintaining, and using commuter passenger stations within their boundaries.

Metro-North operates 120 passenger stations, 14 of which are within the City's boundaries (City Stations). After the New York State Legislature amended § 1277 of NYSPAL in June 2000 to establish an annual fixed billing, we reviewed Metro-North's maintenance operations and the condition of its City Stations.¹ Prior to the State fiscal year ending March 31, 2000, we also reviewed the MTA's claim for reimbursement of actual costs associated with the maintenance, use, and operation of Metro-North's City Stations to verify whether costs were reasonable, accurate, and allowed under Chapter 415, § 1277 of NYSPAL. The MTA's bill for both Metro-North's and the Long Island Rail Road's City Stations for the period April 1, 2000, to March 31, 2001, totaled \$65,359,978. It should be noted that we are conducting a separate audit—#FN01-190A—of the Long Island Rail Road's City Stations. The results of that audit will be covered in a separate report.

¹ Under the amendment, the bill is adjusted annually, based on the Consumer Price Index for Wage Earners and Clerical Workers for the New York, Northeastern-New Jersey Standard Metropolitan Statistical Area.

Objectives

Our audit objectives were to determine whether Metro-North:

- Maintained the City Stations in a clean and safe condition;
- Corrected unsafe and unsanitary conditions at City Stations identified in the previous report; and,
- Provided maintenance services for City Stations in accordance with Metro-North's standards and procedures.

Scope and Methodology

This audit covered the period April 1, 2000, to March 31, 2001. We met with Metro-North officials to obtain an understanding of their station maintenance operation. We reviewed Metro-North's standards and procedures for maintaining Grand Central Terminal and its 13 other City Stations, and examined station maintenance and cleaning records to determine Metro-North's compliance with those procedures.

In addition, we inspected all Metro-North City Stations to determine whether they were properly maintained. We developed a checklist to document the results of our inspections and compared our results to the conditions listed on Metro-North's Station Customer Service Exceptions Reports and its Operation Services Station Inspection Reports for each City Station. We then determined whether unsafe and unsanitary conditions noted in our prior audit (#FN00-175A) were corrected. Moreover, we determined whether the MTA provided adequate police protection at the City Stations by reviewing police officers' payroll time sheets, daily blotters, and various MTA records showing police patrol time at the stations.

This audit was conducted in accordance with generally accepted government auditing standards (GAGAS) and included tests of the records and other auditing procedures considered necessary. This audit was performed in accordance with Chapter 415, § 1277 of NYSPAL, and pursuant to the City Comptroller's audit responsibilities, as set forth in Chapter 5, § 93, of the New York City Charter.

Discussion of Audit Results

The matters covered in this report were discussed with Metro-North officials during, and at the conclusion of, this audit. A preliminary draft report was sent to MTA and to Metro-North officials and was discussed at an exit conference on November 30, 2001. On December 3, 2001, we submitted a draft report to MTA and to Metro-North officials with a request for comments. We received a written response from Metro-North, forwarded by the MTA on January 18, 2002, which stated:

"Metro-North concurs with the five recommendations put forth in the audit and has addressed the exceptions raised in the audit. I have attached summaries of the corrective actions that have been made or scheduled by Metro-North's respective maintenance departments."

Metro-North officials responded that most of the New York City Stations are scheduled for significant improvement or capital reconstruction. In the interim, the respective maintenance departments will continue to make temporary repairs. Metro-North officials also stated that its Power Department

will continue replacing missing third rail caps and sleeve covers.

As part of Metro-North's response, its Structures, Power, and Operations Departments described the actions that they have taken in response to the station conditions cited in this report. These actions included replacing third rail covers and caps; repairing platform concrete, staircases, and walkways; removing graffiti; and replacing broken glass.

The full text of the Metro-North response is included as an addendum to this final report.

**OFFICE OF THE COMPTROLLER
NEW YORK CITY**

DATE FILED: February 20, 2002

FINDINGS AND RECOMMENDATIONS

During our review of MTA's maintenance operations for Metro-North's City Stations, we found that only one station—Woodlawn—was free of problems. Eight stations—Grand Central Terminal, Harlem-125th Street, Melrose, Botanical Garden, Williams Bridge, Morris Heights, Marble Hill, and Spuyten Duyvil—were in good or fair condition, with only minor problems. However, five other stations—Tremont, Fordham, Wakefield, University Heights, and Riverdale—were not properly maintained and had potentially hazardous conditions in need of repair. During this audit, we found that the number of stations with exposed third rails increased significantly from our last audit. During the current audit, nine stations had exposed third rail caps and sleeves as opposed to four stations last year. In addition, two of the current stations (Fordham and Riverdale), were cited for this condition in the previous report. Other potentially hazardous conditions included raised metal expansion plates; uneven, cracked, and crumbling cement; and deteriorated steps and staircases. Many of these conditions were noted in our prior audit report (Audit #FN00-175A, issued February 27, 2001).

Moreover, we found that Metro-North did not always correct or adequately address the problems that were indicated on inspection reports prepared by its own Customer Service and Operation Services Departments during Metro-North's inspections at the Riverdale, Tremont, University Heights, and Wakefield Stations.

These issues are discussed in more detail in the following sections of this report.

Station Conditions

The following are the specific conditions identified during our observations of the City Stations and the status of those conditions that were noted during the prior audit.

GRAND CENTRAL TERMINAL - (42nd Street and Park Avenue, Manhattan.)

Prior Conditions:

The Vanderbilt Hall entrance had cracked tiles. There was scattered garbage and debris along Track 40 and near the third rail by Track 27. Tracks 11, 14, 16, 17, 20, 25, 28, 29, 34, and 36 had water leaking from the ceilings onto the platforms. Track 39 had a loose banister on its ramp and portions of the steps were missing. Track 107 had a loose handrail, and the platform on Track 29 had broken concrete and raised pavement.

Current Status:

Corrected.

Additional Problems:

There was broken concrete on the Track 13 platform. Water leaked from the ceilings onto the platform from above Tracks 11, 13, 15, 17, 21, 23, 25, 27, 28, 35, 38, 42, 102, 111, and 112. An expansion joint on Track 29 platform was raised, making the platform uneven. (See photograph on page 1 in Appendix II.) There were broken platform edges broken on Tracks 15, 24, and 29. (See photograph on page 1 in Appendix II.) The north-end staircase near Track 18 had broken tiles, and the Track 115 staircase had worn metal treads. There were missing sections of the banisters on the ramps leading to Tracks 27 and 112.

The entrance gates to both Tracks 32 and 42 had broken windowpanes. There was a large amount of litter by the third rail on Track 14.

HARLEM - 125th STREET STATION - (E. 125th Street and Park Avenue, Manhattan.)

Prior Conditions: None.

Additional Problems: Third rail caps and sleeve covers were missing.

HARLEM LINE

MELROSE STATION - (East 162nd Street and Park Avenue, Bronx.)

Prior Conditions: There was broken glass and litter in the station and graffiti on the northbound platform wall. The ceiling over the southbound platform leaked.

Current Status: Partially corrected. The broken glass and litter was cleaned up and the graffiti was removed. However, the ceiling over the southbound platform still leaked.

Additional Problems: There was broken concrete on the northbound and southbound platforms. Broken edges on the northbound platform left metal rods exposed. (See photographs on page 2 in Appendix II.) New litter and broken glass were on the station's northbound platform.

TREMONT STATION - (East Tremont Avenue and Park Avenue, Bronx.)

Prior Conditions: The northbound entrance and stairway was rusted and had peeling paint. There was also a cracked step at the bottom of the stairway. The platform edge on the northbound side had a hole. Temporary support beams were supporting the staircases. There was litter on the platform and the surrounding area and graffiti on the station's walls and platform.

Current Status: Partially corrected. The cracked step at the bottom of the northbound staircase was repaired. All other conditions noted in the previous audit were not addressed.

Additional Problems: The northbound and southbound staircases had broken steps. The southbound platform had a loose edge-board and broken concrete. Third rails on the southbound track were exposed and missing their protective sleeve covers. (See photographs on pages 3 and 4 in Appendix II.)

FORDHAM STATION - (Fordham Road and Webster Avenue, Bronx.)

Prior Conditions: Missing protective caps and sleeves caused third rails to be exposed.

Loose and crumbling concrete under the passenger overpass caused a potentially hazardous condition for passengers. A metal rod protruded from a broken concrete wall on the northbound platform. There was crumbling plaster from the rear wall of the northbound platform. A large area of fallen berries on the southbound platform created an unclean and slippery condition for passengers.

Current Status: Not corrected.

Additional Problems: In addition to not correcting the above conditions, there were additional third rail caps missing, broken concrete by the edge on the southbound platform, and broken edges that exposed rusted metal rods on the southbound platform. (See photographs on page 5 in Appendix II.)

BOTANICAL GARDEN STATION - (Southern Blvd. and Bedford Park Blvd., Bronx.)

Prior Conditions: None.

Additional Problems: Third rails were missing sleeves and caps. (See photographs on page 6 in Appendix II.) Glass in the window on the southbound pedestrian overpass was cracked. Graffiti was on the southbound platform.

WILLIAMS BRIDGE STATION - (Gun Hill Road and Webster Avenue, Bronx.)

Prior Conditions: There was graffiti on the platform, the canopy, and the adjacent wall. Litter at the front entrance was not cleaned up.

Current Status: Partially corrected. Some of the same graffiti still exists.

Additional Problems: There were exposed third rails on both the northbound and southbound tracks. (See photographs on page 7 in Appendix II.) The northbound platform shelter had two broken windows. There was litter at the rear of the northbound platform.

WOODLAWN STATION - (East 233rd Street, between Webster Avenue and Bronx Boulevard, Bronx.)

Prior Conditions: There was graffiti on the walkway bridge, the canopy, and the platform. The third rail on the southbound side was exposed.

Current Status: Corrected.

Additional Problems: None.

WAKEFIELD STATION - (East 241st Street, between Bronx River Road and Bronx Boulevard, Bronx.)

Prior Conditions: The platform's cement was cracked and crumbling, the northbound platform sidewalk had large holes, the station's canopy and staircases had peeling paint, there was a hole in the Plexiglas on the southbound staircase and graffiti on the platform, the canopy, and the surrounding area.

Current Status: Partially corrected. Some concrete work had been done on both platforms. However, there were still large areas of cracked and crumbling cement on both platforms. All other conditions still exist: the peeling paint on the staircases and canopy, the large holes on the northbound platform sidewalk, and the hole in the Plexiglas on the southbound staircase had not been corrected. In addition, the graffiti on the platform, the canopy, and the surrounding area had not been removed.

Additional Problems: There was broken and loose concrete on the northbound platform edge and the southbound platform. A rusted metal rod protruded from broken concrete on the southbound platform. (See photographs on page 8 in Appendix II.)

HUDSON LINE

MORRIS HEIGHTS STATION - (West 177th Street and Sedgwick Avenue, Bronx.)

Prior Conditions: A raised metal expansion plate at the entrance posed a possible tripping hazard, and there was a broken edge on the southbound side of the station's platform.

Current Status: Corrected.

Additional Problems: A different metal expansion plate was loose and uneven at the entrance. There were exposed third rails without caps on the northbound and southbound tracks. The southbound side of the platform had loose, splintered, and missing sections of its edge-boards. (See photographs on page 9 in Appendix II.) There was loose concrete on the northbound side of the platform.

UNIVERSITY HEIGHTS STATION - (West Fordham Road and Major Deegan Expressway, Bronx.)

Prior Conditions: The platform had cracked and crumbling cement. The southbound side of the platform had several large holes that exposed rusted metal rods. Holes were filled with water.

Current Status: Partially corrected. Some concrete repairs had been made; however, there were still areas where cement was cracked and crumbling. (See

photograph on page 11 in Appendix II.) The southbound side of the platform still had exposed rusted metal rods.

Additional Problems: Other sections of the platform had broken concrete that exposed metal rods. The northbound and southbound tracks had exposed sections of third rails. (See photographs on pages 10 and 11 in Appendix II.)

MARBLE HILL STATION - (West 225th Street, west of Broadway, Bronx.)

Prior Conditions: There was broken and cracked cement on the edge of the northbound platform. Several holes in the southbound platform were filled with water. There was graffiti on the staircase and the benches.

Current Status: Corrected.

Additional Problems: There were exposed sections of third rails on the northbound track. Broken concrete created several holes on the northbound side of the platform. Broken concrete left exposed metal at the rear area of the southbound side of the platform. The southbound side of the platform had missing edge-board sections. (See photographs on page 12 in Appendix II.) There was broken glass on the northbound side of the platform.

SPUYTEN DUYVIL STATION - (Edsell Avenue, off Johnson Avenue, Bronx.)

<u>Prior Conditions:</u>	The northbound platform had cracked and broken edge-boards.
<u>Current Status:</u>	Not corrected. The northbound platform still had cracked and broken edge-boards.
<u>Additional Problems:</u>	None.

RIVERDALE STATION - (West 254th Street, near the Hudson River, Bronx.)

<u>Prior Conditions:</u>	Missing protective sleeve covers and caps caused sections of the third rails to be exposed. The southbound and northbound platforms had cracked and crumbling cement. There was rusted debris falling from a deteriorated staircase on the platform. The stairway railing was rusted, cement on the northbound platform was cracked and crumbling, pipes in the waiting area canopy and the overhead staircase had peeling paint, and the protective cover at the base of a lamppost on the southbound platform was missing, exposing the wires. There was graffiti on the walls of the northbound platform.
<u>Current Status:</u>	Partially corrected. The missing protective cover at the base of a lamppost on the southbound platform was replaced. Some concrete repairs had been made; however, the northbound and southbound platforms still have many areas where cement was cracked and crumbling. (See photographs on page 13 of Appendix II.) The staircase and the stairway railing had not been repaired and were still rusted. The pipes in the waiting area canopy and the overhead staircase still had peeling paint, and there was still graffiti on the walls of the northbound platform. Portions of the station's third rails were still missing caps and sleeves. (See photograph on page 13 in Appendix II.)
<u>Additional Problems:</u>	A metal tread plate on the southbound platform staircase was loose.

Conditions Cited during Metro-North's Own Inspections of City Stations were not always Addressed

Conditions noted by Metro-North inspectors at the Tremont, Fordham, Wakefield, University Heights, and Riverdale Stations, were not always corrected or adequately addressed. Specifically:

- Metro-North inspectors from the Customer Service Department reported in their May, July, and August 2000 inspections of the Tremont Station that the stairway was cracked and rusted. In addition, Metro-North inspectors from the Operation Services Department cited in every inspection report from July 2000 through June 2001 that the Tremont Station stairs were in "bad shape" and that the northbound platform had "spalling" (chipped) concrete. It should be noted that these conditions were also reported in our prior audit (Audit #FN00-

175A). During our most recent inspections of the Tremont Station in July and August 2001, we found that no corrective action had been taken to repair the stairs at this station.

- Metro-North's Customer Service Department officials, in their inspections of the Fordham Station in April and May 2000, reported that the platform was broken and cracked under the stairs. In addition, Metro-North's Operation Services Department cited this condition in a February 2001 inspection report. Nevertheless, during our inspection in July 2001, we noted that these conditions were not remedied.
- During routine inspections conducted at the Wakefield Station from May 2000 through June 2001, Metro-North's Customer Service and Operation Services Department cited loose, spalling, and cracked concrete on both platforms; there was chipped paint on the walls, stairs, and canopy; and graffiti on the stairway, walls, and canopy. We observed these same conditions during our inspections of Wakefield in July and August 2001. (See photographs on page 8 in Appendix II.)
- Metro-North's Operation Services Department reported in its February and March 2001 inspections that there were "fresh patches" of concrete on the University Heights Station platform. However, as of May and June 2001, the Operation Services Department noted that the patches did not last. During our inspections of this station in July and August 2001, we noted that large sections of the platform were cracked and crumbling. (See photographs on pages 10 and 11 in Appendix II.)
- Both Metro-North's Customer Service and Operations Services Departments reported in their May 2000 inspection reports that the stairway at the Riverdale Station is rusted and that the stairs are "bumpy." Moreover, Customer Service Department officials reported that the Riverdale Station platform had loose and spalling concrete, that stairs were chipped, and that the steelwork of the stairway was rusting. These conditions were cited in our prior audit reports and still existed when we inspected this station in July and August 2001.

The above problems are also described in the prior section concerning station conditions.

Third Rails Exposed because of Missing Protective Caps and Sleeve Covers

During our inspections of Metro-North's City stations in July and August 2001, we found that the number of stations that were missing portions of the protective third rail caps and sleeve covers increased from four stations cited in our prior audit to nine stations—Harlem-125th Street, Tremont, Fordham, Botanical Gardens, Williams Bridge, Morris Heights, University Heights, Marble Hill, and Riverdale. The uncovered areas of the third rail created the potential for contact with high voltage electricity, a hazardous and dangerous condition.

Recommendations

MTA and Metro-North should:

1. Correct all unsafe and dangerous station conditions immediately.
2. Replace all missing third rail caps and protective sleeve covers immediately.
3. Repair the platforms, stairways, and other deteriorated structures identified in this report.
4. Clean and remove the graffiti and debris identified in this report.
5. Ensure that conditions identified by its inspectors are promptly corrected.

Metro-North Response: Metro-North officials agreed with the report's recommendations. As part of Metro-North's response, its Structures, Power, and Operations Departments described the actions that they have taken in response to the station conditions cited in this report. These actions included replacing third rail covers and caps; repairing platform concrete, staircases, and walkways; removing graffiti; and replacing broken glass.

MTA - METRO-NORTH RAILROAD - FISCAL YEAR 2001
MAJOR PROBLEMS OBSERVED AT THE STATIONS

STATION	13 of 14 Stations with Unsafe Conditions						8 of 14 Stations with Poor Conditions					
	Sections of Platform/Edgeboard/Walkway In Need of Repair	Third Rail Caps Missing	Broken and/or Jagged Glass	Metal Rod Protruding from Wall/Platform	Damaged Steps/ Tiles/ Ramp/ Staircase	Missing Railing on Ramp	Unclean Areas/ Litter	Graffiti	Peeling Paint	Leaking Ceiling/ Wall/ Platform	Rusted Entrance and Railing	
Grand Central Terminal	X		X		X	X	X			X		
Hartem - 125th Street		X										
Metrose	X		X	X			X			X		
Trenton	X	X			X		X	X	X		X	
Fourflam	X	X		X			X		X			
Redmundal Garden		X	X					X				
Williams Bridge		X	X				X	X				
Woodlawn												
NO PROBLEMS FOUND AT THE TIME OF OUR OBSERVATIONS												
Wakefield	X		X	X				X	X			
Morris Heights	X	X										
University Heights	X	X		X								
Marble Hill	X	X	X	X								
Spuvten Dayvil	X											
Riverdale	X	X			X			X	X		X	
Total Stations Cited	10	9	6	5	3	1	5	5	4	2	2	

Note: An "X" may represent one or more of the same conditions identified under that category.

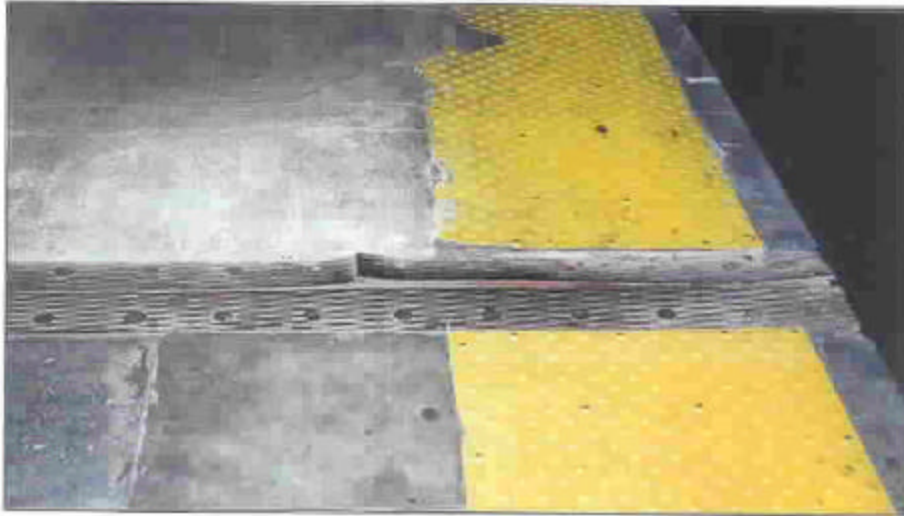
LEGEND:



Stations where the same or similar conditions were cited in our prior year's audit are noted by shading.

Photographs of Metro-North Stations with Unsafe or Poor Conditions

GRAND CENTRAL TERMINAL – Raised expansion joint on platform on Track 29.
Observed: July 11, 2001



GRAND CENTRAL TERMINAL - Broken platform edges on Track 15 (Left). Broken platform edges on Track 24 (Right). Observed: July 11, 2001



Photographs of Metro-North Stations with Unsafe or Poor Conditions

MELROSE – Broken concrete on northbound platform. Observed: July 9, 2001



MELROSE – Broken area of concrete on northbound platform (Left). Broken platform edge exposing metal rods on northbound platform (Right). Observed: July 9, 2001

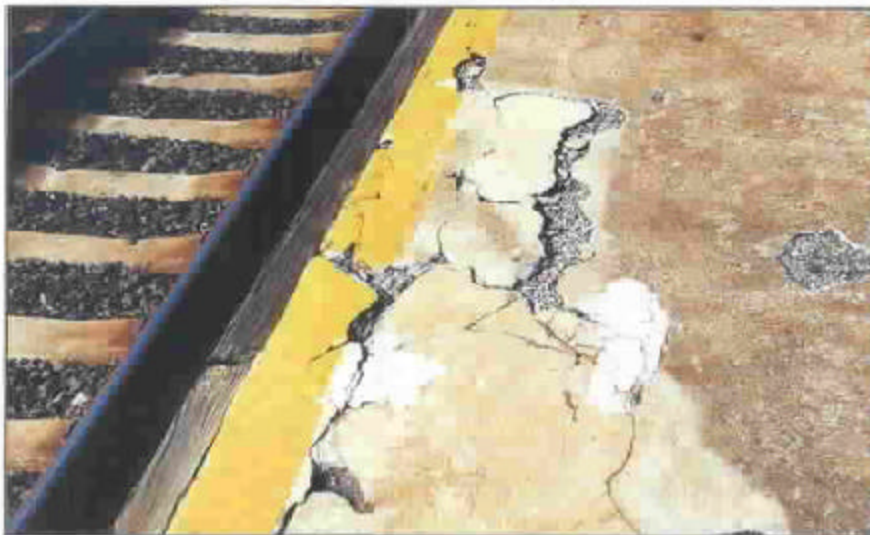


Photographs of Metro-North Stations with Unsafe or Poor Conditions

TREMONT – Exposed third rail on southbound track. Observed: July 9, 2001



TREMONT – Broken concrete by edge on the southbound platform. Observed: July 9, 2001



Photographs of Metro-North Stations with Unsafe or Poor Conditions

TREMONT – Broken concrete edge and loose edgeboard on southbound platform.
Observed: July 9, 2001



TREMONT – Broken concrete on southbound platform. Observed: July 9, 2001



APPENDIX II

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Photographs of Metro-North Stations with Unsafe or Poor Conditions

FORDHAM – Exposed third rail by southbound platform (Left). Exposed third rail on southbound track (Right). Conditions existed last year. Observed: July 9, 2001



FORDHAM – Broken platform edge on southbound platform, exposing rusty metal rods (Left). Broken concrete on southbound platform (Right). Observed: July 9, 2001



Photographs of Metro-North Stations with Unsafe or Poor Conditions

BOTANICAL GARDEN – Exposed third rail and missing cap in the front of the southbound track.
Observed: July 9, 2001



BOTANICAL GARDEN – Exposed third rail and missing cap on the rear of the southbound track (Left). Exposed third rail and missing cap on the northbound track (Right). Observed: July 9, 2001

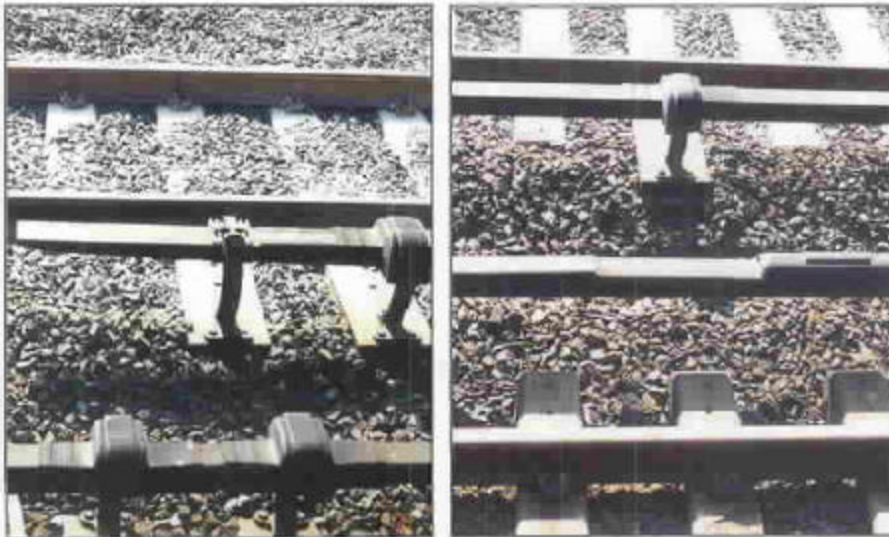


Photographs of Metro-North Stations with Unsafe or Poor Conditions

WILLIAMS BRIDGE – Exposed third rail and missing cap on northbound track.
Observed: July 9, 2001

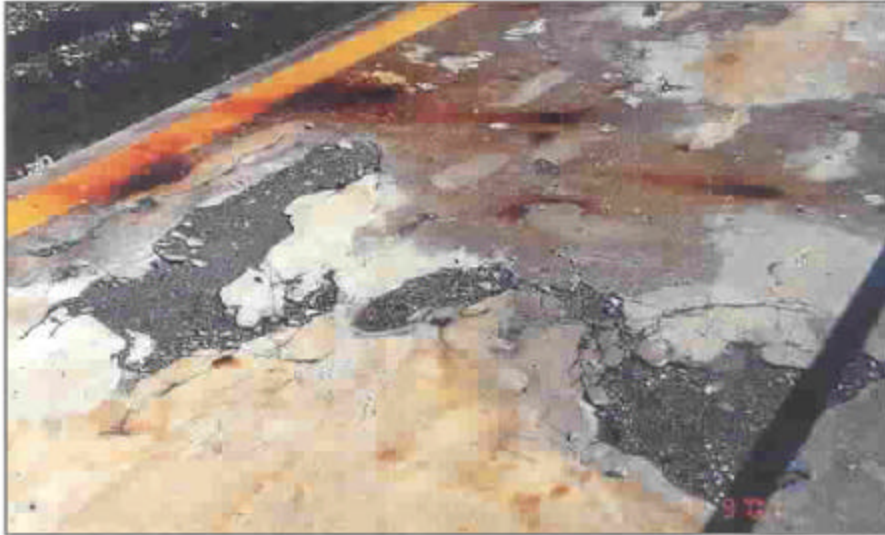


WILLIAMS BRIDGE – Exposed third rail and missing cap on southbound track (Left). Exposed third rail on the southbound track (Right). Observed: July 9, 2001

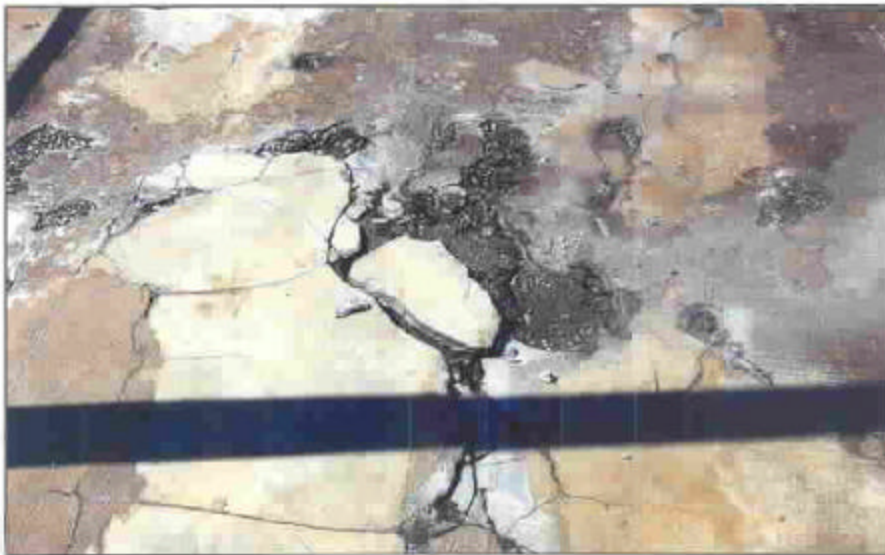


Photographs of Metro-North Stations with Unsafe or Poor Conditions

WAKEFIELD – Large area of broken and spalling concrete on the southbound platform.
Observed: July 9, 2001



WAKEFIELD – Broken concrete on the southbound platform. Observed: July 9, 2001



Photographs of Metro-North Stations with Unsafe or Poor Conditions

MORRIS HEIGHTS – Exposed third rail and missing cap on the northbound track (Left). Loose expansion joint with gap at entrance of staircase (Right). Observed: July 9, 2001



MORRIS HEIGHTS – Broken and spalling concrete by edge on the rear southbound side of platform (Left). Missing edgeboard on southbound side of platform. Observed: July 9, 2001



Photographs of Metro-North Stations with Unsafe or Poor Conditions

UNIVERSITY HEIGHTS – Missing cap on third rail on the northbound track.

Observed: July 10, 2001



UNIVERSITY HEIGHTS – Large section of broken and spalling concrete by the edge of the southbound side of the platform. Condition existed last year. Observed: July 10, 2001



Photographs of Metro-North Stations with Unsafe or Poor Conditions

UNIVERSITY HEIGHTS – Large section of broken and spalling concrete on the rear of the northbound side of the platform. Condition existed last year. Observed: July 10, 2001



UNIVERSITY HEIGHTS – Broken and cracked concrete exposing rusty metal rod by the edge on the northbound side of the platform. Observed: July 10, 2001



Photographs of Metro-North Stations with Unsafe or Poor Conditions

MARBLE HILL – Large hole with spalling concrete on the northbound side of platform (Left). Holes with spalling concrete filled with water by edge on northbound side of platform (Right).
Observed: July 9, 2001



MARBLE HILL – Exposed third rail and missing cap on the northbound track (Left). Broken concrete exposing rusty metal rod by edge in rear of southbound side of platform (Right).
Observed: July 9, 2001

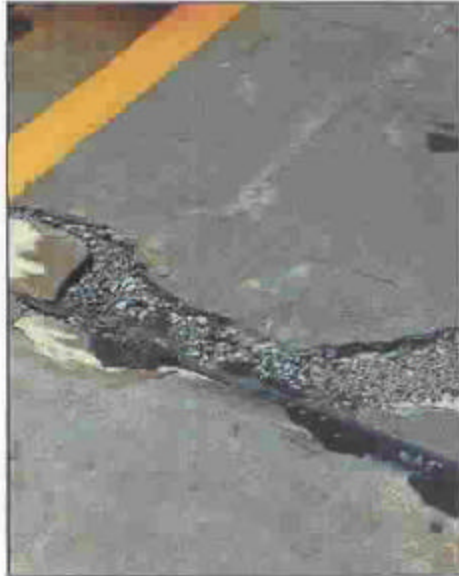


Photographs of Metro-North Stations with Unsafe or Poor Conditions

RIVERDALE – Exposed third rail and missing cap on northbound track. Condition existed last year. Observed: July 9, 2001



RIVERDALE – Large area of broken and spalling concrete by edge on the northbound platform (Left). Broken concrete, holes, and spalling concrete on front of southbound platform. Observed: July 9, 2001



347 Madison Avenue
New York, NY 10017-3739
212 678-7200 Tel
212 678-7030 Fax

Peter S. Kalikow
Chairman



Metropolitan Transportation Authority

State of New York

January 15, 2002

Mr. Gary H. Rose
Assistant Deputy Comptroller
The City of New York Office of the Comptroller
1 Centre Street, Room 1300
New York, New York 10007-2341

**Re: Report #FN 01-191A Audit Report on the Metropolitan Transportation
Authority's Maintenance of Metro-North Railroad Stations Within the City**

Dear Mr. Rose:

This is in reply to your letter requesting a response to the above-referenced draft audit report.

I have attached for your information the comments of Mr. Peter A. Cannito, President, MTA Metro-North Railroad, which address this report.

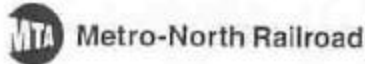
Sincerely,

A handwritten signature in black ink, appearing to be "P. Kalikow".

Attachment

The agencies of the MTA

MTA New York City Transit MTA Long Island Rail Road MTA Long Island Bus MTA Metro-North Railroad MTA Bridges and Tunnels



January 10, 2002

Honorable Peter S. Kalikow
Chairman
Metropolitan Transportation Authority
347 Madison Ave.
New York, New York 10017-3739

**Re: Draft Audit Report on the Metropolitan Transportation Authority's Maintenance
of Metro-North Stations Within the City : FN01-191A**

Dear Chairman Kalikow:

We have reviewed the Draft Audit Report by the New York City Comptroller's Office on the Metropolitan Transportation Authority's Maintenance of Metro-North Stations Within the City: FN01-191A. Metro-North concurs with the five recommendations put forth in the audit and has addressed the exceptions raised in the audit.

I have attached summaries of the corrective actions that have been made or scheduled by Metro-North's respective maintenance departments. The attached summaries include corrective actions taken by the Structures Department for repairs at New York City Stations in the Bronx, the Power Department's repairs to third rail covers along the right-of-way, repairs at Grand Central Terminal in response to identified problems, and our Operations Services Department's corrective actions in response to cleaning and graffiti conditions reported.

We recognize the need for major reconstruction at many of these stations. Virtually all New York City Stations are scheduled for significant capital reconstruction or improvement as part of our Capital Program. Work is scheduled to commence at Hudson Line Stations at Morris Heights in the Spring of 2002, Spuyten Duyvil in March 2002, Riverdale in October 2002, and Morris Heights, University Heights, and Marble Hill in Spring 2003. On the Harlem Line, Melrose and Tremont are in design and Wakefield is at the 60% design stage. New York City Audit Staff reviewed details of Metro-North's improvement programs for New York City Stations in the Bronx during the Audit.

ADDENDUM

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Mr. Peter S. Kalikow

January 10, 2002

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Repairs at New York City Stations are made regularly by the Structures Department in response to inspections, or reports of station conditions requiring repairs. At stations where complete platform replacements are scheduled, or staircase and canopy replacements are scheduled, the Structures Department is making temporary repairs in the interim. Temporary repairs will continue until capital rehabilitation commences. Patching of platform surfaces and holes have been made continually at stations with severely deteriorated station platforms. The patches do not always hold and the Structures Department must often repeat the repairs. This situation will continue until new replacement platforms are constructed. A similar condition also exists with the wooden protective edge boards on station platforms that are damaged by passing freight trains. There are many repeat repairs made to edge boards in response to inspections or reports by field staff.

Repairs to third rail conditions identified are made in response to inspections as well as in response to reports of irregularities or problems. This includes replacement of missing third rail covers that are knocked off by passing passenger trains and freight trains. The Power Department inspects the third rail system on the main line in the Bronx quarterly. Additionally, Station Services and the Structures Department remove graffiti at stations and station areas as identified in inspections or as reported by other staff. This situation, however, often reoccurs and is corrected by the respective departments.

We recognize that a number of New York City Stations are in severe need of Capital reconstruction or improvement. Metro-North's Capital Program has identified these needs and funding for this work is in place and the work has been scheduled. At many of these stations work will commence shortly, and at other stations design is underway. In the interim, our maintenance groups will continue to maintain the New York City Stations as reconstruction proceeds and Metro-North will continue to protect and maintain the station infrastructure.

If you require any additional information concerning this matter, please contact my office.

Yours truly,



Peter A. Cannito

Attachments

STRUCTURES DEPARTMENT REPAIRS AT NYC STATIONS			
STATION	EXCEPTION	CORRECTIVE ACTION	DATE
Meinrose	Broken concrete on north & south bound platforms. Metal rods exposed on platform and ceiling from bridge leaks.	Platforms patched on a cyclical basis. Leaks are coming from housing units above station.	9/10 & 9/20/01
Tremont	Northbound & southbound staircases have broken steps. Loose edgeboard and broken concrete. Northbound entrance and stairway have rusted and peeling paint.	Platform patching and step repairs being performed cyclically. Fence replaced in conjunction with overpass rehab being done by State.	10/9 & 10/11/01
Fordham	Loose & crumbling concrete under the overpass. Broken concrete on the platforms in addition to crumbling plaster from the rear wall of the n/b platform. Rebar exposed on concrete wall on n/b side.	Concrete repairs made cyclically.	8/3 & 8/6/01 8/20, 21, 22/01 11/8/01
Botanical Gardens	Glass in window on the overpass cracked.	New pane of glass installed.	8/21, 22 9/10/01
Williams Bridge	The northbound shelter has two broken panes of glass.	New glass installed.	8/9/01
Wakefield	Large areas of crumbling cement on platforms. Peeling paint on the staircase and canopy, holes in plexi glass of stairwell.	Concrete patching being performed cyclically. Lead paint prevents repainting. Being deferred to the Capital Program. Rotted wood frames prevent replacing plexiglass.	9/7/01 11/5, 6, 7, 9, 12, 15 11/19, 26 & 28/01
Morris Heights	Metal expansion joint was raised at sidewalk level. Crumbling concrete and loose edgeboard.	Expansion joint at sidewalk level is not MNR responsibility. Platform concrete repairs are made cyclically.	10/02, 03/01
University Heights	Platform is cracked and crumbling. Exposed rebar on platforms.	Concrete repairs made cyclically.	10/8, 9 11/12, 14, 15, 16 11/10/01

STRUCTURES DEPARTMENT REPAIRS AT NYC STATIONS			
Marble Hill	Broken concrete on the northbound platform. Exposed rebar. Missing edgeboard on the n/b side.	Concrete patching performed cyclically along with edgeboard repairs if permitted (clearance and track availability).	8/15,24,28 22-Oct 11/6,7,13
Spuyten Duyvil	Broken edge boards on n/b platform	Edgeboard is not broken. It is splintered and still functioning as intended. Pieces of wood on platform are cleared regularly after freight hits.	10/1/01
Riverdale	Crumbling concrete on both platforms. Rusted staircase and handrails along with peeling paint. A metal step tread on the s/b staircase was loose.	Concrete patching is done cyclically. Rust and paint defects are deferred to current Capital construction due to lead abatement costs. Step tread reanchored.	10/01,2,3/01 11/9/01

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GRAND CENTRAL TERMINAL REPAIRS			
STATION	EXCEPTION	CORRECTIVE ACTION	DATE
Grand Central	Broken concrete on Tk. 13 platform.	Repair scheduled.	Jan. 2002
	Water leaks	Being addressed by Leak Remediation Project	In design
	Expansion joint Tk. 29 platform	Repair being coordinated with ADA project outages	During 2002
	Broken platform edges Tk. 24 & 29	Repairs being coordinated with ADA project outages	During 2002
	Broken platform edge Tk. 15	Repaired	Dec. 2001
	Broken tiles Tk. 18 and worn tracks on Tk. 115.	Materials on order.	4/1/02
	Track 112 banister.	Repaired	Dec. 2001
	Track 27 banister.	Repair scheduled in coordination with ADA project.	Q1 2002
	Broken panes on Tk. 32 & 42	Repaired	Dec. 2001
	Litter at Tk. 14	Removed	Dec. 2001