



Metropolitan Transportation Authority

Meeting of Metro-North and Long Island Committees

February 2015

Members

M. Pally, Chair, Long Island Committee

J. Sedore, Chair, Metro-North Committee

J. Ballan

R. Bickford

N. Brown

F. Ferrer, MTA Vice Chairman

I. Greenberg

J. Kay

S. Metzger

C. Moerdler

J. Molloy

A. Saul

V. Tessitore, Jr.

C. Wortendyke

N. Zuckerman

Joint Metro-North and Long Island Committees Meeting

2 Broadway, 20th Floor Board Room

New York, New York

Monday, 2/23/2015

8:30 - 10:30 AM ET

1. Public Comments Period

2. Approval of Minutes - January 20, 2015

a. LIRR Minutes

LIRR Minutes - Page 5

b. MNR Minutes

MNR Minutes - Page 12

3. 2015 Work Plans

a. LIRR 2015 Work Plan

LIRR 2015 WORK PLAN - Page 17

b. MNR 2015 Work Plan

MNR 2015 Work Plan - Page 23

4. AGENCY PRESIDENTS'/CHIEF'S REPORTS

a. LIRR Report (no material)

b. MNR Report (no material)

- **Safety/Enhanced Safety Update**

MNR Safety/Enhanced Safety Update - Page 30

c. MTA Capital Construction Report

MTA Capital Construction Report - Page 34

d. MTA Police Report

MTA Police Report - Page 40

5. AGENCY INFORMATION ITEMS

a. Joint Information Item

- **Bi-Annual Report on PTC**

Bi-Annual Report on PTC - Page 45

b. LIRR Information Items

- **Adopted Budget/Financial Plan 2015**

LIRR Adopted Budget/Financial Plan 2015 - Page 54

- **2014 Annual Operating Results**

LIRR 2014 Annual Operating Results - Page 82

- **2014 Annual Fleet Maintenance Report**

LIRR 2014 Annual Fleet Maintenance Report - Page 94

- **Diversity/EEO Report - 4th Q 2014**

- **March Timetable Change/Track Work Programs**
LIRR March Timetable Change - Page 119

c. MNR Information Items

- **Adopted Budget/Financial Plan 2015**
MNR Adopted Budget/Financial Plan 2015 - Page 121
- **2014 Annual Operating Results**
MNR 2014 Annual Operating Results - Page 150
- **2014 Annual Fleet Maintenance Report**
MNR 2014 Annual Fleet Maintenance Report - Page 160
- **Diversity/EEO Report - 4th Q 2014**
MNR Diversity/EEO - 4th Quarter Report - Page 176

6. PROCUREMENTS

Procurements - Page 188

a. LIRR Procurements

- **Non-Competitive**
LIRR Non-Competitive - Page 192
- **Competitive (No Items)**
- **Ratifications (No Items)**

b. MNR Procurements

- **Non-Competitive (No Items)**
- **Competitive**
MNR Competitive - Page 195
- **Ratifications (No Items)**

c. MTA CC Procurements

- **Non-Competitive (No Items)**
- **Competitive (No Items)**
- **Ratifications**
MTACC Ratifications - Page 199

7. AGENCY REPORTS ON OPERATIONS, FINANCE, RIDERSHIP AND CAPITAL PROGRAM

a. LIRR - Performance Summaries

- **LIRR Operations Report**
LIRR Operations Report - Page 201
 - ♦ **Transportation**
 - ♦ **Mechanical**
 - ♦ **Safety**
- **Finance**
LIRR Finance Report - Page 213

- **Ridership**
LIRR Ridership Report - Page 231
- **Capital Program**
LIRR Capital Program Report - Page 238

b. MNR

- **Operations**
MNR Operations - Page 241
- **Finance**
MNR Finance - Page 252
- **Ridership**
MNR Ridership Report - Page 275
- **Capital Program**
MNR Capital Program Report - Page 286

Next Meeting: Monday March 23, 2015
MNR - 8:30 am; LIRR - 9:30 am

**Minutes of the Regular Meeting
Meeting of the Long Island Committee
Tuesday, January 20, 2015
held at
347 Madison Avenue
New York, New York 10017
9:30 a.m.**

The following members were present:

Hon. Mitchell H. Pally, Chair, Long Island Committee
Hon. Jonathan A. Ballan
Hon. Fernando Ferrer, Vice Chairman, MTA
Hon. Ira R. Greenberg
Hon. Charles G. Moerdler
Hon. James L. Sedore, Jr.
Hon. Carl V. Wortendyke

The following members were not present:

Hon. Jeffrey A. Kay
Hon. John J. Molloy
Hon. Vincent Tessitore, Jr.
Hon. Neal Zuckerman

Representing Long Island Rail Road: Patrick A. Nowakowski, Loretta Ebbighausen,
Mark Young, Bruce Pohlot, David Kubicek

Representing MTA Capital Construction Company: Michael Horodniceanu, David Cannon

Representing MTA Police: Michael Coan

Chairman Mitchell H. Pally called the meeting to order.

There was one public speaker. Murray Bodin spoke concerning safety at railroad crossings and the need to change outdated regulations.

Upon motion duly made and seconded, the minutes of December 15, 2014 were approved. Please note that such minutes are amended to indicate that all attending members were present during the vote on minutes at the December 15, 2014 session. There were no changes to the Work Plan.

MTA LONG ISLAND RAIL ROAD

LIRR President Patrick A. Nowakowski introduced and welcomed David Kubicek, Senior Vice President-Operations and Bruce Pohlot, Senior Vice President-Engineering to the LIRR Executive staff.

President Nowakowski discussed his proposal to establish realistic on-time performance goals for each LIRR branch during 2015, based on three-year averages and 2014 performance. Each such goal looks to improve upon past performance, taking into consideration factors such as upcoming construction projects. There was discussion with Board Members Ballan, Moerdler and Greenberg about improving metrics and reporting for both commuter railroads to provide the most useful information to the Board and the public.

President Nowakowski discussed the LIRR's goals for mean distance between failures ("MDBF"), which compares the number of breakdowns causing trains to be taken out of service with the number of miles travelled by that equipment. He reported that due to LIRR's success in exceeding MDBF goals, those goals have been raised for 2015. For the M-3 fleet, LIRR added 20,000 miles to the MDBF goal; for the M-7 fleet, LIRR increased the MBDF goal by 50,000 miles; and the goals for dual modes, diesel engines and coaches have been increased by 5,000 miles.

In response to Board Member Moerdler's question regarding icing conditions on platforms, President Nowakowski stated that LIRR makes its highest ridership stations its first priority during inclement weather. LIRR subscribes to a weather forecast service and regularly communicates with the other MTA Agencies regarding inclement weather forecasts.

President Nowakowski reported on the kick-off for the environment review of the Ronkonkoma rail yard expansion project. He stated that the expansion will provide better service in connection with the LIRR East Side Access project.

President Nowakowski reported on ridership. During the month of December, LIRR ridership was up 3.1% compared to December 2013 (and up 3% for the entire year). LIRR total annual ridership for 2014 was 85.9 million passengers. This is LIRR's third highest ridership since World War II and LIRR's highest ridership since 2008. President Nowakowski stated that this is an indication that the region's economy is continuing to improve.

President Nowakowski responded to Board Member Moerdler's question regarding the track condition that caused disruption of service in line 3 of the East River Tunnels on the previous Thursday. He stated that a piece of equipment attached to the tunnel wall became loose, which was struck by trains proceeding through the tunnel. As soon as the incident was reported, Amtrak took that line out of service and sent inspection and repair crews to assess the damage. The damage was repaired temporarily and that evening crews made permanent repairs. Independent of that incident, Amtrak has been progressing a track replacement project in the Tunnel.

President Nowakowski addressed Board Member Moerdler's question regarding alerts sent to LIRR customers when there is disruption of service. He stated that the public is informed through the station PA systems, by utilizing station signage and by having LIRR Ambassadors help with customer assistance. Customer alerts are also posted on social media by the LIRR Customer Information Office, although it can be challenging to get out information in real time during a situation which is changing in a dynamic fashion. President Nowakowski stated that there are standard plans in place to deal with service disruptions which are adjusted based on the particular circumstances

President Nowakowski responded to Board Member Moerdler's question regarding the impact of the recent fire on the West Concourse of Penn Station. He stated that there were approximately nine cancelled trains and that LIRR was able to utilize other tracks in that circumstance.

MTA CAPITAL CONSTRUCTION

MTA Capital Construction President Michael Horodniceanu reported progress on the East Side Access Project.

In Manhattan, the Manhattan South Structures (CM005) contractor is progressing on schedule. The Manhattan North Structures (CM006) contractor made adjustments in December in an effort to recover schedule. The CM006 Contractor has added engineering resources and is expected to start working multiple shifts. The 55th Street Vent Plant Facility (CM013A) contractor is expected to achieve substantial completion in April.

Dr. Horodniceanu noted that an Action Item is being presented to the Committee for approval to award contract CM014B - GCT Concourse and Facilities Fit-Out (CM014B). An RFP was issued last year for this contract and MTA Capital Construction received ten proposals. The Concourse spans 375,000 square feet from 43rd Street to 50th Street and Dr. Horodniceanu presented a series of renderings depicting the finished Concourse.

The contract for concrete structures and fit-out for the GCT station caverns and for track work throughout the ESA tunnel system (CM007) was advertised for bid in December 2014. MTA Capital Construction expects to receive proposals for this contract in mid-2015.

In Queens, the Harold Structures Contracts (CH053 and CH054A) are expected to be completed this spring. The Plaza Substation and Queens Structures (CQ032) contractor completed the roof structure in the Q-Tip section of the plaza.

MTA POLICE DEPARTMENT

Chief Coan reported that 2014 incidents on LIRR were up 18%: 188 incidents compared to 159 in 2013. The increase was driven by robberies, 29 in 2014 compared to 18 in 2013; and felony assaults, 24 in 2014 compared to 14 in 2013. Of those 29 robberies, arrests were made in 15 cases. The increase was driven by events in Suffolk County; 17 robberies in 2014 compared to seven in 2013; of those 17 robberies, eight arrests have been made. There were four robberies at Penn Station and three arrests, compared to zero robberies in 2013. Year-to-date there were 24 assaults reported compared to 14 in 2013. Of those 24 assaults, 19 arrests were made (15 involved resisting arrests and one an assault of a Conductor). There were 12 felony assaults in 2014 at Penn Station compared to zero assaults in 2013. The increase in assaults was mainly due to the overnight alcohol ban initiative and an increase in police presence. Also, in 2014 there were 38 larcenies at Penn Station compared to 16 in 2013. Of those 38 larcenies, 19 arrests were made.

Chief Coan responded to Board Member Moerdler's inquiry about the division of MTA Police responsibilities at Penn Station with those of the Amtrak Police. Chief Coan stated that MTA Police is responsible for the LIRR Concourse and the Amtrak Police is responsible for the next level up. He also stated that MTA Police collaborates on initiatives with Amtrak and New Jersey Transit as well as with the NYPD.

Chief Coan responded to Board Member Moerdler's question regarding the number of crimes within the LIRR Concourse contrasted with those incidents elsewhere at Penn Station. He stated that the crimes he discussed in his report occurred on the LIRR Concourse or in stores that the MTA polices. He also stated that the MTA Police has a joint larceny initiative with Amtrak.

Chief Coan responded to Board Member Moerdler's inquiry regarding the types of confrontations with police officers that led to the felony arrests. He stated that the MTA Police reviews any use of force situations, and that these situations often involve the use of alcohol.

MTA LONG ISLAND RAIL ROAD

Action Item

There was one LIRR Action Item:

- LIRR 2015 Proposed Committee Work Plan

President Nowakowski discussed LIRR's proposed Work Plan for the Committee. LIRR attempted to coordinate reporting with Metro-North and other Board Committees, to the extent feasible. He stated that with respect to Diversity reporting, new hires will be reported every month. President Nowakowski stated that he would like to provide brief verbal presentations accompanied by PowerPoints to illustrate trends and key information. He stated that the object is to reduce the frequency of the reports and present to the Board more meaningful data at regular and consistent intervals.

There was discussion among President Nowakowski and Board Members Moerdler and Greenberg regarding the provision of detailed statistical data prior to future Committee meetings, including safety-related information. President Nowakowski stated that LIRR will report statistical data in a way that makes the most sense, focusing on the most important metrics.

Upon motion duly made and seconded, this item was recommended for approval to the Board. A document setting forth the details of the above item is filed with the minutes of this meeting.

Procurements

There were no LIRR procurement items presented to the Committee.

MTA CAPITAL CONSTRUCTION

Procurements

Two procurement items were presented to the Committee for approval, one as a walk-in item. Details of the items are set forth below and in the Staff Summaries, copies of which is on file with the record of this meeting.

The action and procurement items are as follows:

1. Approval to award East Side Access Contract CM014B – GCT Facilities Fit-Out to GCT Constructors JV in the total amount of \$428,900,000.00; including the base contract in the amount of \$404,622,096.00 and four options in the total amount \$24,277,904.00.
2. Ratification to a modification to Contract CS179 to operate and maintain temporary power supply equipment at Madison Yard and the 2nd Avenue Vent Facility in the amount of \$1,511,740.00.

Board Member Ballan asked whether CM014B could be split into smaller contracts. Dr. Horodniceanu explained that limited access and coordination issues would make the contract very difficult and more expensive to split.

Upon motion duly made and seconded, the procurement items were approved for recommendation to the Board.

LIRR Reports on Operations, Enhanced Safety Action Update, Financial and Ridership and the Capital Program

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

There was discussion between President Nowakowski and Board Member Moerdler concerning “public delays” and delays placed in the “Other” and “Amtrak” categories. President Nowakowski gave as examples of public delays a gate crossing incident or a widely attended public event. President Nowakowski said that his focus is on the incidents which affect the greatest number of customers. In response to a comment from Board Member Ballan, President Nowakowski stated that LIRR and Metro-North are working closely together to conform their reporting in operational data categories.

Chief Safety Officer Loretta Ebbighausen discussed Enhanced Safety Actions. She reported that the LIRR achieved its goal of retrofitting its fleets with alerters by the end of 2014. She stated that she will address all questions concerning the reporting statistics during the Safety Committee meeting on Wednesday, January 21st.

Chief Coan responded to Board Member Moerdler's question regarding access during the recent fire at Penn Station. He stated that MTA Police restricted access to the Station. Chief Safety Officer Ebbighausen stated that during the fire incident, there was a collaborative effort with LIRR, Amtrak, FDNY, MTA Police and NYPD to monitor the situation, insure the safety of LIRR customers and to restore service as quickly as possible.

Chairman Pally stated that in February there will be a full report on Positive Train Control from LIRR and Metro-North.

There was discussion among President Nowakowski, Board Member Moerdler and Chairman Pally concerning the Brookhaven Rail Terminal. President Nowakowski stated that this facility has no impact on LIRR passenger operations. Chairman Pally noted that there are ongoing jurisdictional issues among the private entity that owns this facility, the Town of Brookhaven and the federal government. Certain local businesses may be affected by this dispute.

Adjournment

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

Respectfully submitted,

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

Richard L. Gans
Secretary

Minutes of the Regular Meeting
Metro-North Committee
Tuesday, January 20, 2015

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

8:30 a.m.

The following members were present:

Hon. Fernando Ferrer, Vice Chairman, MTA
Hon. James L. Sedore, Jr., Chairman of the Metro-North Committee
Hon. Mitchell H. Pally, Chairman of the Long Island Committee
Hon. Jonathan A. Ballan
Hon. Robert C. Bickford
Hon. Norman Brown
Hon. Susan G. Metzger
Hon. Charles G. Moerdler
Hon. Carl V. Wortendyke

Not Present:

Hon. Jeffrey A. Kay
Hon. John J. Molloy
Hon. Andrew M. Saul
Hon. Neal Zuckerman

Also Present:

Joseph J. Giulietti – President, Metro-North Railroad
Ralph Agritelley– Vice President, Labor Relations
Katherine Betries-Kendall, Vice President, Human Resources
Michael R. Coan – Chief, MTA Police Department
Susan J. Doering – Vice President, Customer Service and Stations
Randall Fleischer – Vice President, GCT and Corporate Development
Glen Hayden – Vice President - Chief Engineer
John Kesich– Senior Vice President, Operations
Anne Kirsch – Chief Safety Officer
Timothy McCarthy – Vice President, Capital Programs
Kim Porcelain – Vice President, Finance and Information Systems
Catherine Rinaldi – Executive Vice President
Robert Rodriguez – Director, Diversity and EEO
Susan Sarch – Deputy General Counsel
Michael Shiffer – Vice President, Operations Planning and Analysis

Chairman Sedore called the meeting of the Metro-North Committee to order.

One public speaker addressed the Committee. Murray Bodin expressed his opinion that certain rules should be changed such as, the blowing of train horns. He commented on the purchase of railcars, expressing his opinion that open cars should be purchased rather than married pairs. Additional details of the comments made by Mr. Bodin are contained in the video recording of the meeting produced by the MTA and maintained in the MTA records.

Upon motion duly made and seconded, the Committee approved the minutes of the December 15, 2014 Committee meeting.

President Giulietti presented the 2015 Committee Work Plan for the Committee's review and approval. He noted that, in order to be consistent with Long Island Rail Road's work plan, changes were made to the proposed 2015 work plan that was presented to the Committee in December 2014. Those changes are as follows: (1) the semi-annual Positive Train Control (PTC) report will take place in February and November, (2) the semi-annual M9 presentation will take place in April and September, (3) the Annual Elevator and Escalator report will take place in March and replaces the quarterly reports, and (4) regular elevator and escalator statistics will be reported as part of the monthly Operations Report.

Upon motion duly made and seconded, the Committee approved the 2015 Work Plan.

MTA METRO-NORTH RAILROAD PRESIDENT'S REPORT

President Giulietti welcomed Metro-North's new Executive Vice President, Catherine Rinaldi.

President Giulietti reported that Metro-North has implemented numerous safety initiatives. He noted that Metro-North's entire fleet is now equipped with alerter devices to ensure that engineers remain responsive.

President Giulietti reported on Metro-North operations, noting that train service in December was more reliable than in the two prior months. He noted that, compared to November 2014, there was a 47% decrease in the number of trains that were over 15 minutes late and a 42% reduction in the number of cancelled and terminated trains. The improvements in service were due to the completion of Metro-North's aggressive track maintenance and improvement work, a reduction in the number of temporary speed restrictions and resolution of the fall slip/slide conditions.

President Giulietti presented the highlights of the aggressive track maintenance program performed by Metro-North's maintenance of way forces. He stressed the importance of track work in bringing Metro-North's infrastructure to a state of good repair. He noted that the railroad has accomplished a lot in the past year and a half but needs to do much more to rebuild the railroad's physical plant. President Giulietti noted that track maintenance work will continue as the railroad

works to bring the infrastructure to a state of good repair to ensure the overall safety and reliability of the railroad.

President Giulietti reported that, since the May 2014 schedule change, customer complaints have trended downward. Through December 2014, complaints have dropped 30 percent overall and complaints about late and cancelled trains have dropped 60 percent.

President Giulietti discussed ridership. He noted that, based on preliminary east-of-Hudson ridership data, total rail ridership in 2014 is expected to be the highest in Metro-North's history. The total annual east-of-Hudson ridership in 2014 of approximately 83.0 million surpassed 2013 ridership by approximately 1.2 million rides, annual commutation ridership was half a percent above that in 2013 and annual non-commutation ridership was 2.7% above 2013. Ridership on the New Haven and Hudson lines was also record-setting with the annual New Haven Line ridership of approximately 39.6 million rides surpassing 2013 ridership by approximately 600,000 rides and annual Hudson Line ridership of approximately 16.2 million surpassing the previous record of 16.1 million that was set in 2008 by approximately 50,000 rides. Although west-of-Hudson ridership data is not yet available from New Jersey Transit, west-of-Hudson annual ridership is projected to be approximately 6.9% above 2013, but below the record set in 2008 of 2.1 million rides.

President Giulietti reported on improvements made to the provision of customer information. He noted that the rollout of Metro-North's new wireless station liquid crystal display (LCD) monitors continues. The LCD monitors display the next nine trains that arrive at the station, the stops they will make, departure times, real-time train status and track information. Currently, 23 stations have monitors which provide real-time information, 14 of which use cellular connectivity to display the information. As part of the MTA Service Investments, Metro-North is expanding these monitors across all east-of-Hudson stations in New York State. An average of 10 stations will be completed each year until the installation project is concluded in 2020.

Further details concerning President Giulietti's report are contained in the video recording of the meeting produced by the MTA and maintained in the MTA records, which recording includes discussions between Committee members, President Giulietti and staff.

SAFETY REPORT

Ms. Kirsch gave the safety report on injuries through November 2014, and gave an overview of Metro-North's enhanced safety actions. She noted that total injuries were higher in November 2014 than in the comparable period of 2013, but lower in December 2014 than in the comparable period of 2013. Slip, trip and fall injuries rose significantly in November 2014 as compared to November 2013. There was a minimal increase in total contractor injuries but a significant decrease in FRA reportable contractor injuries in November 2014 as compared to November 2013. Ms. Kirsch discussed the actions that have been taken and are to be taken as part of the Enhanced Safety Action Plan, the details of which are contained in a report filed with the records of this meeting.

Further details concerning Ms. Kirsch's report are contained in the Safety Report filed with the records of this meeting and the video recording of the meeting produced by the MTA and maintained in the MTA records, which recording includes discussions between Committee members, President Giulietti and Ms. Kirsch.

MTA POLICE DEPARTMENT REPORT

Chief Coan discussed crime on the Metro-North system, noting that in December 2014, total major felonies decreased compared to the comparable period in 2013. Year-to-date 2014, there was an increase in the number of robberies and burglaries compared to the comparable period of 2013; 69% of these incidents were related to construction sites. The MTA Police continues to work with the New York City police to monitor the demonstrations in Grand Central Terminal.

Further details of Chief Coan's report are contained in the MTA Police Report filed with the records of this meeting and in the video recording of the meeting produced by the MTA and maintained in the MTA records, which recording includes discussions between MTA Vice Chairman Ferrer, Committee members, President Giulietti and Chief Coan.

Procurements:

Two competitive procurements were presented to the Committee:

- Approval of a three-year miscellaneous service contract with East Coast Railroad Services to provide tie plate re-punching services.
- Approval of a contract change for additional funding in the total not-to-exceed amount of \$15,320,000 to an existing competitively-awarded miscellaneous purchase agreement with Choice Distribution, Inc., the current All-Agency supplier of hardware and fasteners.

Four ratifications were presented to the Committee:

- In an effort to proactively address potential health concerns related to the Ebola virus, expedited inventory purchases were made of medical waste trash bags, cloth disinfectant, gloves and instant hand sanitizers from National Industries for the Blind, A&M Industrial Supply Co., Inc. and Edmer Sanitary Supply Co., Inc. for potential use throughout Metro-North's territory.
- Emergency award of a contract with Schneider Electric USA, Inc. to supply maintenance and support for the GCT power network and Supervisory Control and Data Acquisition (SCADA) system.

Upon motion duly made and seconded, all the foregoing procurement items were approved for recommendation to the Board. The details of the above items are contained in staff summaries and reports filed with the records of this meeting and in the video recording of the meeting produced by the MTA and maintained in the MTA records, which recording includes discussions between the Committee members and President Giulietti related to procurement matters.

Operations, Financial, Ridership and Capital Program Reports:

The details of the Operations, Financial, Ridership and Capital Program Reports are contained in reports filed with the records of the meeting and in the video recording of the meeting produced by the MTA and maintained in the MTA records, which recording includes discussions between the Committee members, President Giulietti and staff related to these reports.

Adjournment

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

Respectfully submitted,

A handwritten signature in cursive script that reads "Linda Montanino".

Linda Montanino
Assistant Secretary

2015 Long Island Rail Road Committee Work Plan

I. RECURRING AGENDA ITEMS

	<u>Responsibility</u>
Approval of Minutes	Committee Chair & Members
2015 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	President/Senior Staff
Transportation	
Mechanical	
Safety	
Financial	
Ridership	
New Hires	
Capital Program Report	

II. SPECIFIC AGENDA ITEMS

	<u>Responsibility</u>
<u>February 2015 (Joint Meeting with MNR)</u>	
Adopted Budget/Financial Plan 2015	Management & Budget
2014 Annual Operating Results	Operations
2014 Annual Fleet Maintenance Report	Operations
Bi-Annual Report on PTC	President/Sr. Staff
Diversity/EEO Report – 4 th Q 2014	Administration/Diversity
<u>March 2015</u>	
Annual Strategic Investments & Planning Study	Strategic Investments
2015 Spring Schedule Change	Service Planning
Annual Elevator/Escalator Report	Engineering
Bi-Annual Report on East Side Access	President/Sr. Staff
<u>April 2015 (Joint Meeting with MNR)</u>	
Final Review of 2014 Operating Results	Management & Budget
Annual Inventory Report	Procurement
Bi-Annual Report on M-9 Procurement	President/Sr. Staff
2014 Annual Ridership/Marketing Plan Report	Finance/Marketing
<u>May 2015</u>	
Diversity/EEO Report – 1 st Q 2015	Administration/Diversity
2015 Summer Schedule Change	Service Planning

June 2015 (Joint Meeting with MNR)

Penn Station Retail Development

MTA Real Estate

July 2015

Environmental Audit
2015 Fall Construction Schedule Change

Corporate Safety
Service Planning

September 2015 (Joint Meeting with MNR)

2016 Preliminary Budget (Public Comment)
2015 Mid-Year Forecast
Bi-Annual Report on M-9 Procurement
Bi-Annual Report on East Side Access
Diversity/EEO Report – 2nd Q 2015

Management & Budget
President/Sr. Staff
President/Sr. Staff
Administration/Diversity

October 2015

2016 Preliminary Budget (Public Comment)

November 2015 (Joint Meeting with MNR)

2016 Preliminary Budget (Public Comment)
Review of Committee Charter
Diversity/EEO Report – 3rd Q 2015
Bi-Annual Report on PTC
2015 Holiday Schedule

Committee Chair & Members
Administration/Diversity
President/Sr. Staff
Service Planning

December 2015

2016 Final Proposed Budget
2016 Proposed Committee Work Plan

Management & Budget
Committee Chair & Members

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.

2015 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 and items for Committee and Board information. 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.

PERFORMANCE SUMMARIES

Report on Transportation

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

Report on Mechanical

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

Report on Safety

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

Financial Report

A monthly report will be provided that compares the Railroad's actual financial performance against its budget and/or forecast.

Ridership Report

A monthly report will be provided that compares actual monthly ticket sales, ridership and revenues against 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

FEBRUARY 2015 (Joint Meeting with MNR)

Adopted Budget/Financial Plan 2015

The Agency will present its revised 2015 Financial Plan. These plans will reflect the 2015 Adopted Budget and an updated Financial Plan for 2015 reflecting the out-year impact of any changes incorporated into the 2015 Adopted Budget.

2014 Annual Operating Results

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

2014 Annual Fleet Maintenance Report

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

Bi-Annual Report on PTC

The Committee will be briefed on the status of PC, including activities to date and the current strategy to meet critical milestones identified in the Rail Safety Improvement Act of 2008. Highlights to include cost of PTC along with operation and implementation risks.

Diversity & EEO Report– 4th Quarter 2014

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.

MARCH 2015

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.

2015 Spring/Summer Construction Schedule Changes

The Committee will be advised of plans to adjust schedules to support construction projects during the spring and summer of 2015.

Bi-Annual Report on M-9 Procurement

The committee will be briefed on the status of the M-9 procurement, including design, fabrication and delivery status, plus budget and schedule performance.

Bi-Annual Report on East Side Access

The Committee will be briefed on the status of the East Side Access Project.

APRIL 2015 (Joint Meeting with MNR)

Final Review of 2014 Operating Results

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

Annual Inventory Report

The Agency will present its annual report on Inventory.

Annual Elevator/Escalator Report

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

2014 Annual Ridership/Marketing Plan Report

A report will be presented to the Committee on Agency ridership trends during 2013 based on monthly ticket sales data and the results of train ridership counts conducted by the Agency.

MAY 2015

Diversity & EEO Report– 1st Quarter 2015

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.

2015 Summer Schedule Change

The Committee will be advised of Agency plans to adjust schedules to support construction projects during the summer of 2015.

JUNE 2015 (Joint Meeting with MNR)

Penn Station Retail Development

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

JULY 2015

Environmental Audit Report

The Committee will be briefed on the results of the 2015 environmental audit report which is submitted to NYS Department of Environmental Conservation as required by the Environmental Audit Act, as well as the actions implemented to enhance overall compliance, monitoring and reporting.

SEPTEMBER 2015 (Joint Meeting with MNR)

2016 Preliminary Budget

Public comment will be accepted on the 2016 Budget.

2015 Mid-Year Forecast

The agency will provide the 2015 Mid-Year Forecast financial information for revenue and expense by month.

Bi-Annual Report on M-9 Procurement

The committee will be briefed on the status of the M-9 procurement, including design, fabrication and delivery status, plus budget and schedule performance.

Bi-Annual Report on East Side Access

The Committee will be briefed on the status of the East Side Access Project.

Diversity & EEO Report– 2nd Quarter 2015

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.

2015 Fall Construction Schedule Change

The Committee will be advised of Agency plans to adjust schedules to support construction projects during the fall of 2015.

OCTOBER 2015

2016 Preliminary Budget

Public comment will be accepted on the 2016 Budget.

Bi-Annual Report on PTC

The Committee will be briefed on the status of PC, including activities to date and the current strategy to meet critical milestones identified in the Rail Safety Improvement Act of 2008. Highlights to include cost of PTC along with operation and implementation risks.

NOVEMBER 2015 (Joint Meeting with MNR)

2016 Preliminary Budget

Public comment will be accepted on the 2016 Budget.

Review Committee Charter

Annual review of LIRR/LI Bus Committee Charter for Committee revision/approval.

Diversity & EEO Report– 3rd Quarter 2015

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.

Holiday Schedule

The Committee will be informed of Agency's service plans for the Thanksgiving and Christmas/New Year's holiday periods.

DECEMBER 2015

2016 Final Proposed Budget

The Committee will recommend action to the Board on the Final Proposed Budget for 2016.

Proposed 2016 Committee Work Plan

The Committee Chair will present a draft Long Island Rail Road Committee Work Plan for 2016 that will address initiatives to be reported throughout the year.



2015 Metro-North Railroad Committee Work Plan

I. RECURRING AGENDA ITEMS

Responsibility

Approval of Minutes	Committee Chairs & Members
2015 Committee Work Plan	Committee Chairs & Members
President's Report	President/Senior Staff
Safety Report	
MTA Police Report	
Information Items (if any)	
Action Items (if any)	
Procurements	
Agency Reports	Senior Staff
Operations	
Finance	
Ridership	
Capital Program	

II. SPECIFIC AGENDA ITEMS

Responsibility

February 2015 (Joint meeting with LIRR)

Adopted Budget/Financial Plan 2015	Finance
2014 Annual Operating Results	Operations
2014 Annual Fleet Maintenance Report	Operations
Bi-Annual Report on PTC	President
Diversity/EEO Report – 4 th Quarter 2014	Diversity and EEO

March 2015

Annual Strategic Investments & Planning Studies	Capital Planning
2015 Spring/Summer Schedule Change	Operations Planning & Analysis
Annual Elevator & Escalator Report	Engineering
Track Program Quarterly Update	Engineering

April 2015 (Joint meeting with LIRR – MNR lead)

Final Review of 2014 Operating Budget Results	Finance
2014 Annual Ridership Report	Operations Planning & Analysis
Annual Inventory Report	Procurement
Bi-Annual Report on M-9 Procurement	President

May 2015

Diversity/EEO Report – 1 st Quarter 2015	Diversity and EEO
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June 2015 (Joint meeting with LIRR)

Grand Central Terminal Retail Development
Track Program Quarterly Update

MTA Real Estate
Engineering

July 2015

Environmental Audit

Environmental Compliance

September 2015 (Joint meeting with LIRR – MNR lead)

2016 Preliminary Budget (Public Comment)
2015 Mid-Year Forecast
Bi-Annual Report on M-9 Procurement
Diversity/EEO Report – 2nd Quarter 2015
Track Program Quarterly Update

Finance
Finance
President
Diversity and EEO
Engineering

October 2015

2016 Preliminary Budget (Public Comment)
2015 Fall Schedule Change

Finance
Operations Planning & Analysis

November 2015 (Joint meeting with LIRR)

2016 Preliminary Budget (Public Comment)
Annual Committee Charter Review
Holiday Schedule
Bi-Annual Report on PTC
Diversity/EEO Report – 3rd Quarter 2015

Finance
Committee Chairs & Members
Operations Planning & Analysis
President
Diversity and EEO

December 2015

2016 Final Proposed Budget
2016 Proposed Committee Work Plan
Track Program Quarterly Update

Finance
Committee Chairs & Members
Engineering

January 2016

Approval of 2016 Committee Work Plan

Committee Chairs & Members

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.

2015 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.

President's Report

A monthly report will be provided highlighting major accomplishments and progress on key initiatives on performance indicators.

Safety

A monthly report will be provided highlighting key safety performance statistics and indicators and an update on enhanced safety actions throughout Metro-North's system.

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.

Operations

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

Finance

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

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

II. SPECIFIC AGENDA ITEMS

FEBRUARY 2015 (Joint Meeting with LIRR)

Adopted Budget/Financial Plan 2015

The Agency will present its revised 2015 Financial Plan. These plans will reflect the 2015 Adopted Budget and an updated Financial Plan for 2015 reflecting the out-year impact of any changes incorporated into the 2015 Adopted Budget.

2014 Annual Operating Results

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

2014 Annual Fleet Maintenance Report

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

Bi-Annual Report on PTC

The Committee will be briefed on the status of PC, including activities to date and the current strategy to meet critical milestones identified in the Rail Safety Improvement Act of 2008. Highlights to include cost of PTC along with operation and implementation risks.

Diversity & EEO Report– 4th Quarter 2014

A 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 on diversity initiatives.

MARCH 2015

Annual Strategic Investments & Planning Studies

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.

2015 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 2015.

Track Program Quarterly Update

A quarterly report will be provided that highlights the progress made on track maintenance work to bring the infrastructure to a state of good repair.

APRIL 2015 (Joint Meeting with LIRR – MNR lead)

Final Review of 2014 Operating Results

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

2014 Annual Ridership Report

A report will be presented to the Committee on Agency ridership trends during 2014 based on monthly ticket sales data and the results of train ridership counts conducted by the Agency.

Annual Elevator/Escalator Report

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

Annual Inventory Report

The Agency will present its annual report on Inventory.

MAY 2015

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 2015

A 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 on diversity initiatives.

JUNE 2015 (Joint Meeting with LIRR)

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.

Track Program Quarterly Update

A quarterly report will be provided that highlights the progress made on track maintenance work to bring the infrastructure to a state of good repair.

JULY 2015

Environmental Audit Report

The Committee will be briefed on the results of the 2015 environmental audit report which is submitted to NYS Department of Environmental Conservation as required by the Environmental Audit Act, as well as the actions implemented to enhance overall compliance, monitoring and reporting.

SEPTEMBER 2015 (Joint Meeting with LIRR – MNR lead)

2015 Final Mid-Year Forecast

The agency will provide the 2015 Mid-Year Forecast financial information for revenue and expense by month.

2016 Preliminary Budget

Public comment will be accepted on the 2016 Budget.

Bi-Annual Report on M-9 Procurement

The committee will be briefed on the status of the M-9 procurement, including design, fabrication and delivery status, plus budget and schedule performance.

Diversity & EEO Report– 2nd Quarter 2015

A 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 on diversity initiatives.

Track Program Quarterly Update

A quarterly report will be provided that highlights the progress made on track maintenance work to bring the infrastructure to a state of good repair.

OCTOBER 2015

2016 Preliminary Budget

Public comment will be accepted on the 2016 Budget.

Bi-Annual Report on PTC

The Committee will be briefed on the status of PC, including activities to date and the current strategy to meet critical milestones identified in the Rail Safety Improvement Act of 2008. Highlights to include cost of PTC along with operation and implementation risks.

2015 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 2015.

NOVEMBER 2015

2016 Preliminary Budget

Public comment will be accepted on the 2016 Budget.

Review Committee Charter

Annual review and approval of the MNR Committee Charter.

Holiday Schedule

The Committee will be informed of Agency's service plans for the Thanksgiving and Christmas/New Year's holiday periods.

Diversity & EEO Report– 3rd Quarter 2015

A 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.

DECEMBER 2015

2016 Final Proposed Budget

The Committee will recommend action to the Board on the Final Proposed Budget for 2016.

Proposed 2016 Committee Work Plan

The Committee Chair will present a draft Metro-North Committee Work Plan for 2016 that will address initiatives to be reported throughout the year.

Track Program Quarterly Update

A quarterly report will be provided that highlights the progress made on track maintenance work to bring the infrastructure to a state of good repair.

JANUARY 2016

Approval of 2016 Committee Work Plan

The Committee will approve the Proposed Metro-North Railroad Committee Work Plan for 2016 that will address initiatives to be reported on throughout the year.

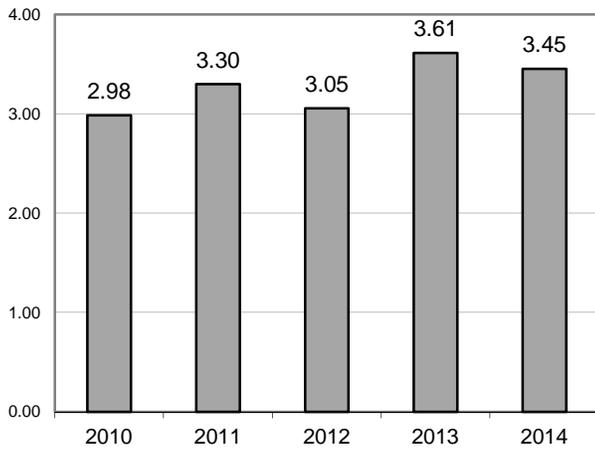


Metro-North Railroad

Safety Report

February 2015

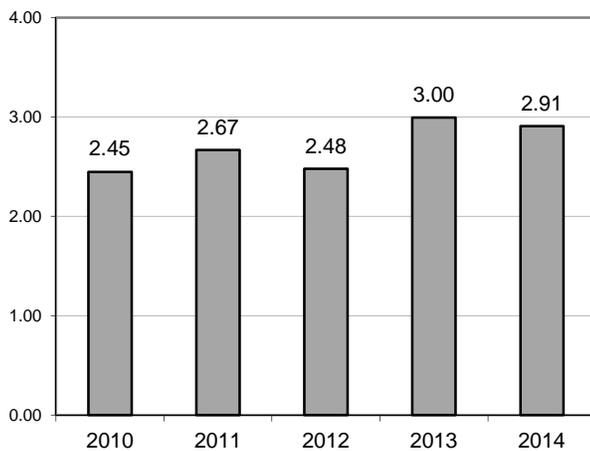
MTA Metro-North Railroad Summary of Employee Injuries thru December



Total Employee Injuries

Year	Total	Total FI*
2010	184	2.98
2011	209	3.30
2012	191	3.05
2013	234	3.61
2014	234	3.45

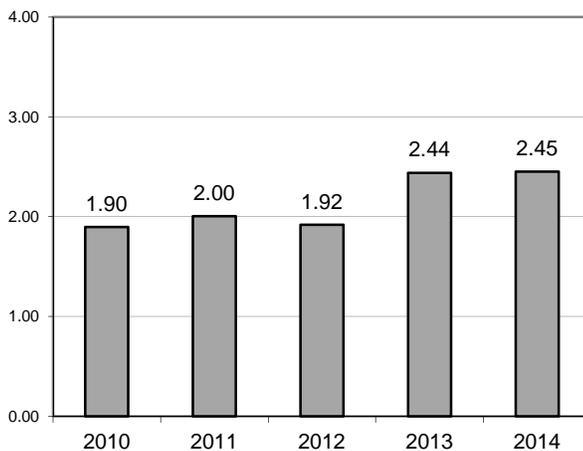
% change from last year: -4.4%
2014 Total FI Goal 2.80



Employee FRA Reportable Injuries

Year	Total	FRA FI*
2010	151	2.45
2011	169	2.67
2012	155	2.48
2013	194	3.00
2014	197	2.91

% change from last year: -2.9%
2014 FRA FI Goal 2.35



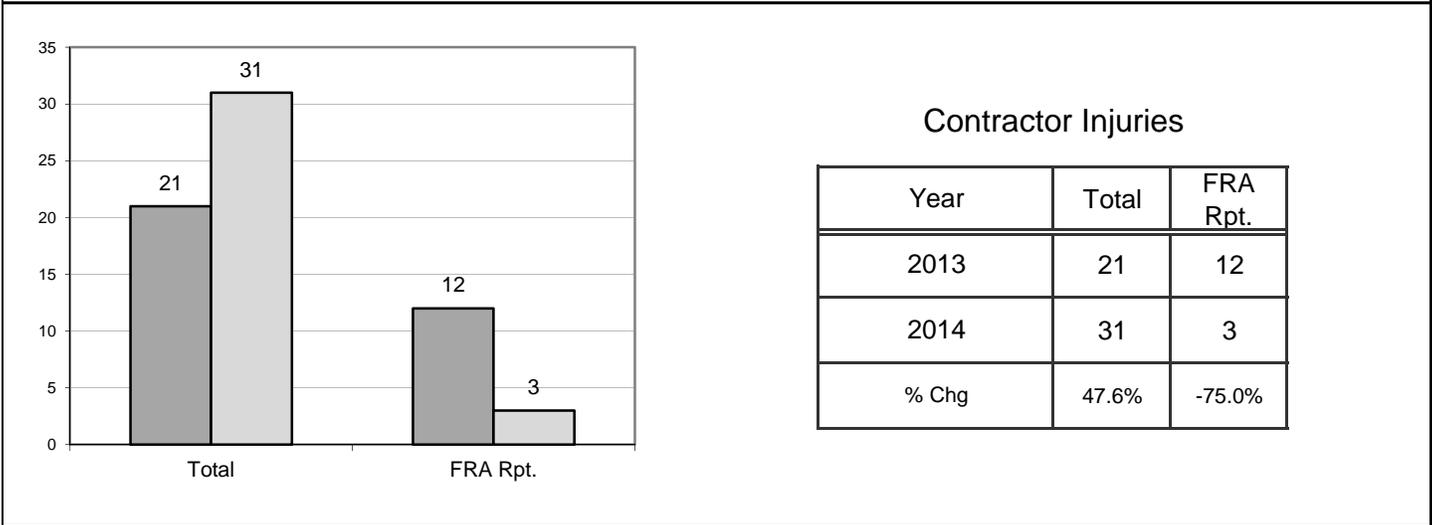
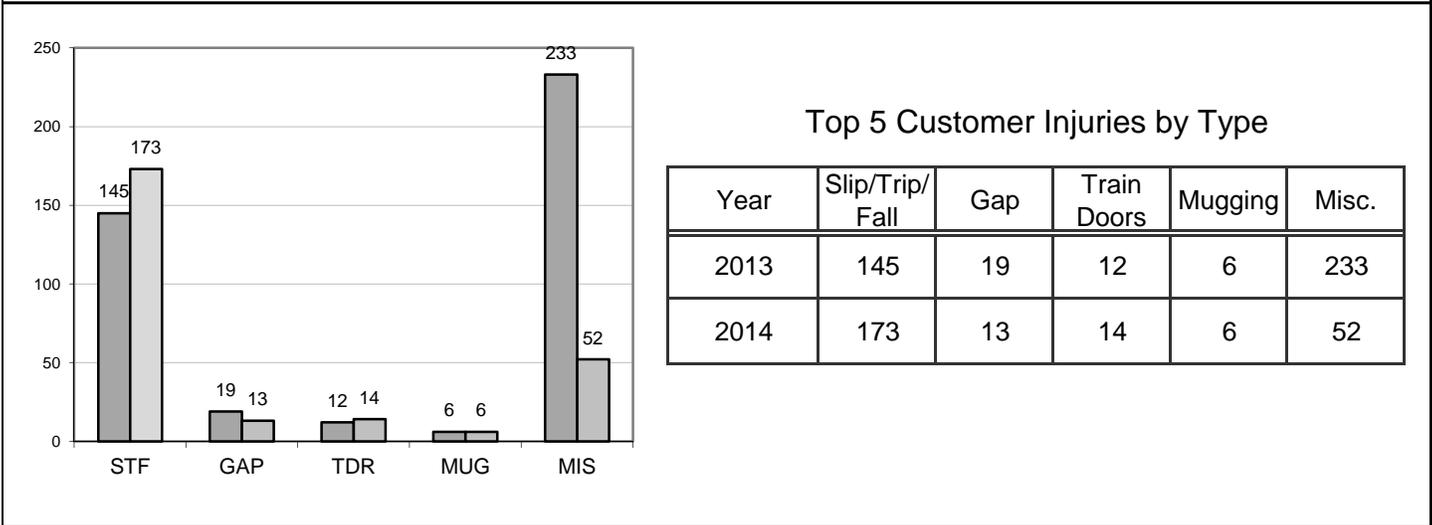
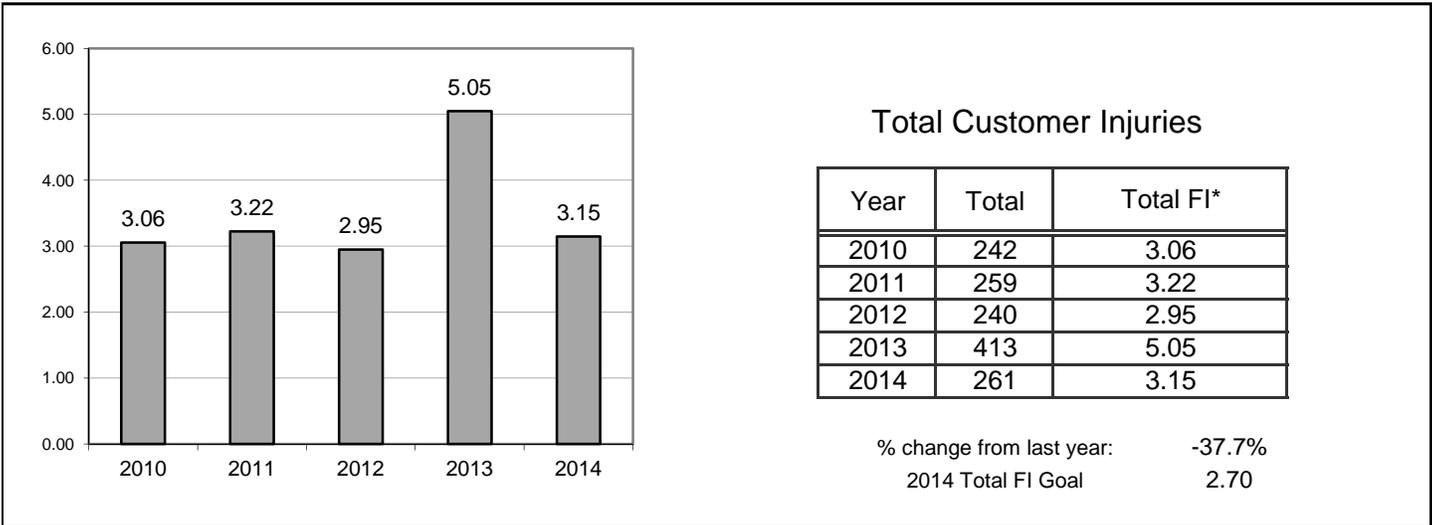
Employee Lost Time and Restricted Duty Injuries

Year	LT	RD	LT FI*	RD FI*	LT&RD FI*
2010	98	19	1.59	0.31	1.90
2011	100	27	1.58	0.43	2.00
2012	113	7	1.81	0.11	1.92
2013	152	6	2.35	0.09	2.44
2014	164	2	2.42	0.03	2.45

% change from last year: 0.4%
2014 LT&RD FI Goal 1.75

* - Injuries per 200,000 hours worked

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



* - Injuries per 1,000,000 rides

Memorandum



Date: February, 2015
To: Metro-North Committee
From: Joe Giulietti 
Re: **Enhanced Safety Action Update**

This is to update you on Metro-North's comprehensive efforts to enhance safety throughout our system:

- Our fourth quarter safety stand down was held on December 11, 2014, with a continued focus on motor vehicle safety and winter safety preparedness. Our next stand down will be scheduled for March 5, 2015.
- Our waiver request was submitted to the FRA and we are awaiting their acceptance.
- Our C3RS Peer Review Team training for agreement, management and FRA participants was held on January 14 – 16, 2014.

The following progress was made on speed compliance enhancements and Positive Train Control (PTC).

ACTION ITEM	STATUS
Cameras	<ul style="list-style-type: none">• Vendors have been selected to provide audio and image recorders that meet or exceed the NTSB recommendations. We anticipate a Notice to Proceed (NTP) to be issued this month.
NTSB Recommendations	<ul style="list-style-type: none">• We continue to implement NTSB recommendations, and will work with the NTSB to close out each of these recommendations, while coordinating with the other MTA agencies to ensure best practices are shared.
Speed Compliance	<ul style="list-style-type: none">• For the month of January, 21 compliant radar observations were performed and 125 event recorder Download Reviews with no failures. There were a total of 2,051 downloads reviewed in 2014.
Obstructive Sleep Apnea	<ul style="list-style-type: none">• A contract was awarded to Persante Health Services for an obstructive sleep apnea pilot program. This pilot has been kicked off at Metro-North and findings from this pilot will inform an all-agency approach.
PTC	<ul style="list-style-type: none">• The Systems Integrator (SI) is progressing Preliminary Design. Communications design elements are lagging. Additional resources have been obtained by the SI as part of mitigation. Radio compliance testing in process. Transponder brackets are being installed on New Haven line.

MTA CAPITAL CONSTRUCTION

PROJECT UPDATE

EAST SIDE ACCESS

MTA CAPITAL CONSTRUCTION PROJECT UPDATE

East Side Access February 2015

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>New Budget</u>	<u>Current Month EAC</u>	<u>Expenditures</u>
Design	\$720,615,810	\$720,615,810	\$ 633,161,476
Construction	\$8,036,910,326	\$8,036,910,326	\$4,092,644,960
Project Management	\$1,036,168,644	\$1,036,168,644	\$616,568,370
Real Estate	\$182,076,230	\$182,076,230	\$114,233,941
Rolling Stock*	\$202,000,000	\$202,000,000	\$0
Total Project Cost	\$10,177,771,010	\$10,177,771,010	\$ 5,456,608,747

* An additional \$463 million budgeted for ESA rolling stock is included in a reserve.

Major Milestones and Forecasts

	<u>Original Schedule</u>	<u>New Schedule</u>	<u>Current Month Schedule</u>
Project Design Start	March 1999	March 1999	March 1999
Project Design Completion	4th Q 2008	November 2014	July 2015
Project Construction Start	September 2001	September 2001	September 2001
Revenue Service Date	2nd Q 2012	December 2022	December 2022

Current Issues/Highlights

- **Manhattan South Structures (CM005):** Contractor completed the invert construction in Access Tunnels 1 & 2 and commenced drilling dowels for the GCT Main Cavern lower walls.
- **Manhattan North Structures (CM006):** Contractor completed final lining construction at GCT 4 west wye arch and 55th Street west structure lower walls. Rebar installation is on-going at GCT 5 west wye arch and GCT 4 crossover. Waterproofing, drainage, rebar installation and concrete placement for the West Bound (WB) 1 running tunnel continues.
- **55th Street Vent Plant Facility (CM013A):** Installation of shaft waterproofing was completed and rebar installation has commenced. This work will be followed with the placement of the shaft final lining. Completion of the work is on the critical path to meet the next milestone (MS#2-Substantial Completion).
- **Plaza Substation and Queens Structures (CQ032):** Contractor completed the timber pile installation for the Yard Services Building and has commenced with the foundation construction.

- **Harold Structures (CH053):** Testing of the 12KV new C-3 Feeder cable is expected to be completed by the end of February. Testing and cut-over of the new C-2 and C-1 Feeder cables is expected to be completed by the end of March.
- **Harold Structures (CH054A):** Work on the Storm Sewer System is expected to be completed by the end of February. The new 12KV S-3 Feeder was energized by Amtrak in January and the S-1 and S-2 Feeders will be energized by Amtrak by the end of February; afterwards the removal of the existing 12KV ductbank can commence.
- **Harold Structures-Part 3 (CH057A):** Contractor has completed the installation of 80 percent of the soldier piles (134 out of 167 piles) for the Westbound Bypass (WBY) West Approach support of excavation. The remaining 20 percent of the piles (33 piles), under and east of the Queens Boulevard Bridge, are pending Amtrak's relocation of the 6EA/6EB Signal Box. Amtrak's work is expected to be completed by the end of February.
- **GCT Concourse and Facilities Fit-out (CM014B):** On February 2, 2015, Notice of Award and Notice to Proceed was given to GCT Constructors Joint Venture (Schiavone Construction Co., LLC and John P. Picone, Inc.). The Contract was awarded for the Base amount of \$404,622,096. The Contract contains four (4) options and if all four (4) options are exercised, the total amount of the Contract will be \$428,900,000. The scope of work involves the construction of the new LIRR Grand Central Terminal (GCT) Concourse facility, which includes foundation, underground utilities, or concrete masonry unit (CMU) walls, structural steel framing, mechanical, electrical, plumbing, fire protection, and architectural finishes. This contract also provides the construction for the fit-out of the 44th Street and 50th Street Ventilation Facilities.

East Side Access Active and Future Construction Contracts

Report to the Railroad Committee - February 2015

Expenditures thru January 2015; \$s in million

	Budget	Committed	Expenditures
Construction	\$ 8,036.9	\$ 5,823.6	\$ 4,092.6
Design	\$ 720.6	\$ 661.0	\$ 633.2
Project Management	\$ 1,036.2	\$ 670.1	\$ 616.6
Real Estate	\$ 182.1	\$ 116.5	\$ 114.2
Rolling Stock†	\$ 202.0	\$ -	\$ -
Total	\$ 10,177.8	\$ 7,271.1	\$ 5,456.6

† An additional \$463 million budgeted for ESA rolling stock is included in a reserve and \$50 million is included in the Regional Investment budget.

Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved AWOs)	Remaining Budget	Expenditures	2014 Replan Award Date	Actual/ Forecast Award Date	Planned Completion at Award*	Forecast Completion
Manhattan Construction								
CM014A: GCT Concourse Finishes Early Work <i>Yonkers Contracting</i>	\$57.6	\$51.6	\$6.0	\$42.7	Nov-2011	Nov-2011	Apr-2013	Jul-2015
CM013A: 55th St Vent Facility <i>SCC-JPP, JV</i>	\$58.9	\$57.2	\$1.7	\$38.1	Aug-2012	Aug-2012	Apr-2015	May-2015
CM005: Manhattan Southern Structures <i>Michels Corp.</i>	\$250.1	\$236.1	\$14.1	\$124.4	Jul-2013	Jul-2013	Feb-2016	Feb-2016
CM006: Manhattan Northern Structures <i>Frontier Kemper Constructors, Inc.</i>	\$340.3	\$316.5	\$23.8	\$31.5	Mar-2014	Mar-2014	Nov-2016	Nov-2016
CM014B: GCT Concourse & Cavern Fit-Out		<i>In Procurement</i>			Dec-2014	Feb-2015	N/A	Aug-2018
CM007: Manhattan Cavern Structure & Facilities Fit-Out		<i>In Procurement</i>			Jul-2015	Nov-2015	N/A	Jul-2019
Queens Construction								
CQ032: Plaza Substation & Queens Struct Construction <i>Tutor Perini Corporation</i>	\$248.8	\$217.0	\$31.9	\$145.0	Aug-2011	Aug-2011	Aug-2014	Mar-2016
Harold Construction								
CH053: Harold Structures (Part 1) <i>Tutor Perini Corporation</i>	\$316.5	\$295.9	\$20.6	\$259.9	Jan-2008	Jan-2008	Feb-2011	May-2015
CH057A: Harold Structures - Part 3: West Bound Bypass <i>Harold Structures JV</i>	\$126.3	\$104.4	\$21.9	\$12.9	Nov-2013	Nov-2013	Feb-2016	Aug-2016
CH057: Harold Structures - Part 3: Track D Approach, 48th St Bridge, Loop Box Structure		<i>In Design (Repackaging)</i>			Nov-2014	Jul-2015	N/A	Mar-2017
CH058: Harold Structures - Part 3: Eastbound Reroute		<i>In Design</i>			Jul-2015	Feb-2016	N/A	Mar-2019
Systems Contracts								
Systems Package 1: Tunnel Ventilation, Facility Power, Communications, Controls, Security, Fire Detection (CS179) <i>Tutor Perini Corporation</i>	\$605.4	\$333.6	\$271.8**	\$12.1	Mar-2014	Mar-2014	Dec-2019	Dec-2019
Systems Package 2: Tunnel Systems (CS284)		<i>In Design (Repackaging)</i>			TBD	TBD	N/A	TBD
Systems Package 3: Signal Equipment (VS086) <i>Ansaldo STS USA Inc.</i>	\$21.8	\$19.9	\$1.9	\$0.0	Jun-2014	Jun-2014	Dec-2019	Dec-2019
Systems Package 4: Traction Power (CS084) <i>E-J Electrical Installation Company</i>	\$78.4	\$71.2	\$7.1	\$0.0	Sep-2014	Oct-2014	Dec-2019	Dec-2019

*Planned Completion at Award date for contract CH053 is adjusted to the 2009 plan.

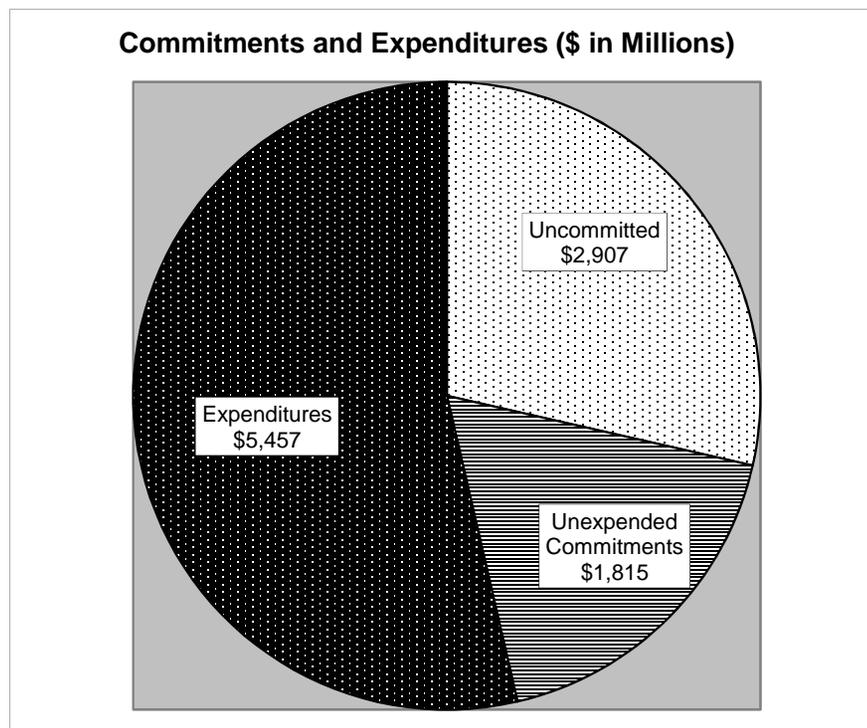
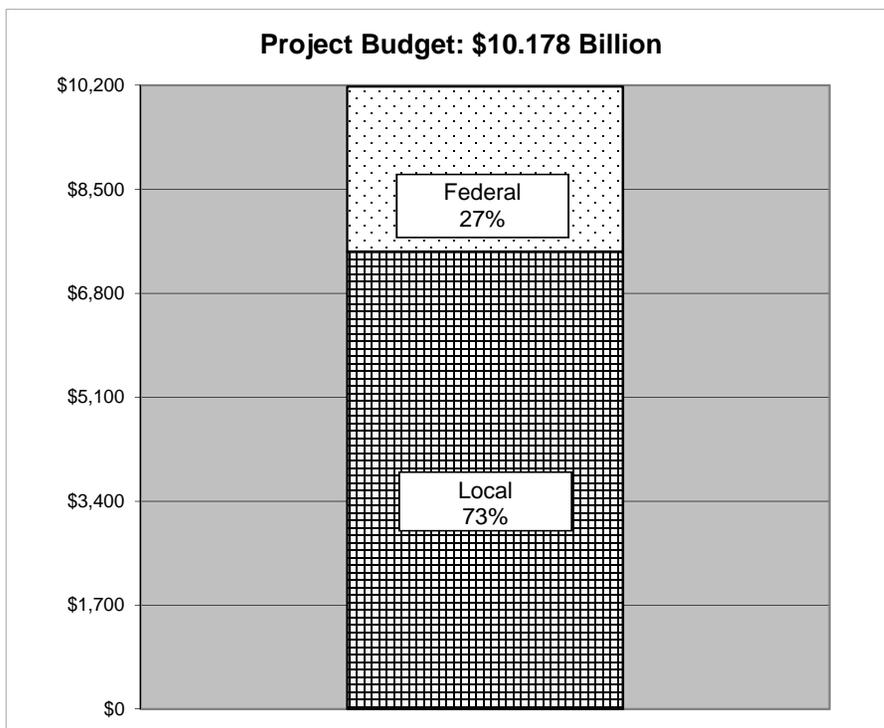
** Remaining contingency includes \$238.48M for unawarded options and associated contingency.

East Side Access Status

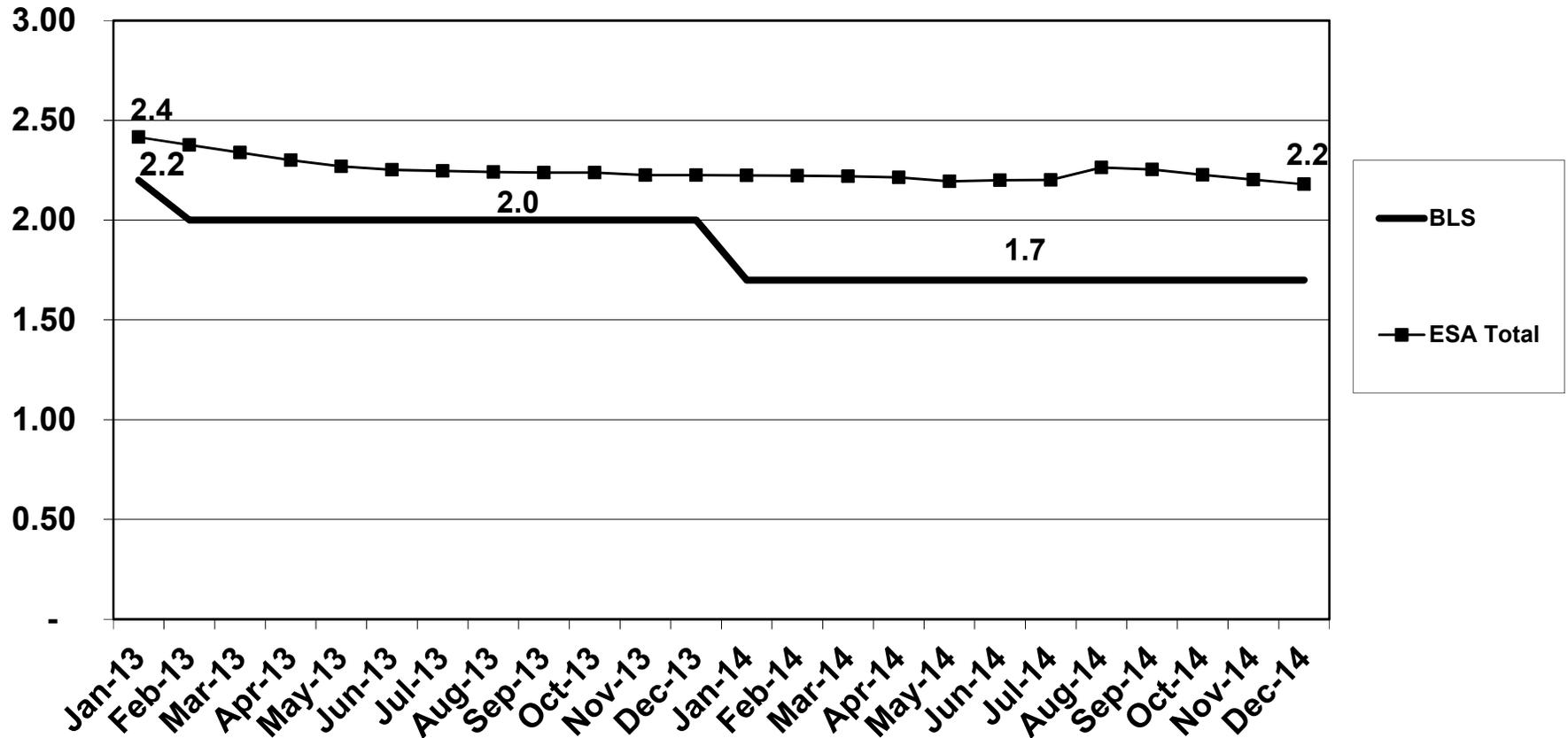
Report to the Railroad Committee - February 2015

data thru January 2015

MTA Capital Program \$ in Millions	Budgeted	Funding Sources				Status of Commitments		
		Local Funding	Future Local Funding	Federal Funding	Federal Received	Committed	Uncommitted	Expended
1995-1999	\$ 158	\$ 94	\$ -	\$ 64	\$ 64	\$ 158	\$ -	\$ 157
2000-2004	1,534	748	-	785	785	1,533	0	1,511
2005-2009	2,683	838	-	1,845	1,176	2,680	3	2,569
2010-2014	3,232	3,228	-	5	5	2,901	331	1,219
2015-2019	2,572		2,572	-	-	-	2,572	-
Total	\$ 10,178	\$ 4,907	\$ 2,572	\$ 2,699	\$ 2,030	\$ 7,271	\$ 2,907	\$ 5,457



Lost Time Injury Rate East Side Access Project, 2013-2014 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)



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department Long Island Rail Road

January 2015 vs. 2014

	2015	2014	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	0	2	-2	-100%
Felony Assault	1	4	-3	-75%
Burglary	0	1	-1	-100%
Grand Larceny	8	10	-2	-20%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	9	17	-8	-47%

Year to Date 2015 vs. 2014

	2015	2014	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	0	2	-2	-100%
Felony Assault	1	4	-3	-75%
Burglary	0	1	-1	-100%
Grand Larceny	8	10	-2	-20%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	9	17	-8	-47%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



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

January 2015 vs. 2014

	2015	2014	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	0	3	-3	-100%
Felony Assault	2	1	1	100%
Burglary	0	0	0	0%
Grand Larceny	8	11	-3	-27%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	10	15	-5	-33%

Year to Date 2015 vs. 2014

	2015	2014	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	0	3	-3	-100%
Felony Assault	2	1	1	100%
Burglary	0	0	0	0%
Grand Larceny	8	11	-3	-27%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	10	15	-5	-33%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
System Wide

January 2015 vs. 2014

	2015	2014	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	1	5	-4	-80%
Felony Assault	3	5	-2	-40%
Burglary	0	1	-1	-100%
Grand Larceny	16	21	-5	-24%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	20	32	-12	-38%

Year to Date 2015 vs. 2014

	2015	2014	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	1	5	-4	-80%
Felony Assault	3	5	-2	-40%
Burglary	0	1	-1	-100%
Grand Larceny	16	21	-5	-24%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	20	32	-12	-38%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION

INDEX CRIME REPORT
Per Day Average
January 2015

	Systemwide	LIRR	MNRR	SIRT
Murder	0	0	0	0
Rape	0	0	0	0
Robbery	1	0	0	1
Fel. Assault	3	1	2	0
Burglary	0	0	0	0
Grand Larceny	16	8	8	0
GLA	0	0	0	0
Total	20	9	10	1
Crimes Per Day	0.65	0.29	0.32	0.03



MTA Police Department Arrest Summary: Department Totals

1/1/2015 to 1/31/2015

Arrest Classification	Total Arrests	
	2015	2014
Robbery	0	5
Felony Assault	4	3
Burglary	0	1
Grand Larceny	1	4
Aggravated Unlicensed Operator	2	2
Assault-Misdemeanor	8	6
Breach of Peace	2	1
Criminal Impersonation	1	1
Criminal Mischief	1	1
Criminal Possession Stolen Property	1	0
Criminal Trespass	2	1
Disorderly Conduct	0	2
Drug Offenses	3	4
DUI Offenses	1	0
Falsely Reporting an Incident	1	1
Forgery	4	4
Graffiti	0	2
Harassment	0	2
Issue a Bad Check	1	0
Make Terrorist Threat	2	0
Menacing	1	1
Obstruct Government	3	1
Petit Larceny	18	7
Probation/Parole Violation	1	0
Public Lewdness	0	2
Resisting Arrest	3	6
Sex Offenses	1	2
Theft of Services	10	11
Unlawful Surveillance	1	0
VTL Offenses	0	1
Warrant Arrest	7	4
Weapons Offenses	0	2
Total Arrests	79	77

February 2015 CPOC LIRR/MNR PTC Project Update



February 2015 CPOC LIRR/MNR PTC Project Update

- **PTC Project Description**

- PTC, which will comply with the Rail Safety Improvement Act of 2008, will prevent train-to-train collisions, overspeed derailments, incursions into established work zone limits, and the movement of a train through an improperly aligned switch.

- **Progress since December 2014 CPOC Update**

- DOT and the FRA progressing the last stages of review with regards to MTA's \$967M RRIF Loan application. The major outstanding issue is FRA's Buy-America requirements. MTA is finalizing the loan with a target date of on or before by April 30, 2015.
- Transponder bracket First Article Inspection (FAI) completed and initial delivery received and installed in the infrastructure in January 2015.
- PTC Systems Integrator provided substantial Preliminary Design Review (PDR) documentation. Although the finalization of PDRs are about three months behind schedule; they are not holding up Pilot Testing or the Implementation Plan.
- PTC Radio currently being tested at an Independent Test Lab: on target for February 28, 2015, completion.

- **90 Day Look Ahead**

- MNR to further progress installation of transponder brackets and transponders on the New Haven Line
- Begin Final Design Reviews (FDR) – March 2015: one month delay from the December 2014 CPOC report
- Completion of Radio Frequency Propagation Analysis for Pilot – February 2015
- Continue to work with the FCC on spectrum needs in four MNR counties



February 2015 CPOC LIRR/MNR PTC Project Update

- **Risk Assessment**

- Risk Assessment completed in December 2014
- Risk Results based on 80% confidence level
- The Risk Informed project duration (with mitigation) adds up to 6 months to the December 2018 Full Implementation Date.
 - Wayside Segments will be installed on a prioritization basis developed primarily from a Hazard Assessment pursuant to FRA regulations.
 - The LIRR/MNR schedules (on page 3) show significant Implementation by December 2017.
- The estimated Project Cost at 80% confidence level (includes risks mitigated, where practical) is assessed at \$973.3M
 - The Railroads' current estimated Project Cost is \$967.9M. This amount, which includes contingency, is \$5.4M less than the \$973.3M Risk Informed Cost Estimate.
- The Development nature of the project creates unusual risks that are difficult to quantify.
- Exclusions from Risk Assessment
 - Spectrum Acquisition
 - Funding
 - FRA Penalties



**LIRR PTC Implementation Schedule**

	LIRR							
	Wayside Miles				On-Board Units ^{4,5}			
	Original	%	New	%	Original	%	New	%
Dec 2015	63	20%	63	20%	41	7.8%	61	11.7%
Dec 2016	172	54.7%	256	81.5%	223	42%	380	73%
Dec 2017	251	79.6%	314 ¹	100%	393	75.5%	499 ³	96%
Dec 2018	318	N/A	318 ²	N/A	520	100%	520	100%

¹ 314 Miles completed by August 2017 vs. Oct 2018 under the original schedule.

² 4 remaining miles for ESA only.

³ 478 Units installed by May 2017 (includes all M7's).

⁴ M9's are PTC ready upon delivery and not included in table.

⁵ LIRR M3's are not planned to be PTC equipped due to decommissioning beginning late 2017/early 2018.

MNR PTC Implementation Schedule

	MNR							
	Wayside Miles				On-Board Units ^{a,b}			
	Original	%	New	%	Original	%	New	%
Dec 2015	52	19.2%	52	19.2%	86	25%	92	26.8%
Dec 2016	95	35.1%	155	57.4%	172	50.1%	258	75.2%
Dec 2017	171	63.3%	270	100%	258	75.2%	343	100%
Dec 2018	270	100%	N/A	N/A	343	100%	N/A	N/A

a. MNR M8s are not included in the count.

b. PTC will be installed on the Port Jervis Line under an option on a New Jersey Transit contract.

PTC Prototype/Mockup Installations



PTC Prototype/Mockup Installations

Antenna Scanner



M7 Undercarriage

Antenna Array/220Mhz



M7 Roof Top (Top view)



**MTA Agencies: LIRR/MNR****Project Name: PTC (Contracts 1712 (LIRR) and 29544 (MNR))****Project Description**

The objective of this project is the planning, design and implementation of a Positive Train Control (PTC) system on all main-line tracks to comply with the Rail Safety Improvement Act of 2008. The PTC System will be designed to prevent train-to-train collisions, overspeed derailments, incursions into established work zone limits, and the movement of a train through an improperly aligned switch. The project has three phases:

- The completed Planning Phase included the FRA approved Implementation Plan and Development Plan.
- The Design Phase includes development of Design Criteria (Conceptual Design), Preliminary Design and Final Design for Wayside, Onboard, Radio Communications, Back Office and System integration, as well as preliminary installation of wayside and onboard equipment for Pilot Testing.
- The Implementation Phase includes the development, manufacture and furnishing of PTC equipment by the System Integrator, as well as installation by the Railroads.

PTC Implementation Schedule

- Extensive PTC System Development and Pilot Testing resulted in the Delivery Schedules in the original Contracts supporting a December 2018 date for Full Implementation notwithstanding the statutory December 2015 Implementation Date.
- In April 2014, the Board authorized 3 Change Orders to improve the Delivery Schedules of On-Board/Wayside Kits allowing installation and earlier utilization of PTC on more track segments by a greater number of trains. The Improved Schedules show well over 90% of the project will be complete by December 2017.

PTC Cost

- Total LIRR/MNR estimated Project costs with Contingency are \$967.9M(\$443.8M and \$524.1M, which includes \$157M from the State of Connecticut), respectively.



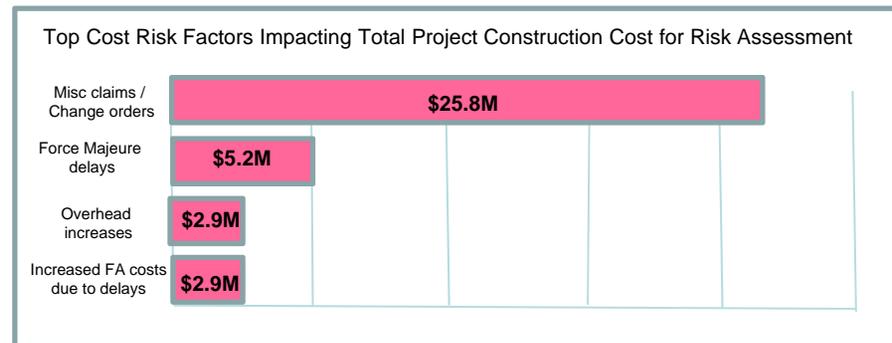
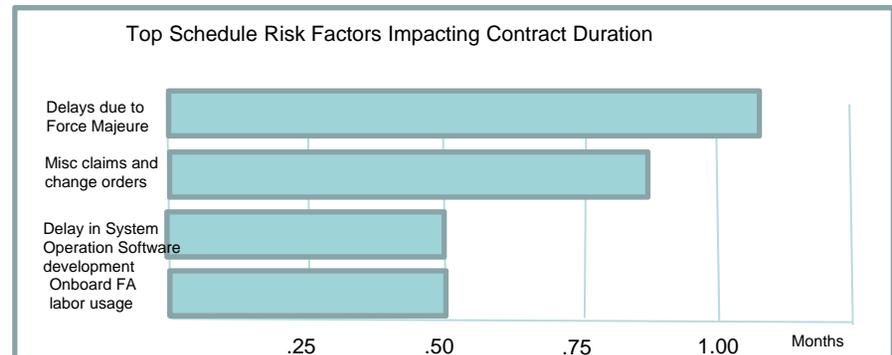
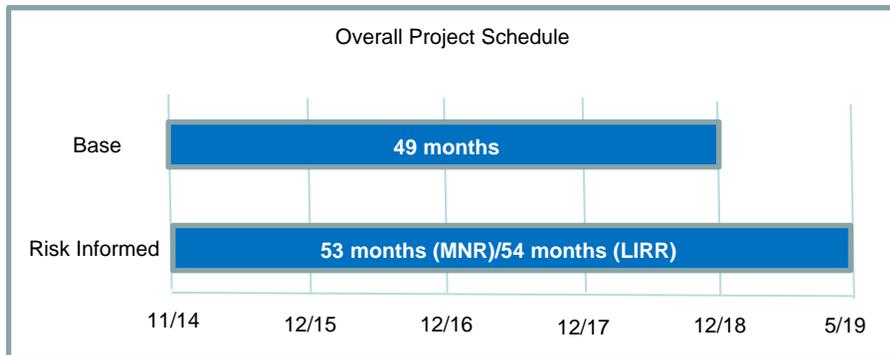
Risk Assessment Schedule and Cost Impacts

A Risk Assessment was conducted in the 4th quarter of 2014 based on 80% confidence level and utilizing mitigation measures, the Risk Assessment resulted in the following:

- Completion date (Dec 2018) may be extended, by up to six months to the respective LIRR/MNR project baseline schedules for Full Implementation.
- The \$967.9M estimated project cost may be increased by \$5.4M(from \$443.8M to \$449.2M) for LIRR with MNR remaining at \$524.1M.

Mitigation Measures

- LIRR/MNR are working with the System Integrator to mitigate risks to stay within the current budget and schedule.
- Appendix A lists significant Mitigation Measures previously implemented.





APPENDIX A

LIRR/MNR Major Risks Mitigated

- LIRR's Ronkonkoma to Greenport and MNR's Waterbury Branch (Dark Territory) exception for full PTC implementation received from FRA
- Market risk alleviated by award of Systems Integrator Contract at a reasonable price
- MNR pre-wired communications cabinet included in Systems Integrator contract alleviating integration risk
- Replacement of poor performing Communications and EMI/EMC subcontractors/suppliers mitigating the then expected delays in these areas
- Obtained spectrum supporting all LIRR territory and parts of MNR territory, also received temporary licenses from the FCC supporting MNR in areas where Pilot testing will be conducted



INFORMATION

ITEMS

**MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN 2015-2018
2014 FINAL ESTIMATE AND 2015 ADOPTED BUDGET**

In accordance with MTA-approved budget procedures, the following information presents MTA Long Island Rail Road's 2014 Final Estimate, 2015 Adopted Budget and the Financial Plan for 2015-2018. The Adopted Budget reflects the inclusion of MTA Adjustments that were presented in the November Financial Plan, and adopted by the Board in December 2014, as well as other technical adjustments.

These adjustments are presented on the included reconciliations from the November Financial Plan and are described below:

- 2015 Fare increase which results in a farebox revenue increase of \$18.2 million in 2015 and approximately \$23.6 million per year 2016-2018.
- Unprecedented level of funding to advance system safety and improve operational practices and procedures resulting in an additional 81 positions and \$17.9 million in 2015 growing to \$29.7 million in 2018.
- As part of the 2014 MTA Service Investments and Customer Enhancement Initiative, the LIRR invested approximately \$4.0 million in each year from 2015 - 2018, which either adds or restores service. For specific service details, please refer to the 2014 November Financial Plan.
- Property insurance efficiency savings expected from utilizing catastrophe bonds as a cost effective alternative to traditional reinsurance which results in \$0.3 million savings in 2015 growing to \$1.7 million in 2018.
- Lower premium assumptions for renewals in the Excess Loss Program resulting in 2015 efficiency savings of \$0.4 million growing to \$0.6 million in 2018.
- The timing of retro-active adjustments has been reflected in this plan, resulting in a payment underrun of \$9.9 million in 2014, offset in 2015.
- Effective 2015, IT service and support functions across the agencies will be consolidated into a single organizational structure at Headquarters. Accordingly, this adjustment reflects a shift in expenses and positions from Long Island Rail Road to MTA Headquarters with no change to MTA's overall bottom line.
- Various technical adjustments to reflect latest department reorganizations. This results in no net bottom line change in expenses or positions.

The attached also includes schedules detailing the monthly allocation of financial, overtime, headcount and utilization data based on the 2015 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

MTA LONG ISLAND RAIL ROAD
February Financial Plan 2015 - 2018
Reconciliation to the November Plan (Accrual) Non-Reimbursable
(\$ in millions)

	Favorable/(Unfavorable)									
	2014		2015		2016		2017		2018	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
2014 November Financial Plan: Net Surplus/(Deficit)	6,131	(\$1,214.148)	6,225	(\$1,200.007)	6,280	(\$1,207.681)	6,289	(\$1,264.707)	6,489	(\$1,351.642)
<i>Technical Adjustments:</i>										
Sub-Total Technical Adjustments	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000
<i>MTA Plan Adjustments:</i>										
2015 Fare/Toll Increase		\$0.000		\$18.188		\$23.492		\$23.598		\$23.667
Policy Actions:										
Safety Investments	(41)	(3.716)	(81)	(16.506)	(79)	(27.143)	(79)	(28.633)	(79)	(29.697)
Service and Service Quality Investments	(12)	(0.752)	(17)	(4.066)	(19)	(3.693)	(19)	(3.925)	(19)	(4.090)
Information Technology Consolidation			161	43.819	161	38.380	161	39.728	161	41.274
MTA Re-estimates:										
MTA Efficiencies - Property Insurance				0.273		0.678		1.142		1.673
Excess Loss Program		0.399		0.439		0.483		0.532		0.585
Retro-Active Wage Adjustments										
Other:										
Sub-Total MTA Plan Adjustments	(53)	(\$4.069)	63	\$42.147	63	\$32.197	63	\$32.441	63	\$33.413
2015 February Financial Plan: Net Surplus/(Deficit)	6,184	(\$1,218.217)	6,163	(\$1,157.860)	6,218	(\$1,175.484)	6,228	(\$1,232.266)	6,427	(\$1,318.229)

-- Differences are due to rounding.

MTA LONG ISLAND RAIL ROAD
February Financial Plan 2015 - 2018
Reconciliation to the November Plan (Accrual) Reimbursable
(\$ in millions)

	Favorable/(Unfavorable)									
	2014		2015		2016		2017		2018	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
2014 November Financial Plan: Net Surplus/(Deficit)	877	\$0.000	947	\$0.000	775	\$0.000	717	\$0.000	713	\$0.000
Technical Adjustments:										
Sub-Total Technical Adjustments	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000
MTA Plan Adjustments										
2015 Fare/Toll Increase										
Policy Actions:										
Safety Investments				(\$1.400)						
Service and Service Quality Investments										
Information Technology Consolidation			4	4.786	4	0.884	4	0.619	4	0.607
MTA Re-estimates:										
MTA Efficiencies - Property Insurance										
Excess Loss Program										
Retro-Active Wage Adjustments										
Other:										
Sub-Total MTA Plan Adjustments	-	\$0.000	4	\$3.386	4	\$0.884	4	\$0.619	4	\$0.607
Revenue Offset		\$0.000		(\$3.386)		(\$0.884)		(\$0.619)		(\$0.607)
2015 February Financial Plan: Net Surplus/(Deficit)	877	\$0.000	943	\$0.000	771	\$0.000	712	\$0.000	709	\$0.000

-- Differences are due to rounding.

MTA LONG ISLAND RAIL ROAD
February Financial Plan 2015 - 2018
Reconciliation to the November Plan - (Cash)
(\$ in millions)

	Favorable/(Unfavorable)									
	2014		2015		2016		2017		2018	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
2014 November Financial Plan: Net Cash Surplus/(Deficit)	7,008	(\$803.262)	7,172	(\$799.861)	7,055	(\$780.503)	7,006	(\$835.667)	7,202	(\$919.895)
<i>Technical Adjustments:</i>										
Sub-Total Technical Adjustments	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000
<i>MTA Plan Adjustments:</i>										
2015 Fare/Toll Increase		\$0.000		\$18.188		\$23.492		\$23.598		\$23.667
Policy Actions:										
Safety Investments	(41)	(3.716)	(81)	(17.906)	(79)	(27.143)	(79)	(28.633)	(79)	(29.697)
Service and Service Quality Investments	(12)	(0.752)	(17)	(4.066)	(19)	(3.693)	(19)	(3.925)	(19)	(4.090)
Information Technology Consolidation			165	48.034	165	38.680	165	39.753	165	41.274
MTA Re-estimates:										
MTA Efficiencies - Property Insurance				0.273		0.678		1.142		1.673
Excess Loss Program		0.399		0.439		0.483		0.532		0.585
Retro-Active Wage Adjustments		9.918		(9.918)						
Other:										
Sub-Total MTA Plan Adjustments	(53)	\$5.849	67	\$35.043	67	\$32.497	67	\$32.466	67	\$33.413
2015 February Financial Plan: Net Cash Surplus/(Deficit)	7,061	(\$797.413)	7,106	(\$764.818)	6,989	(\$748.006)	6,940	(\$803.201)	7,136	(\$886.482)

-- Differences are due to rounding.

MTA LONG ISLAND RAIL ROAD
2015 February Adopted Budget
Reconciliation to the Final Proposed Budget by Generic Category
(\$ in millions)

NON-REIMBURSABLE	2015									
	Final Proposed Budget	Fare/Toll Incrs.	Policy Actions			MTA Re-estimates			All Other	February Adopted Budget
		2015 Fare/Toll Incrs.	Safety Investments	Service/ Svc. Quality Investments	IT Consolidation	Property Insurance	Excess Loss Program	RWA		
Revenue										
Farebox Revenue	\$662.533	\$18.188		\$1.159						\$681.880
Vehicle Toll Revenue	0.000									0.000
Other Operating Revenue	48.902									48.902
Capital and Other Reimbursements	0.000									0.000
Total Revenue	\$711.435	\$18.188	\$0.000	\$1.159	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$730.782
Expenses										
Labor:										
Payroll	\$517.549		\$7.008	\$1.203	(\$17.335)				(\$0.056)	\$508.369
Overtime	108.411		1.317	0.916	(0.039)					110.605
Health and Welfare	92.580		1.623	0.285	(2.470)				(0.009)	92.009
OPEB Current Payment	61.807									61.807
Pensions	178.307				0.112				(0.012)	178.407
Other Fringe Benefits	126.776		1.642	0.369	(3.196)				(0.011)	125.580
Reimbursable Overhead	(34.455)				(0.112)				0.091	(34.475)
Total Labor Expenses	\$1,050.975	\$0.000	\$11.590	\$2.773	(\$23.040)	\$0.000	\$0.000	\$0.000	\$0.003	\$1,042.302
Non-Labor:										
Electric Power	\$107.497			\$0.686						\$108.183
Fuel	28.507			0.327						28.834
Insurance	25.674					(0.273)	(0.439)			24.962
Claims	4.229									4.229
Paratransit Service Contracts	0.000									0.000
Maintenance and Other Operating Contracts	77.550		0.236		(4.332)				(0.002)	73.452
Professional Service Contracts	38.594		0.378	1.000	(16.006)				(0.000)	23.965
Materials & Supplies	143.195		4.138	0.431	0.005				(0.002)	147.769
Other Business Expenses	15.956		0.163	0.007	(0.446)				(0.000)	15.681
Total Non-Labor Expenses	\$441.202	\$0.000	4.915	2.451	(20.779)	(0.273)	(0.439)	0.000	(0.003)	427.075
Other Expense Adjustments:										
Other					\$0.000					\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses before Non-Cash Liability Adjustments	\$1,492.177	\$0.000	\$16.506	\$5.225	(\$43.819)	(\$0.273)	(\$0.439)	\$0.000	(\$0.000)	1,469.377
Depreciation	\$343.332									\$343.332
OPEB Obligation	73.933									73.933
Environmental Remediation	2.000									2.000
Total Expenses	\$1,911.442	\$0.000	\$16.506	\$5.225	(\$43.819)	(\$0.273)	(\$0.439)	\$0.000	(\$0.000)	\$1,888.642
Net Surplus/(Deficit)	(\$1,200.007)	\$18.188	(16.506)	(4.066)	43.819	0.273	0.439	0.000	0.000	(1,157.860)
Cash Conversion Adjustments:										
Depreciation	\$343.332									\$343.332
Operating/Capital	(36.660)		(1.400)		4.214					(33.845)
Other Cash Adjustments	93.474							(9.918)		83.556
Total Cash Conversion Adjustments	\$400.146	\$0.000	(\$1.400)	\$0.000	\$4.214	\$0.000	\$0.000	(\$9.918)	\$0.000	\$393.043
Net Cash Surplus/(Deficit)	(\$799.861)	\$18.188	(\$17.906)	(\$4.066)	\$48.034	\$0.273	\$0.439	(\$9.918)	\$0.000	(\$764.818)

-- Differences are due to rounding.

MTA LONG ISLAND RAIL ROAD
2015 February Adopted Budget
Reconciliation to the Final Proposed Budget by Generic Category
(\$ in millions)

REIMBURSABLE	2015									February Adopted Budget
	Final Proposed Budget	Fare/Toll Incrs.	Safety Investments	Svc. Quality Investments	IT Consolidation	Property Insurance	Excess Loss Program	RWA	All Other	
Revenue										
Farebox Revenue	\$0.000									\$0.000
Vehicle Toll Revenue	0.000									0.000
Capital and Other Reimbursements	337.317		1.400		(4.786)					333.932
Total Revenue	\$337.317	\$0.000	\$1.400	\$0.000	(\$4.786)	\$0.000	\$0.000	\$0.000	\$0.000	\$333.932
Expenses										
Labor:										
Payroll	\$107.871				(\$0.441)				\$0.056	107.486
Overtime	23.719									23.719
Health and Welfare	19.890				(0.050)				0.009	19.849
OPEB Current Payment	0.000									0.000
Pensions	28.493				(0.112)				0.012	28.393
Other Fringe Benefits	23.954				(0.060)				0.011	23.905
Reimbursable Overhead	34.455				0.112				(0.091)	34.475
Total Labor Expenses	\$238.382	\$0.000	\$0.000	\$0.000	(\$0.552)	\$0.000	\$0.000	\$0.000	(\$0.003)	\$237.827
Non-Labor:										
Electric Power	\$0.746									\$0.746
Fuel	0.000									0.000
Insurance	7.639									7.639
Claims	0.000									0.000
Paratransit Service Contracts	0.000									0.000
Maintenance and Other Operating Contracts	15.712				(0.009)				0.002	15.705
Professional Service Contracts	6.846		0.200		(4.216)					2.830
Materials & Supplies	67.685		1.200		(0.009)				0.002	68.878
Other Business Expenses	0.307									0.307
Total Non-Labor Expenses	\$98.935	\$0.000	\$1.400	\$0.000	(\$4.234)	\$0.000	\$0.000	\$0.000	\$0.003	\$96.105
Other Expense Adjustments:										
Other	\$0.000									\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$337.317	\$0.000	\$1.400	\$0.000	(\$4.786)	\$0.000	\$0.000	\$0.000	\$0.000	\$333.932
Depreciation	\$0.000									\$0.000
Total Expenses	\$337.317	\$0.000	\$1.400	\$0.000	(\$4.786)	\$0.000	\$0.000	\$0.000	\$0.000	\$333.932
Baseline Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$0.000)	(\$0.000)
Cash Conversion Adjustments:										
Depreciation	\$0.000									\$0.000
Operating/Capital	0.000									0.000
Other Cash Adjustments	0.000									0.000
Total Cash Conversion Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Net Cash Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

-- Differences are due to rounding.

MTA LONG ISLAND RAIL ROAD
2015 February Adopted Budget
Reconciliation to the Final Proposed Budget by Generic Category
(\$ in millions)

NON-REIMBURSABLE/REIMBURSABLE	2015									February Adopted Budget
	Final Proposed Budget	Fare/Toll Incrs.	Safety Investments	Svc. Quality Investments	IT Consolidation	Property Insurance	Excess Loss Program	RWA	All Other	
Revenue										
Farebox Revenue	\$662.533	\$18.188	\$0.000	\$1.159	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$681.880
Vehicle Toll Revenue	0.000									0.000
Other Operating Revenue	48.902									48.902
Capital and Other Reimbursements	337.317									333.932
Total Revenue	\$1,048.752	\$18.188	\$1.400	\$1.159	(\$4.786)	\$0.000	\$0.000	\$0.000	\$0.000	\$1,064.714
Expenses										
Labor:										
Payroll	\$625.420		\$7.008	\$1.203	(\$17.776)					\$615.855
Overtime	132.130		1.317	0.916	(0.039)					134.324
Health and Welfare	112.470		1.623	0.285	(2.520)					111.858
OPEB Current Payment	61.807									61.807
Pensions	206.800									206.800
Other Fringe Benefits	150.730		1.642	0.369	(3.256)					149.485
Reimbursable Overhead	0.000									0.000
Total Labor Expenses	\$1,289.357	\$0.000	\$11.590	\$2.773	(\$23.592)	\$0.000	\$0.000	\$0.000	\$0.000	\$1,280.128
Non-Labor:										
Electric Power	\$108.243			\$0.686						\$108.929
Fuel	28.507			0.327						28.834
Insurance	33.313					(0.273)	(0.439)			32.601
Claims	4.229									4.229
Paratransit Service Contracts	0.000									0.000
Maintenance and Other Operating Contracts	93.262		0.236		(4.341)					89.157
Professional Service Contracts	45.440		0.578	1.000	(20.223)					26.795
Materials & Supplies	210.880		5.338	0.431	(0.003)					216.647
Other Business Expenses	16.263		0.163	0.007	(0.446)					15.988
Total Non-Labor Expenses	\$540.137	\$0.000	\$6.315	\$2.451	(\$25.013)	(\$0.273)	(\$0.439)	\$0.000	\$0.000	\$523.180
Other Expense Adjustments:										
Other	\$0.000									\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Non-Cash Liability Adjustments	\$1,829.494	\$0.000	\$17.906	\$5.225	(\$48.605)	(\$0.273)	(\$0.439)	\$0.000	\$0.000	\$1,803.308
Depreciation	\$343.332									\$343.332
OPEB Obligation	73.933									73.933
Environmental Remediation	2.000									2.000
Total Expenses	\$2,248.759	\$0.000	\$17.906	\$5.225	(\$48.605)	(\$0.273)	(\$0.439)	\$0.000	\$0.000	\$2,222.573
Baseline Surplus/(Deficit)	(\$1,200.007)	\$18.188	(\$16.506)	(\$4.066)	\$43.819	\$0.273	\$0.439	\$0.000	\$0.000	(\$1,157.860)
Cash Conversion Adjustments:										
Depreciation	\$343.332									\$343.332
Operating/Capital	(36.660)		(1.400)		4.214					(33.845)
Other Cash Adjustments	93.474						(9.918)			83.556
Total Cash Conversion Adjustments	\$400.146	\$0.000	(\$1.400)	\$0.000	\$4.214	\$0.000	(\$9.918)	\$0.000	\$0.000	\$393.043
Net Cash Surplus/(Deficit)	(\$799.861)	\$18.188	(\$17.906)	(\$4.066)	\$48.034	\$0.273	\$0.439	(\$9.918)	\$0.000	(\$764.818)

-- Differences are due to rounding.

MTA LONG ISLAND RAIL ROAD
2015 February Adopted Budget
Reconciliation to the November Forecast by Generic Category
(\$ in millions)

CASH RECEIPTS & EXPENDITURES

	2015									February Adopted Budget	
	Final Proposed Budget	Fare/Toll Incrs.	Safety Investments	Svc. Quality Investments	IT Consolidation	Property Insurance	Excess Loss Program	RWA	All Other		
Receipts											
Farebox Revenue	\$685.033	\$18.188		\$1.159							\$704.380
Vehicle Toll Revenue	0.000										0.000
Other Operating Revenue	41.527										41.527
Capital and Other Reimbursements	294.148										293.577
Total Receipts	\$1,020.708	\$18.188	\$0.000	\$1.159	(\$0.572)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$1,039.484
Expenditures											
Labor:											
Payroll	\$611.667		\$7.008	\$1.203	(\$17.776)			\$9.918			\$612.020
Overtime	132.130		1.317	0.916	(0.039)						134.324
Health and Welfare	112.470		1.623	0.285	(2.520)						111.858
OPEB Current Payment	61.807										61.807
Pensions	206.800										206.800
Other Fringe Benefits	149.730		1.642	0.369	(3.256)						148.485
GASB Account	0.000										0.000
Reimbursable Overhead	0.000										0.000
Total Labor Expenditures	\$1,274.604	\$0.000	\$11.590	\$2.773	(\$23.592)	\$0.000	\$0.000	\$9.918	\$0.000	\$0.000	\$1,275.294
Non-Labor:											
Electric Power	\$108.243			\$0.686							\$108.929
Fuel	28.507			0.327							28.834
Insurance	33.067					(0.273)	(0.439)				32.355
Claims	2.625										2.625
Paratransit Service Contracts	0.000										0.000
Maintenance and Other Operating Contracts	93.262		0.236		(4.341)						89.157
Professional Service Contracts	41.057		0.578	1.000	(20.223)						22.412
Materials & Supplies	201.557		5.338	0.431	(0.003)						207.324
Other Business Expenditures	15.147		0.163	0.007	(0.446)						14.872
Total Non-Labor Expenditures	\$523.465	\$0.000	\$6.315	\$2.451	(\$25.013)	(\$0.273)	(\$0.439)	\$0.000	\$0.000	\$0.000	\$506.508
Other Expenditure Adjustments:											
Other	\$22.500										\$22.500
Total Other Expenditure Adjustments	\$22.500	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$22.500
Total Expenditures	\$1,820.569	\$0.000	\$17.906	\$5.225	(\$48.605)	(\$0.273)	(\$0.439)	\$9.918	\$0.000	\$0.000	\$1,804.302
Net Surplus/(Deficit)	(\$799.861)	\$18.188	(\$17.906)	(\$4.066)	\$48.034	\$0.273	\$0.439	(\$9.918)	\$0.000	\$0.000	(\$764.818)

-- Differences are due to rounding.

MTA LONG ISLAND RAIL ROAD
2015 February Adopted Budget
Reconciliation to the November Forecast by Generic Category
(\$ in millions)

CASH FLOW ADJUSTMENTS	2015									February Adopted Budget	
	Final Proposed Budget	Fare/Toll Incrs.	Safety Investments	Svc. Quality Investments	IT Consolidation	Property Insurance	Excess Loss Program	RWA	All Other		
Receipts											
Farebox Revenue	\$22.500										\$22.500
Vehicle Toll Revenue	0.000										0.000
Other Operating Revenue	(7.375)										(7.375)
Capital and Other Reimbursements	(43.169)		(1.400)		4.214						(40.355)
Total Receipt Adjustments	(\$28.044)	\$0.000	(\$1.400)	\$0.000	\$4.214	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$25.230)
Expenditures											
Labor:											
Payroll	\$13.753							(\$9.918)			\$3.835
Overtime	0.000										(0.001)
Health and Welfare	0.000										(0.000)
OPEB Current Payment	0.000										0.000
Pensions	0.000										0.000
Other Fringe Benefits	1.000										0.999
GASB Account	0.000										0.001
Reimbursable Overhead	0.000										0.000
Total Labor Expenditures	\$14.753	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$9.918)	\$0.000	\$0.000	\$4.834
Non-Labor:											
Electric Power	\$0.000										\$0.000
Fuel	0.000										0.000
Insurance	0.246										0.246
Claims	1.604										1.604
Paratransit Service Contracts	0.000										0.000
Maintenance and Other Operating Contracts	0.000										0.000
Professional Service Contracts	4.383										4.383
Materials & Supplies	9.323										9.326
Other Business Expenditures	1.116										1.116
Total Non-Labor Expenditures	\$16.672	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$16.675
Other Expenditure Adjustments:											
Other	(\$22.500)										(\$22.500)
Total Other Expenditure Adjustments	(\$22.500)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$22.500)
Total Expenditure Adjustments	\$8.925	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$9.918)	\$0.000	\$0.000	(\$0.991)
Total Cash Conversion Adjustments before Non-Cash Liability Adjs.	(\$19.119)	\$0.000	(\$1.400)	\$0.000	\$4.215	\$0.000	\$0.000	(\$9.918)	\$0.000	\$0.000	(\$26.221)
Depreciation Adjustment	\$343.332										\$343.332
OPEB Obligation	73.933										73.933
Environmental Remediation	2.000										2.000
Total Cash Conversion Adjustments	\$400.146	\$0.000	(\$1.400)	\$0.000	\$4.215	\$0.000	\$0.000	(\$9.918)	\$0.000	\$0.000	\$393.042

-- Differences are due to rounding.

MTA LONG ISLAND RAIL ROAD
February Financial Plan 2015 - 2018
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE	2014 Final Estimate	2015 Adopted Budget	2016	2017	2018
Operating Revenue					
Farebox Revenue	\$655.181	\$681.880	\$692.320	\$696.347	\$698.706
Toll Revenue	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	50.797	48.902	48.157	47.970	48.672
Capital and Other Reimbursements	-	-	-	-	-
Total Revenue	\$705.978	\$730.782	\$740.477	\$744.317	\$747.378
Operating Expenses					
<u>Labor:</u>					
Payroll	\$565.970	\$508.369	\$516.196	\$526.009	\$560.840
Overtime	128.835	110.605	109.791	115.162	119.506
Health and Welfare	93.500	92.009	95.002	100.961	111.465
OPEB Current Payment	58.563	61.807	64.261	67.802	71.565
Pensions	180.416	178.407	180.709	182.118	184.958
Other Fringe Benefits	121.275	125.580	128.866	133.229	142.022
Reimbursable Overhead	(27.313)	(34.475)	(32.647)	(27.387)	(27.060)
Total Labor Expenses	\$1,121.246	\$1,042.302	\$1,062.178	\$1,097.894	\$1,163.296
<u>Non-Labor:</u>					
Electric Power	\$108.848	\$108.183	\$112.612	\$120.761	\$126.772
Fuel	29.335	28.834	28.147	28.778	29.623
Insurance	23.073	24.962	26.928	29.011	31.306
Claims	3.863	4.229	4.303	4.370	4.370
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	61.736	73.452	67.710	71.867	70.838
Professional Service Contracts	33.403	23.965	21.538	22.684	26.155
Materials & Supplies	121.696	147.769	151.442	156.419	157.634
Other Business Expenses	12.238	15.681	16.201	16.445	22.249
Total Non-Labor Expenses	\$394.192	\$427.075	\$428.881	\$450.335	\$468.947
<u>Other Expenses Adjustments:</u>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation and GASB Adjs.	\$1,515.438	\$1,469.377	\$1,491.059	\$1,548.229	\$1,632.243
Depreciation	\$333.377	\$343.332	\$346.750	\$350.202	\$353.689
OPEB Obligation	71.780	73.933	76.152	76.152	77.675
Environmental Remediation	3.600	2.000	2.000	2.000	2.000
Total Expenses	\$1,924.195	\$1,888.642	\$1,915.961	\$1,976.583	\$2,065.607
Net Surplus(Deficit)	(\$1,218.217)	(\$1,157.860)	(\$1,175.484)	(\$1,232.266)	(\$1,318.229)
<u>Cash Conversion Adjustments</u>					
Depreciation	\$333.377	\$343.332	\$346.750	\$350.202	\$353.689
Operating/Capital	(13.525)	(33.845)	(10.292)	(10.202)	(13.247)
Other Cash Adjustment	100.952	83.555	91.020	89.065	91.305
Total Cash Conversion Adjustments	\$420.804	\$393.042	\$427.478	\$429.065	\$431.747
Net Cash Surplus/(Deficit)	(\$797.413)	(\$764.818)	(\$748.006)	(\$803.201)	(\$886.482)

MTA LONG ISLAND RAIL ROAD
February Financial Plan 2015 - 2018
Accrual Statement of Operations by Category
(\$ in millions)

REIMBURSABLE	2014 Final Estimate	2015 Adopted Budget	2016	2017	2018
Revenue					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Toll Revenue	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-
Capital and Other Reimbursements	262.957	333.932	286.987	269.772	270.917
Total Revenue	\$262.957	\$333.932	\$286.987	\$269.772	\$270.917
Expenses					
<u>Labor:</u>					
Payroll	\$84.192	\$107.486	\$102.642	\$98.569	\$98.717
Overtime	20.806	23.719	18.570	16.355	15.823
Health and Welfare	17.082	19.849	18.461	17.346	17.209
OPEB Current Payment	-	-	-	-	-
Pensions	27.184	28.393	26.891	25.395	25.265
Other Fringe Benefits	18.335	23.905	22.233	20.891	20.725
Reimbursable Overhead	27.313	34.475	32.647	27.387	27.060
Total Labor Expenses	\$194.912	\$237.827	\$221.444	\$205.943	\$204.799
<u>Non-Labor:</u>					
Electric Power	\$0.544	\$0.746	\$0.494	\$0.000	\$0.000
Fuel	-	-	-	-	-
Insurance	5.010	7.639	6.573	6.184	6.130
Claims	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	12.165	15.705	11.649	11.118	10.746
Professional Service Contracts	5.449	2.830	1.788	1.550	1.245
Materials & Supplies	44.215	68.878	44.921	44.866	47.887
Other Business Expenses	0.662	0.307	0.118	0.111	0.110
Total Non-Labor Expenses	\$68.045	\$96.105	\$65.543	\$63.829	\$66.118
<u>Other Expenses Adjustments:</u>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$262.957	\$333.932	\$286.987	\$269.772	\$270.917
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Environmental Remediation	-	-	-	-	-
Total Expenses	\$262.957	\$333.932	\$286.987	\$269.772	\$270.917
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA LONG ISLAND RAIL ROAD
February Financial Plan 2015 - 2018
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE	2014 Final Estimate	2015 Adopted Budget	2016	2017	2018
Revenue					
Farebox Revenue	\$655.181	\$681.880	\$692.320	\$696.347	\$698.706
Toll Revenue	-	-	-	-	-
Other Operating Revenue	50.797	48.902	48.157	47.970	48.672
Capital and Other Reimbursements	262.957	333.932	286.987	269.772	270.917
Total Revenue	\$968.935	\$1,064.714	\$1,027.464	\$1,014.089	\$1,018.295
Expenses					
<u>Labor:</u>					
Payroll	\$650.162	\$615.855	\$618.838	\$624.578	\$659.557
Overtime	149.641	134.324	128.361	131.517	135.329
Health and Welfare	110.582	111.858	113.463	118.307	128.674
OPEB Current Payment	58.563	61.807	64.261	67.802	71.565
Pensions	207.600	206.800	207.600	207.513	210.223
Other Fringe Benefits	139.610	149.485	151.099	154.120	162.747
Reimbursable Overhead	-	-	-	-	-
Total Labor Expenses	\$1,316.158	\$1,280.129	\$1,283.622	\$1,303.837	\$1,368.095
<u>Non-Labor:</u>					
Electric Power	\$109.392	\$108.929	\$113.106	\$120.761	\$126.772
Fuel	29.335	28.834	28.147	28.778	29.623
Insurance	28.083	32.601	33.501	35.195	37.436
Claims	3.863	4.229	4.303	4.370	4.370
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	73.901	89.157	79.359	82.985	81.584
Professional Service Contracts	38.852	26.795	23.326	24.234	27.400
Materials & Supplies	165.911	216.647	196.363	201.285	205.521
Other Business Expenses	12.900	15.988	16.319	16.556	22.359
Total Non-Labor Expenses	\$462.237	\$523.180	\$494.424	\$514.164	\$535.065
<u>Other Expenses Adjustments:</u>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation and GASB Adjs.	\$1,778.395	\$1,803.309	\$1,778.046	\$1,818.001	\$1,903.160
Depreciation	\$333.377	\$343.332	\$346.750	\$350.202	\$353.689
OPEB Obligation	71.780	73.933	76.152	76.152	77.675
Environmental Remediation	3.600	2.000	2.000	2.000	2.000
Total Expenses	\$2,187.152	\$2,222.574	\$2,202.948	\$2,246.355	\$2,336.524
Net Surplus(Deficit)	(\$1,218.217)	(\$1,157.860)	(\$1,175.484)	(\$1,232.266)	(\$1,318.229)
<u>Cash Conversion Adjustments</u>					
Depreciation	\$333.377	\$343.332	\$346.750	\$350.202	\$353.689
Operating/Capital	(13.525)	(33.845)	(10.292)	(10.202)	(13.247)
Other Cash Adjustment	100.952	83.555	91.020	89.065	91.305
Total Cash Conversion Adjustments	\$420.804	\$393.042	\$427.478	\$429.065	\$431.747
Net Cash Surplus/(Deficit)	(\$797.413)	(\$764.818)	(\$748.006)	(\$803.201)	(\$886.482)

MTA LONG ISLAND RAIL ROAD
February Financial Plan 2015 - 2018
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES					
	2014 Final Estimate	2015 Adopted Budget	2016	2017	2018
Receipts					
Farebox Revenue	\$679.634	\$704.380	\$714.820	\$718.847	\$721.206
Vehicle Toll Revenue	-	-	-	-	-
Other Operating Revenue	45.534	41.527	40.069	39.600	40.064
Capital and Other Reimbursements	264.173	293.577	269.785	252.549	250.480
Total Receipts	\$989.341	\$1,039.484	\$1,024.674	\$1,010.996	\$1,011.750
Expenditures					
<u>Labor:</u>					
Payroll	\$639.389	\$612.020	\$604.779	\$610.519	\$645.186
Overtime	149.641	134.324	128.361	131.517	135.329
Health and Welfare	111.131	111.858	113.463	118.307	128.674
OPEB Current Payment	58.710	61.807	64.261	67.802	71.565
Pensions	194.006	206.800	207.600	207.513	210.223
Other Fringe Benefits	142.072	148.485	150.099	153.120	161.747
GASB Account	5.733	-	-	-	0.753
Reimbursable Overhead	-	-	-	-	-
Total Labor Expenditures	\$1,300.682	\$1,275.294	\$1,268.563	\$1,288.778	\$1,353.477
<u>Non-Labor:</u>					
Electric Power	\$114.994	\$108.929	\$113.106	\$120.761	\$126.772
Fuel	30.511	28.834	28.147	28.778	29.623
Insurance	29.632	32.355	33.196	35.846	37.099
Claims	2.313	2.625	2.666	2.702	2.702
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	88.612	89.157	79.359	82.985	81.584
Professional Service Contracts	38.755	22.412	18.734	19.422	22.358
Materials & Supplies	145.771	207.324	191.207	196.986	200.862
Other Business Expenses	13.734	14.872	15.202	15.439	21.255
Total Non-Labor Expenses	\$464.322	\$506.508	\$481.617	\$502.919	\$522.255
<u>Other Expenditure Adjustments:</u>					
Other	\$21.750	\$22.500	\$22.500	\$22.500	\$22.500
Total Other Expenditure Adjustments	\$21.750	\$22.500	\$22.500	\$22.500	\$22.500
Total Expenditures	\$1,786.754	\$1,804.302	\$1,772.680	\$1,814.197	\$1,898.232
Cash Timing and Availability Adjustment	-	-	-	-	-
Net Cash Surplus/(Deficit)	(\$797.413)	(\$764.818)	(\$748.006)	(\$803.201)	(\$886.482)

MTA LONG ISLAND RAIL ROAD
February Financial Plan 2015 - 2018
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS					
	2014 Final Estimate	2015 Adopted Budget	2016	2017	2018
Receipts					
Farebox Revenue	\$24.453	\$22.500	\$22.500	\$22.500	\$22.500
Vehicle Toll Revenue	-	-	-	-	-
Other Operating Revenue	(5.263)	(7.375)	(8.088)	(8.370)	(8.608)
Capital and Other Reimbursements	1.216	(40.355)	(17.202)	(17.223)	(20.437)
Total Receipts	\$20.406	(\$25.230)	(\$2.790)	(\$3.093)	(\$6.545)
Expenditures					
<u>Labor:</u>					
Payroll	\$10.773	\$3.835	\$14.059	\$14.059	\$14.371
Overtime	-	-	-	-	-
Health and Welfare	(0.549)	-	-	-	-
OPEB Current Payment	(0.147)	-	-	-	-
Pensions	13.594	-	-	-	-
Other Fringe Benefits	(2.462)	1.000	1.000	1.000	1.000
GASB Account	(5.733)	-	-	-	(0.753)
Reimbursable Overhead	-	-	-	-	-
Total Labor Expenditures	\$15.476	\$4.835	\$15.059	\$15.059	\$14.618
<u>Non-Labor:</u>					
Electric Power	(\$5.602)	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	(1.176)	-	-	-	-
Insurance	(1.549)	0.246	0.305	(0.651)	0.337
Claims	1.550	1.604	1.637	1.668	1.668
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	(14.711)	-	-	-	-
Professional Service Contracts	0.097	4.383	4.592	4.812	5.042
Materials & Supplies	20.140	9.323	5.156	4.299	4.659
Other Business Expenditures	(0.834)	1.116	1.117	1.117	1.104
Total Non-Labor Expenditures	(\$2.085)	\$16.672	\$12.807	\$11.245	\$12.810
<u>Other Expenditures Adjustments:</u>					
Other	(\$21.750)	(\$22.500)	(\$22.500)	(\$22.500)	(\$22.500)
Total Other Expenditures Adjustments	(\$21.750)	(\$22.500)	(\$22.500)	(\$22.500)	(\$22.500)
Total Cash Conversion Adjustments before Depreciation and GASB Adjs.	\$12.047	(\$26.223)	\$2.576	\$0.711	(\$1.617)
Depreciation Adjustment	\$333.377	\$343.332	\$346.750	\$350.202	\$353.689
OPEB Obligation	71.780	73.933	76.152	76.152	77.675
Environmental Remediation	3.600	2.000	2.000	2.000	2.000
Cash Timing and Availability Adjustment	-	-	-	-	-
Total Cash Conversion Adjustments	\$420.804	\$393.042	\$427.478	\$429.065	\$431.747

**MTA Long Island Rail Road
2015 Adopted Budget
Non-Reimbursable/Reimbursable Overtime**
(\$ in millions)

<i>NON-REIMBURSABLE OVERTIME</i>	Total		
	Hours	\$	%
<u>Scheduled Service</u>	402,632	\$23.570	21.3%
<u>Unscheduled Service</u>	188,628	11.258	10.2%
<u>Programmatic/Routine Maintenance</u>	612,356	33.646	30.4%
<u>Unscheduled Maintenance</u>	6,229	0.358	0.3%
<u>Vacancy/Absentee Coverage</u>	594,191	32.961	29.8%
<u>Weather Emergencies</u>	132,429	7.689	7.0%
<u>Safety/Security/Law Enforcement</u>	0	0.000	0.0%
<u>Other</u>	19,560	1.123	1.0%
Subtotal	1,956,026	\$110.605	100.0%
<i>REIMBURSABLE OVERTIME</i>	427,727	23.719	
TOTAL OVERTIME	2,383,753	\$134.324	

MTA LONG ISLAND RAIL ROAD
February Financial Plan 2015 - 2018
Ridership/ (Utilization)
(in millions)

	2014 Final Estimate	2015 Adopted Budget	2016	2017	2018
<u>RIDERSHIP</u>					
Monthly	46.902	47.332	47.673	47.774	48.072
Weekly	1.984	1.997	2.011	2.022	2.029
Total Commutation	48.886	49.329	49.684	49.796	50.100
One-Way Full Fare	8.197	8.295	8.341	8.389	8.413
One-Way Off Peak	17.867	18.143	18.243	18.349	18.402
All Other	10.149	10.224	10.301	10.379	10.454
Total Commutation	36.212	36.663	36.884	37.116	37.269
Total Ridership	85.097	85.992	86.567	86.912	87.370
<u>FAREBOX REVENUE</u>					
Passenger Revenue	\$655.181	\$681.880	\$692.320	\$696.347	\$698.706
Total Revenue	\$655.181	\$681.880	\$692.320	\$696.347	\$698.706

MTA LONG ISLAND RAIL ROAD
February Financial Plan 2015 - 2018
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full Time Equivalents

FUNCTION/DEPARTMENT	2014 Final Estimate	2015 Adopted Budget	2016	2017	2018
Administration					
Executive VP	5	5	5	5	5
Labor Relations	18	18	18	18	18
Procurement & Logistics (excl. Stores)	82	83	83	80	80
Human Resources	32	32	32	32	38
Sr VP Administration	2	2	2	2	2
Strategic Investments	32	34	34	34	34
President	4	4	4	4	4
VP & CFO	5	5	5	5	5
Information Technology	164	0	0	0	0
Controller	46	46	46	46	46
Management and Budget	19	21	21	21	21
Process Re-Engineering	7	7	7	7	7
VP - East Side Access & Special Projects	28	41	41	41	41
Market Dev. & Public Affairs	70	70	70	70	70
Gen. Counsel & Secretary	31	31	31	31	31
Diversity Management	2	2	2	2	2
Security	12	13	13	13	13
System Safety	32	36	36	36	36
Training	61	60	60	60	60
Service Planning	22	23	23	23	25
Sr. VP Operations	2	2	2	2	2
Total Administration	676	535	535	532	540
Operations					
Train Operations	2,089	2,084	2,078	2,059	2,213
Customer Service	299	299	297	296	296
Total Operations	2,388	2,383	2,375	2,355	2,509
Maintenance					
Engineering	1,736	1,862	1,749	1,773	1,807
Equipment	2,015	2,093	2,097	2,047	2,047
Procurement (Stores)	93	93	93	93	93
Total Maintenance	3,844	4,048	3,939	3,913	3,947
Engineering/Capital					
Department of Project Management	153	140	140	140	140
Total Engineering/Capital	153	140	140	140	140
Total Positions	7,061	7,106	6,989	6,940	7,136
Non-Reimbursable	6,184	6,163	6,218	6,228	6,427
Reimbursable	877	943	771	712	709
Total Full-Time	7,061	7,106	6,989	6,940	7,136
Total Full-Time Equivalents					

MTA LONG ISLAND RAIL ROAD
February Financial Plan 2015 - 2018
Total Positions by Function and Occupation

FUNCTION/OCCUPATIONAL GROUP	2014 Final Estimate	2015 Adopted Budget	2016	2017	2018
Administration					
Managers/Supervisors	342	322	322	321	329
Professional, Technical, Clerical	334	213	213	211	211
Operational Hourlies	-	-	-	-	-
Total Administration	676	535	535	532	540
Operations					
Managers/Supervisors	306	304	304	302	301
Professional, Technical, Clerical	183	183	181	180	177
Operational Hourlies	1,899	1,896	1,890	1,873	2,031
Total Operations	2,388	2,383	2,375	2,355	2,509
Maintenance					
Managers/Supervisors	760	783	751	754	765
Professional, Technical, Clerical	291	287	287	287	290
Operational Hourlies	2,793	2,978	2,901	2,872	2,892
Total Maintenance	3,844	4,048	3,939	3,913	3,947
Engineering/Capital					
Managers/Supervisors	116	103	103	103	103
Professional, Technical, Clerical	37	37	37	37	37
Operational Hourlies	-	-	-	-	-
Total Engineering/Capital	153	140	140	140	140
Public Safety					
Managers/Supervisors	-	-	-	-	-
Professional, Technical, Clerical	-	-	-	-	-
Operational Hourlies	-	-	-	-	-
Total Public Safety	-	-	-	-	-
Total Positions					
Managers/Supervisors	1,524	1,512	1,480	1,480	1,498
Professional, Technical, Clerical	845	720	718	715	715
Operational Hourlies	4,692	4,874	4,791	4,745	4,923
Total Positions	7,061	7,106	6,989	6,940	7,136

MTA LONG ISLAND RAIL ROAD
February Financial Plan - 2015 Adopted Budget
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Operating Revenue													
Farebox Revenue	\$51.425	\$49.846	\$53.965	\$55.780	\$57.360	\$60.515	\$62.032	\$59.723	\$58.447	\$57.471	\$57.103	\$58.213	\$681.880
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	\$0.000
Other Operating Revenue	3.514	3.518	4.543	3.601	4.832	3.850	3.609	3.879	3.632	3.663	3.943	6.318	\$48.902
Capital and Other Reimbursements	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Revenue	\$54.939	\$53.364	\$58.508	\$59.381	\$62.192	\$64.365	\$65.641	\$63.602	\$62.079	\$61.134	\$61.046	\$64.531	\$730.782
Operating Expenses													
Labor:													
Payroll	\$45.197	\$39.237	\$38.210	\$42.970	\$41.935	\$37.749	\$47.006	\$43.541	\$39.478	\$45.430	\$42.971	\$44.645	\$508.369
Overtime	8.564	9.465	8.280	8.027	8.318	10.099	9.095	8.990	10.179	8.830	8.783	11.975	110.605
Health and Welfare	8.136	8.075	7.301	7.854	7.827	7.268	7.767	7.830	7.221	7.742	7.781	7.207	92.009
OPEB Current Payment	5.151	5.151	5.151	5.151	5.151	5.151	5.151	5.151	5.151	5.151	5.151	5.146	61.807
Pensions	15.476	15.410	14.480	14.983	14.934	14.405	14.895	14.973	14.436	14.970	15.048	14.397	178.407
Other Fringe Benefits	11.454	11.406	12.146	11.293	11.266	12.616	12.050	11.134	10.703	8.565	7.193	5.754	125.580
Reimbursable Overhead	(2.198)	(2.314)	(3.586)	(2.433)	(2.740)	(3.721)	(2.541)	(2.689)	(3.386)	(2.749)	(2.754)	(3.364)	(34.475)
Total Labor Expenses	\$91.8	\$86.4	\$82.0	\$87.8	\$86.7	\$83.6	\$93.4	\$88.9	\$83.8	\$87.9	\$84.2	\$85.8	\$1,042.302
Non-Labor:													
Electric Power	\$9.582	\$8.642	\$8.434	\$8.325	\$8.223	\$10.141	\$10.073	\$9.678	\$9.604	\$8.304	\$8.034	\$9.143	\$108.183
Fuel	2.404	2.201	2.414	2.219	2.425	2.525	2.556	2.632	2.422	2.424	2.338	2.274	28.834
Insurance	2.007	2.007	2.018	2.018	2.096	2.096	2.097	2.104	2.104	2.104	2.141	2.170	24.962
Claims	0.352	0.352	0.352	0.352	0.352	0.352	0.352	0.352	0.352	0.352	0.352	0.357	4.229
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	5.753	5.591	5.457	5.487	5.606	5.132	6.075	5.436	5.716	7.627	7.612	7.960	73.452
Professional Service Contracts	1.752	1.821	2.056	1.845	1.767	2.049	1.725	1.771	2.145	1.866	2.110	3.058	23.965
Materials & Supplies	11.090	11.094	11.127	11.796	11.394	11.354	11.428	12.014	12.080	13.042	18.087	13.263	147.769
Other Business Expenses	1.248	1.144	1.325	1.211	1.258	1.434	1.297	1.254	1.425	1.332	1.282	1.471	15.681
Total Non-Labor Expenses	\$34.188	\$32.852	\$33.183	\$33.253	\$33.121	\$35.083	\$35.603	\$35.241	\$35.848	\$37.051	\$41.956	\$39.696	\$427.075
Other Expenses Adjustments:													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses before Non-Cash Liability Adjs.	\$125.968	\$119.282	\$115.165	\$121.098	\$119.812	\$118.650	\$129.026	\$124.171	\$119.630	\$124.990	\$126.129	\$125.456	\$1,469.377
Depreciation	28.611	28.611	28.611	28.611	28.611	28.611	28.611	28.611	28.611	28.611	28.611	28.611	343.332
OPEB Obligation	6.161	6.161	6.161	6.161	6.161	6.161	6.161	6.161	6.161	6.161	6.161	6.162	73.933
Environmental Remediation	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.163	2.000
Total Expenses	\$160.907	\$154.221	\$150.104	\$156.037	\$154.751	\$153.589	\$163.965	\$159.110	\$154.569	\$159.929	\$161.068	\$160.392	\$1,888.642
Net Surplus/(Deficit)	(\$105.968)	(\$100.857)	(\$91.596)	(\$96.656)	(\$92.559)	(\$89.224)	(\$98.324)	(\$95.508)	(\$92.490)	(\$98.795)	(\$100.022)	(\$95.861)	(\$1,157.860)
Cash Conversion Adjustments:													
Depreciation	28.611	28.611	28.611	28.611	28.611	28.611	28.611	28.611	28.611	28.611	28.611	28.611	343.332
Operating Capital	(0.735)	(0.555)	(1.888)	(4.146)	(3.821)	(2.626)	(2.785)	(3.125)	(3.085)	(3.085)	(4.235)	(3.759)	(33.845)
Other Cash Adjustments	(3.007)	10.558	3.166	(9.831)	3.162	6.303	(3.442)	14.090	8.996	7.064	28.401	18.095	83.555
Total Cash Conversion Adjustments	\$24.869	\$38.614	\$29.889	\$14.634	\$27.952	\$32.288	\$22.384	\$39.576	\$34.522	\$32.590	\$52.777	\$42.947	\$393.042
Net Cash Surplus/(Deficit)	(\$81.099)	(\$62.243)	(\$61.707)	(\$82.022)	(\$64.607)	(\$56.936)	(\$75.940)	(\$55.932)	(\$57.968)	(\$66.205)	(\$47.245)	(\$52.914)	(\$764.818)

MTA LONG ISLAND RAIL ROAD
February Financial Plan - 2015 Adopted Budget
Accrual Statement of Operations by Category
(\$ in millions)

REIMBURSABLE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Revenue													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Capital and Other Reimbursements	\$20.249	\$20.677	\$30.766	28.016	28.398	32.279	27.477	27.370	32.124	27.413	27.920	31.243	333.932
Total Revenue	\$20.249	\$20.677	\$30.766	\$28.016	\$28.398	\$32.279	\$27.477	\$27.370	\$32.124	\$27.413	\$27.920	\$31.243	\$333.932
Expenses													
Labor:													
Payroll	\$6.786	\$7.119	\$10.724	\$8.492	\$8.640	\$10.880	\$8.774	\$8.435	\$10.820	\$8.485	\$8.158	\$10.173	\$107.486
Overtime	1.343	1.286	2.003	2.067	2.164	2.243	2.202	2.199	2.139	2.155	2.140	1.778	23.719
Health and Welfare	1.227	1.272	1.936	1.579	1.614	1.992	1.650	1.595	1.970	1.597	1.541	1.876	19.849
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	1.772	1.838	2.768	2.265	2.314	2.843	2.353	2.275	2.812	2.278	2.200	2.675	28.393
Other Fringe Benefits	1.477	1.532	2.332	1.902	1.944	2.400	1.987	1.921	2.373	1.923	1.856	2.258	23.905
Reimbursable Overhead	2.198	2.314	3.586	2.433	2.740	3.721	2.541	2.689	3.386	2.749	2.754	3.364	34.475
Total Labor Expenses	\$14.803	\$15.361	\$23.349	\$18.738	\$19.416	\$24.079	\$19.507	\$19.114	\$23.500	\$19.187	\$18.649	\$22.124	\$237.827
Non-Labor:													
Electric Power	\$0.062	\$0.062	\$0.062	\$0.062	\$0.062	\$0.062	\$0.062	\$0.062	\$0.062	\$0.062	\$0.062	\$0.064	\$0.746
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	-
Insurance	0.432	0.448	0.776	0.627	0.646	0.799	0.650	0.616	0.776	0.618	0.587	0.664	7.639
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	0.832	0.850	1.277	1.107	1.683	1.854	1.124	1.107	1.275	1.124	2.218	1.254	15.705
Professional Service Contracts	0.165	0.173	0.204	0.391	0.194	0.213	0.190	0.538	0.209	0.189	0.180	0.184	2.830
Materials & Supplies	3.767	3.775	5.086	7.081	6.387	5.259	5.933	5.923	6.289	6.223	6.214	6.941	68.878
Other Business Expenses	0.188	0.008	0.012	0.010	0.010	0.013	0.011	0.010	0.013	0.010	0.010	0.012	0.307
Total Non-Labor Expenses	\$5.446	\$5.316	\$7.417	\$9.278	\$8.982	\$8.200	\$7.970	\$8.256	\$8.624	\$8.226	\$9.271	\$9.119	\$96.105
Other Adjustments:													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Adjustments	\$0.000												
Total Expenses before Non-Cash Liability Adjs.	\$20.249	\$20.677	\$30.766	\$28.016	\$28.398	\$32.279	\$27.477	\$27.370	\$32.124	\$27.413	\$27.920	\$31.243	\$333.932
Depreciation	-	-	-	-	-	-	-	-	-	-	-	-	-
OPEB Obligation	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$20.249	\$20.677	\$30.766	\$28.016	\$28.398	\$32.279	\$27.477	\$27.370	\$32.124	\$27.413	\$27.920	\$31.243	\$333.932
Net Surplus/(Deficit)	\$0.000												

MTA LONG ISLAND RAIL ROAD
February Financial Plan - 2015 Adopted Budget
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Revenue													
Farebox Revenue	\$51.425	\$49.846	\$53.965	\$55.780	\$57.360	\$60.515	\$62.032	\$59.723	\$58.447	\$57.471	\$57.103	\$58.213	\$681.880
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	3.514	3.518	4.543	3.601	4.832	3.850	3.609	3.879	3.632	3.663	3.943	6.318	48.902
Capital and Other Reimbursements	20.249	20.677	30.766	28.016	28.398	32.279	27.477	27.370	32.124	27.413	27.920	31.243	333.932
Total Revenue	\$75.188	\$74.041	\$89.274	\$87.397	\$90.590	\$96.644	\$93.118	\$90.972	\$94.203	\$88.547	\$88.966	\$95.774	\$1,064.714
Expenses													
Labor:													
Payroll	\$51.983	\$46.356	\$48.934	\$51.462	\$50.575	\$48.629	\$55.780	\$51.976	\$50.298	\$53.915	\$51.129	\$54.818	\$615.855
Overtime	9.907	10.751	10.283	10.094	10.482	12.342	11.297	11.189	12.318	10.985	10.923	13.753	134.324
Health and Welfare	9.363	9.347	9.237	9.433	9.441	9.260	9.417	9.425	9.191	9.339	9.322	9.083	111.858
OPEB Current Payment	5.151	5.151	5.151	5.151	5.151	5.151	5.151	5.151	5.151	5.151	5.151	5.146	61.807
Pensions	17.248	17.248	17.248	17.248	17.248	17.248	17.248	17.248	17.248	17.248	17.248	17.072	206.800
Other Fringe Benefits	12.931	12.938	14.478	13.195	13.210	15.016	14.037	13.055	13.076	10.488	9.049	8.012	149.485
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$106.583	\$101.791	\$105.331	\$106.583	\$106.107	\$107.646	\$112.930	\$108.044	\$107.282	\$107.126	\$102.822	\$107.884	\$1,280.129
Non-Labor:													
Electric Power	\$9.644	\$8.704	\$8.496	\$8.387	\$8.285	\$10.203	\$10.135	\$9.740	\$9.666	\$8.366	\$8.096	\$9.207	\$108.929
Fuel	2.404	2.201	2.414	2.219	2.425	2.525	2.556	2.632	2.422	2.424	2.338	2.274	28.834
Insurance	2.439	2.455	2.794	2.645	2.742	2.895	2.747	2.720	2.880	2.722	2.880	2.834	32.601
Claims	0.352	0.352	0.352	0.352	0.352	0.352	0.352	0.352	0.352	0.352	0.352	0.357	4.229
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	6.585	6.441	6.734	6.594	7.289	6.986	7.199	6.543	6.991	8.751	9.830	9.214	89.157
Professional Service Contracts	1.917	1.994	2.260	2.236	1.961	2.262	1.915	2.309	2.354	2.055	2.290	3.242	26.795
Materials & Supplies	14.857	14.869	16.213	18.877	17.781	16.613	17.361	17.937	18.369	19.265	24.301	20.204	216.647
Other Business Expenses	1.436	1.152	1.337	1.221	1.268	1.447	1.308	1.264	1.438	1.342	1.292	1.483	15.988
Total Non-Labor Expenses	\$39.634	\$38.168	\$40.600	\$42.531	\$42.103	\$43.283	\$43.573	\$43.497	\$44.472	\$45.277	\$51.227	\$48.815	\$523.180
Other Expenses Adjustments:													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Non-Cash Liability Adjs.	\$146.217	\$139.959	\$145.931	\$149.114	\$148.210	\$150.929	\$156.503	\$151.541	\$151.754	\$152.403	\$154.049	\$156.699	\$1,803.309
Depreciation	28.611	28.611	28.611	28.611	28.611	28.611	28.611	28.611	28.611	28.611	28.611	28.611	343.332
OPEB Obligation	6.161	6.161	6.161	6.161	6.161	6.161	6.161	6.161	6.161	6.161	6.161	6.162	73.933
Environmental Remediation	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.163	2.000
Total Expenses	\$181.156	\$174.898	\$180.870	\$184.053	\$183.149	\$185.868	\$191.442	\$186.480	\$186.693	\$187.342	\$188.988	\$191.635	\$2,222.574
Net Surplus/(Deficit)	(\$105.968)	(\$100.857)	(\$91.596)	(\$96.656)	(\$92.559)	(\$89.224)	(\$98.324)	(\$95.508)	(\$92.490)	(\$98.795)	(\$100.022)	(\$95.861)	(\$1,157.860)
Cash Conversion Adjustments:													
Depreciation	28.611	28.611	28.611	28.611	28.611	28.611	28.611	28.611	28.611	28.611	28.611	28.611	343.332
Operating Capital	(0.735)	(0.555)	(1.888)	(4.146)	(3.821)	(2.626)	(2.785)	(3.125)	(3.085)	(3.085)	(4.235)	(3.759)	(33.845)
Other Cash Adjustments	(3.007)	10.558	3.166	(9.831)	3.162	6.303	(3.442)	14.090	8.996	7.064	28.401	18.095	83.555
Total Cash Conversion Adjustments	\$24.869	\$38.614	\$29.889	\$14.634	\$27.952	\$32.288	\$22.384	\$39.576	\$34.522	\$32.590	\$52.777	\$42.947	\$393.042
Net Cash Surplus/(Deficit)	(\$81.099)	(\$62.243)	(\$61.707)	(\$82.022)	(\$64.607)	(\$56.936)	(\$75.940)	(\$55.932)	(\$57.968)	(\$66.205)	(\$47.245)	(\$52.914)	(\$764.818)

MTA LONG ISLAND RAIL ROAD
February Financial Plan - 2015 Adopted Budget
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Receipts													
Farebox Revenue	\$53.300	\$51.721	\$55.840	\$57.655	\$59.235	\$62.390	\$63.907	\$61.598	\$60.322	\$59.346	\$58.978	\$60.088	\$704.380
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	2.819	2.849	4.003	2.932	4.163	3.309	2.994	3.221	3.104	3.005	3.284	5.844	41.527
Capital and Other Reimbursements	19.581	24.078	19.082	13.316	20.271	23.253	27.259	24.571	21.390	34.912	30.689	35.175	293.577
Total Receipts	\$75.700	\$78.648	\$78.925	\$73.903	\$83.669	\$88.952	\$94.160	\$89.390	\$84.816	\$97.263	\$92.951	\$101.107	\$1,039.484
Expenditures													
Labor:													
Payroll	\$52.713	\$45.211	\$45.282	\$52.719	\$48.964	\$45.549	\$63.474	\$47.294	\$47.134	\$57.778	\$47.084	\$58.818	\$612.020
Overtime	11.057	10.752	7.710	12.049	11.121	9.769	13.870	11.189	9.878	13.410	10.923	12.596	134.324
Health and Welfare	9.362	9.347	9.237	9.433	9.441	9.260	9.417	9.425	9.191	9.339	9.322	9.084	111.858
OPEB Current Payment	5.151	5.151	5.151	5.151	5.151	5.151	5.151	5.151	5.151	5.151	5.151	5.146	61.807
Pensions	17.248	17.248	17.248	17.248	17.248	17.248	17.248	17.248	17.248	17.248	17.248	17.072	206.800
Other Fringe Benefits	15.738	12.646	12.392	13.122	15.184	12.905	16.388	12.772	11.006	12.296	8.710	5.326	148.485
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenditures	\$111.269	\$100.355	\$97.020	\$109.722	\$107.109	\$99.882	\$125.548	\$103.079	\$99.608	\$115.222	\$98.438	\$108.042	\$1,275.294
Non-Labor:													
Electric Power	\$9.644	\$8.704	\$8.496	\$8.387	\$8.285	\$10.203	\$10.135	\$9.740	\$9.667	\$8.367	\$8.096	\$9.205	\$108.929
Fuel	2.404	2.201	2.414	2.219	2.425	2.525	2.556	2.632	2.422	2.424	2.338	2.274	28.834
Insurance	8.026	2.277	-	4.114	0.038	3.039	4.120	1.868	2.511	3.912	-	2.450	32.355
Claims	0.219	0.219	0.219	0.219	0.219	0.219	0.219	0.219	0.219	0.219	0.219	0.216	2.625
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	6.586	6.441	6.734	6.594	7.288	6.986	7.199	6.543	6.991	8.751	9.830	9.214	89.157
Professional Service Contracts	2.302	1.254	1.520	2.621	1.220	1.522	2.300	1.569	1.614	2.440	1.549	2.501	22.412
Materials & Supplies	13.091	16.413	21.123	18.953	18.549	18.349	15.310	16.532	16.598	18.969	16.612	16.825	207.324
Other Business Expenditures	1.383	1.152	1.231	1.221	1.268	1.288	0.838	1.265	1.279	1.289	1.239	1.419	14.872
Total Non-Labor Expenditures	\$43.655	\$38.661	\$41.737	\$44.328	\$39.292	\$44.131	\$42.677	\$40.368	\$41.301	\$46.371	\$39.883	\$44.104	\$506.508
Other Adjustments:													
Other	\$1.875	\$1.875	\$1.875	\$1.875	\$1.875	\$1.875	\$1.875	\$1.875	\$1.875	\$1.875	\$1.875	\$1.875	\$22.500
Total Other Expenditure Adjustments	\$1.875	\$22.500											
Total Expenditures	\$156.799	\$140.891	\$140.632	\$155.925	\$148.276	\$145.888	\$170.100	\$145.322	\$142.784	\$163.468	\$140.196	\$154.021	\$1,804.302
Cash Timing and Availability Adjustments	-	-	-	-	-	-	-	-	-	-	-	-	-
Net Cash Surplus/(Deficit)	(\$81.099)	(\$62.243)	(\$61.707)	(\$82.022)	(\$64.607)	(\$56.936)	(\$75.940)	(\$55.932)	(\$57.968)	(\$66.205)	(\$47.245)	(\$52.914)	(\$764.818)

MTA LONG ISLAND RAIL ROAD
February Financial Plan - 2015 Adopted Budget
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Receipts													
Farebox Revenue	\$1.875	\$1.875	\$1.875	\$1.875	\$1.875	\$1.875	\$1.875	\$1.875	\$1.875	\$1.875	\$1.875	\$1.875	\$22.500
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	(0.695)	(0.669)	(0.540)	(0.669)	(0.669)	(0.541)	(0.615)	(0.658)	(0.528)	(0.658)	(0.659)	(0.474)	(7.375)
Capital and Other Reimbursements	(0.668)	3.401	(11.684)	(14.700)	(8.127)	(9.026)	(0.218)	(2.799)	(10.734)	7.499	2.769	3.932	(40.355)
Total Receipts	\$0.512	\$4.607	(\$10.349)	(\$13.494)	(\$6.921)	(\$7.692)	\$1.042	(\$1.582)	(\$9.387)	\$8.716	\$3.985	\$5.333	(\$25.230)
Expenditures													
Labor:													
Payroll	(\$0.730)	\$1.145	\$3.652	(\$1.257)	\$1.611	\$3.080	(\$7.694)	\$4.682	\$3.164	(\$3.863)	\$4.045	(\$4.000)	\$3.835
Overtime	(1.150)	(0.001)	2.573	(1.955)	(0.639)	2.573	(2.573)	-	2.440	(2.425)	-	1.157	-
Health and Welfare	0.001	-	-	-	-	-	-	-	-	-	-	(0.001)	-
OPEB Current Payment	-	-	-	-	-	-	-	-	-	-	-	0.000	-
Pensions	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Fringe Benefits	(2.807)	0.292	2.086	0.073	(1.974)	2.111	(2.351)	0.283	2.070	(1.808)	0.339	2.686	1.000
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenditures	(\$4.686)	\$1.436	\$8.311	(\$3.139)	(\$1.002)	\$7.764	(\$12.618)	\$4.965	\$7.674	(\$8.096)	\$4.384	(\$0.158)	\$4.835
Non-Labor:													
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$0.001)	(\$0.001)	\$0.000	\$0.002	\$0.000
Fuel	-	-	-	-	-	-	-	-	-	-	-	0.000	-
Insurance	(5.587)	0.178	2.794	(1.469)	2.704	(0.144)	(1.373)	0.852	0.369	(1.190)	2.728	0.384	0.246
Claims	0.133	0.133	0.133	0.133	0.133	0.133	0.133	0.133	0.133	0.133	0.133	0.141	1.604
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	(0.001)	-	-	-	0.001	-	-	-	-	-	-	-	-
Professional Service Contracts	(0.385)	0.740	0.740	(0.385)	0.741	0.740	(0.385)	0.740	0.740	(0.385)	0.741	0.741	4.383
Materials & Supplies	1.766	(1.544)	(4.910)	(0.076)	(0.768)	(1.736)	2.051	1.405	1.771	0.296	7.689	3.379	9.323
Other Business Expenditures	0.053	-	0.106	-	-	0.159	0.470	(0.001)	0.159	0.053	0.053	0.064	1.116
Total Non-Labor Expenditures	(\$4.021)	(\$0.493)	(\$1.137)	(\$1.797)	\$2.811	(\$0.848)	\$0.896	\$3.129	\$3.171	(\$1.094)	\$11.344	\$4.711	\$16.672
Other Expenditures Adjustments:													
Other	(\$1.875)	(\$1.875)	(\$1.875)	(\$1.875)	(\$1.875)	(\$1.875)	(\$1.875)	(\$1.875)	(\$1.875)	(\$1.875)	(\$1.875)	(\$1.875)	(\$22.500)
Total Other Expenditures Adjustments	(\$1.875)	(\$1.875)	(\$1.875)	(\$1.875)	(\$1.875)	(\$1.875)	(\$1.875)	(\$1.875)	(\$1.875)	(\$1.875)	(\$1.875)	(\$1.875)	(\$22.500)
Total Cash Conversion Adjustments before Depreciation and GASB Adjs.	(\$10.070)	\$3.675	(\$5.050)	(\$20.305)	(\$6.987)	(\$2.651)	(\$12.555)	\$4.637	(\$0.417)	(\$2.349)	\$17.838	\$8.011	(\$26.223)
Depreciation Adjustment	28.611	28.611	28.611	28.611	28.611	28.611	28.611	28.611	28.611	28.611	28.611	28.611	343.332
OPEB Obligation	6.161	6.161	6.161	6.161	6.161	6.161	6.161	6.161	6.161	6.161	6.161	6.162	73.933
Environmental Remediation	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.163	2.000
Cash Timing and Availability Adjustment	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Cash Conversion Adjustments	\$24.869	\$38.614	\$29.889	\$14.634	\$27.952	\$32.288	\$22.384	\$39.576	\$34.522	\$32.590	\$52.777	\$42.947	\$393.042

MTA LONG ISLAND RAIL ROAD
February Financial Plan - 2015 Adopted Budget
Overtime - Non-Reimbursable/Reimbursable Basis
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
NON-REIMBURSABLE OVERTIME													
<u>Scheduled Service</u>	\$2.514	\$2.507	\$1.183	\$1.878	\$1.864	\$1.358	\$1.926	\$1.110	\$2.182	\$1.963	\$2.117	\$2.968	\$23.570
<u>Unscheduled Service</u>	0.761	0.738	1.023	0.888	0.915	1.137	0.930	0.938	1.168	0.863	0.823	1.074	11.258
<u>Programmatic/Routine Maintenance</u>	2.139	2.251	3.003	2.522	2.719	3.412	2.860	2.977	3.418	2.765	2.518	3.064	33.646
<u>Unscheduled Maintenance</u>	0.039	0.030	0.030	0.028	0.028	0.027	0.028	0.025	0.026	0.033	0.028	0.037	0.358
<u>Vacancy/Absentee Coverage</u>	1.652	2.341	2.022	2.324	2.456	3.761	3.006	3.590	3.043	2.749	2.669	3.348	32.961
<u>Weather Emergencies</u>	1.366	1.505	0.924	0.292	0.241	0.311	0.250	0.255	0.247	0.362	0.532	1.403	7.689
<u>Safety/Security/Law Enforcement</u>	-	-	-	-	-	-	-	-	-	-	-	-	-
<u>Other</u>	0.093	0.093	0.094	0.094	0.094	0.094	0.096	0.096	0.096	0.096	0.096	0.083	1.123
Sub-Total	\$8.564	\$9.465	\$8.280	\$8.027	\$8.318	\$10.099	\$9.095	\$8.990	\$10.179	\$8.830	\$8.783	\$11.975	\$110.605
REIMBURSABLE OVERTIME	\$1.343	\$1.286	\$2.003	\$2.067	\$2.164	\$2.243	\$2.202	\$2.199	\$2.139	\$2.155	\$2.140	\$1.778	\$23.719
TOTAL NR & R OVERTIME	\$9.907	\$10.751	\$10.283	\$10.094	\$10.482	\$12.342	\$11.297	\$11.189	\$12.318	\$10.985	\$10.923	\$13.753	\$134.324

MTA LONG ISLAND RAIL ROAD
February Financial Plan - 2015 Adopted Budget
Ridership/Utilization
(in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<u>RIDERSHIP</u>													
Monthly	3.784	3.606	4.207	4.157	3.813	4.155	3.982	3.671	3.949	4.251	3.701	4.057	47.332
Weekly	0.153	0.147	0.164	0.155	0.149	0.180	0.201	0.241	0.166	0.165	0.126	0.151	1.997
Total Commutation	3.937	3.753	4.371	4.311	3.962	4.335	4.183	3.911	4.115	4.416	3.828	4.208	49.329
One-Way Full Fare	0.609	0.578	0.672	0.675	0.704	0.745	0.792	0.765	0.715	0.707	0.655	0.681	8.295
One-Way Off-Peak	1.345	1.205	1.419	1.412	1.525	1.601	1.775	1.710	1.546	1.430	1.512	1.661	18.143
All Other	0.729	0.716	0.806	0.825	0.849	0.982	0.958	0.923	0.864	0.830	0.825	0.916	10.224
Total Non-Commutation	2.683	2.499	2.897	2.912	3.078	3.327	3.525	3.398	3.125	2.968	2.992	3.257	36.663
Total Ridership	6.620	6.252	7.267	7.224	7.040	7.662	7.709	7.309	7.240	7.383	6.820	7.465	85.992
<u>FAREBOX</u>													
Passenger Revenue	\$51.425	\$49.846	\$53.965	\$55.780	\$57.360	\$60.515	\$62.032	\$59.723	\$58.447	\$57.471	\$57.103	\$58.211	\$681.880
Total Revenue	\$51.425	\$49.846	\$53.965	\$55.780	\$57.360	\$60.515	\$62.032	\$59.723	\$58.447	\$57.471	\$57.103	\$58.211	\$681.880

MTA LONG ISLAND RAIL ROAD
February Financial Plan - 2015 Adopted Budget
Total Full-time Positions and Full-time Equivalents by Function
Non-Reimbursable and Reimbursable

FUNCTION/DEPARTMENT	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
Executive VP	5	5	6	5	5	6	5	5	5	5	5	5
Labor Relations	18	18	18	18	18	18	18	18	18	18	18	18
Procurement & Logistics (excl. Stores)	83	83	83	83	83	83	83	83	83	83	83	83
Human Resources	32	32	32	32	32	32	32	32	32	32	32	32
Sr VP Administration	2	2	2	2	2	2	2	2	2	2	2	2
Strategic Investments	34	34	34	34	34	34	34	34	34	34	34	34
President	4	4	4	4	4	4	4	4	4	4	4	4
VP & CFO	5	5	5	5	5	5	5	5	5	5	5	5
Information Technology	0	0	0	0	0	0	0	0	0	0	0	0
Controller	46	46	46	46	46	46	46	46	46	46	46	46
Management and Budget	21	21	21	21	21	21	21	21	21	21	21	21
Process Re-Engineering	7	7	7	7	7	7	7	7	7	7	7	7
VP - East Side Access & Special Projects	38	38	38	38	38	38	38	38	38	38	38	41
Market Dev. & Public Affairs	70	70	70	70	70	70	70	70	70	70	70	70
Gen. Counsel & Secretary	31	31	31	31	31	31	31	31	31	31	31	31
Diversity Management	2	2	2	2	2	2	2	2	2	2	2	2
Security	13	13	13	13	13	13	13	13	13	13	13	13
System Safety	36	36	36	36	36	36	36	36	36	36	36	36
Training	60	60	60	60	60	60	60	60	60	60	60	60
Service Planning	23	23	23	23	23	23	23	23	23	23	23	23
Sr. VP Operations	2	2	2	2	2	2	2	2	2	2	2	2
Total Administration	532	532	533	532	532	533	532	532	532	532	532	535
Operations												
Train Operations	2,101	2,100	2,127	2,127	2,119	2,114	2,109	2,108	2,103	2,085	2,084	2,084
Customer Service	299	299	299	299	301	309	309	309	301	299	299	299
Total Operations	2,400	2,399	2,426	2,426	2,420	2,423	2,418	2,417	2,404	2,384	2,383	2,383
Maintenance												
Engineering	1,862	1,862	1,862	1,862	1,862	1,862	1,862	1,862	1,862	1,862	1,862	1,862
Equipment	2,066	2,082	2,099	2,111	2,124	2,124	2,124	2,131	2,105	2,100	2,090	2,093
Procurement (Stores)	93	93	93	93	93	93	93	93	93	93	93	93
Total Maintenance	4,021	4,037	4,054	4,066	4,079	4,079	4,079	4,086	4,060	4,055	4,045	4,048
Engineering/Capital												
Department of Project Management	128	130	132	134	134	136	136	136	134	134	134	140
Total Engineering/Capital	128	130	132	134	134	136	136	136	134	134	134	140
Total Positions	7,081	7,098	7,145	7,158	7,165	7,171	7,165	7,171	7,130	7,105	7,094	7,106
<i>Non-Reimbursable</i>	6,196	6,211	6,042	6,083	6,072	6,047	6,070	6,130	6,037	6,061	6,097	6,163
<i>Reimbursable</i>	885	887	1,103	1,075	1,093	1,124	1,095	1,041	1,093	1,044	997	943
<i>Total Full-Time</i>	7,081	7,098	7,145	7,158	7,165	7,171	7,165	7,171	7,130	7,105	7,094	7,106
<i>Total Full-Time-Equivalents</i>												

MTA LONG ISLAND RAIL ROAD
February Financial Plan - 2015 Adopted Budget
Total Full-time Positions and Full-time Equivalents by Function and Occupation

FUNCTION/OCCUPATION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
Managers/Supervisors	319	319	320	319	319	320	319	319	319	319	319	322
Professional, Technical, Clerical	213	213	213	213	213	213	213	213	213	213	213	213
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
Total Administration	532	532	533	532	532	533	532	532	532	532	532	535
Operations												
Managers/Supervisors	304	304	304	304	304	305	305	305	304	304	304	304
Professional, Technical, Clerical	184	184	184	185	188	195	195	195	188	184	183	183
Operational Hourlies	1,912	1,911	1,938	1,937	1,928	1,923	1,918	1,917	1,912	1,896	1,896	1,896
Total Operations	2,400	2,399	2,426	2,426	2,420	2,423	2,418	2,417	2,404	2,384	2,383	2,383
Maintenance												
Managers/Supervisors	782	782	782	782	782	782	780	780	780	780	780	783
Professional, Technical, Clerical	287	287	287	287	287	287	287	287	287	287	287	287
Operational Hourlies	2,952	2,968	2,985	2,997	3,010	3,010	3,012	3,019	2,993	2,988	2,979	2,978
Total Maintenance	4,021	4,037	4,054	4,066	4,079	4,079	4,079	4,086	4,060	4,055	4,046	4,048
Engineering/Capital												
Managers/Supervisors	93	93	93	93	93	95	95	95	93	93	93	103
Professional, Technical, Clerical	35	37	39	41	41	41	41	41	41	41	41	37
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
Total Engineering/Capital	128	130	132	134	134	136	136	136	134	134	134	140
Public Safety												
Managers/Supervisors	-	-	-	-	-	-	-	-	-	-	-	-
Professional, Technical, Clerical	-	-	-	-	-	-	-	-	-	-	-	-
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
Total Public Safety	-											
Total Positions												
Managers/Supervisors	1,498	1,498	1,499	1,498	1,498	1,502	1,499	1,499	1,496	1,496	1,496	1,512
Professional, Technical, Clerical	719	721	723	726	729	736	736	736	729	725	724	720
Operational Hourlies	4,864	4,879	4,923	4,934	4,938	4,933	4,930	4,936	4,905	4,884	4,875	4,874
Total Positions	7,081	7,098	7,145	7,158	7,165	7,171	7,165	7,171	7,130	7,105	7,095	7,106



LONG ISLAND RAIL ROAD

**2014 Annual
OPERATING
REPORT**

The graphic features the title text centered within a blue-bordered rectangle. The background of the rectangle is a grid of dotted lines. A large, faint, dotted outline of the state of New York is visible behind the text.

**Patrick Nowakowski
President**

2/23/2015

Performance Summary			2014 Data		2013 Data	
			Annual	YTD		YTD
			Goal		Goal	
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	System	Overall	95.1%	92.0%	95.1%	93.5%
		AM Peak		91.5%		91.8%
		PM Peak		86.5%		90.6%
		Total Peak		89.1%		91.3%
		Off Peak Weekday		92.4%		94.0%
		Weekend		94.8%		95.2%
	Babylon Branch	Overall	95.1%	91.4%	95.1%	92.7%
		AM Peak		92.3%		91.8%
		PM Peak		82.9%		89.4%
		Total Peak		87.9%		90.7%
	Off Peak Weekday		92.4%		93.2%	
	Weekend		94.5%		94.8%	
Far Rockaway Branch	Overall	95.1%	95.6%	95.1%	96.7%	
	AM Peak		91.4%		92.4%	
	PM Peak		93.2%		94.3%	
	Total Peak		92.2%		93.2%	
	Off Peak Weekday		96.1%		97.3%	
	Weekend		98.1%		98.7%	
Huntington Branch	Overall	95.1%	89.6%	95.1%	92.5%	
	AM Peak		91.6%		92.1%	
	PM Peak		82.9%		88.2%	
	Total Peak		87.4%		90.2%	
	Off Peak Weekday		88.1%		92.0%	
	Weekend		93.6%		95.0%	
Hempstead Branch	Overall	95.1%	95.1%	95.1%	96.4%	
	AM Peak		95.3%		94.9%	
	PM Peak		90.8%		94.1%	
	Total Peak		93.2%		94.5%	
	Off Peak Weekday		95.2%		96.7%	
	Weekend		96.5%		97.7%	
Long Beach Branch	Overall	95.1%	93.7%	95.1%	95.3%	
	AM Peak		93.3%		92.9%	
	PM Peak		90.4%		94.5%	
	Total Peak		91.9%		93.6%	
	Off Peak Weekday		93.1%		95.3%	
	Weekend		97.0%		97.3%	
Montauk Branch	Overall	95.1%	89.9%	95.1%	90.8%	
	AM Peak		89.5%		91.0%	
	PM Peak		85.3%		88.3%	
	Total Peak		87.4%		89.7%	
	Off Peak Weekday		91.7%		93.0%	
	2/23/2015 Weekend		89.0%		87.9%	
Oyster Bay Branch	Overall	95.1%	92.8%	95.1%	92.8%	
	AM Peak		92.8%		93.7%	
	PM Peak		84.8%		86.9%	
	Total Peak		89.1%		90.5%	
	Off Peak Weekday		94.2%		93.2%	
	Weekend		94.9%		95.4%	

Performance Summary		2014 Data		2013 Data	
		Annual	YTD		YTD
		Goal		Goal	
Port Jefferson Branch	Overall	95.1%	88.0%	95.1%	91.3%
	AM Peak		86.9%		90.1%
	PM Peak		82.8%		87.6%
	Total Peak		85.0%		88.9%
	Off Peak Weekday		86.0%		90.6%
	Weekend		95.5%		95.6%
Port Washington Branch	Overall	95.1%	93.0%	95.1%	94.3%
	AM Peak		91.6%		90.4%
	PM Peak		86.3%		90.7%
	Total Peak		88.9%		90.6%
	Off Peak Weekday		93.2%		95.3%
	Weekend		97.1%		97.2%
Ronkonkoma Branch	Overall	95.1%	90.3%	95.1%	91.2%
	AM Peak		88.4%		90.2%
	PM Peak		89.6%		92.1%
	Total Peak		89.0%		91.1%
	Off Peak Weekday		90.6%		90.8%
	Weekend		91.5%		92.1%
West Hempstead Branch	Overall	95.1%	94.3%	95.1%	95.2%
	AM Peak		95.1%		94.0%
	PM Peak		87.1%		90.2%
	Total Peak		90.8%		91.9%
	Off Peak Weekday		96.6%		97.1%
	Weekend		92.3%		94.6%
Operating Statistics	Trains Scheduled		245,400		240,422
	Avg. Delay per Late Train (min) excluding trains canceled or terminated		-12.1		-12.7
	Trains Over 15 min. Late excluding trains canceled or terminated		3,223		2,796
	Trains Canceled		843		879
	Trains Terminated		520		531
	Percent of Scheduled Trips Completed		99.4%		99.4%

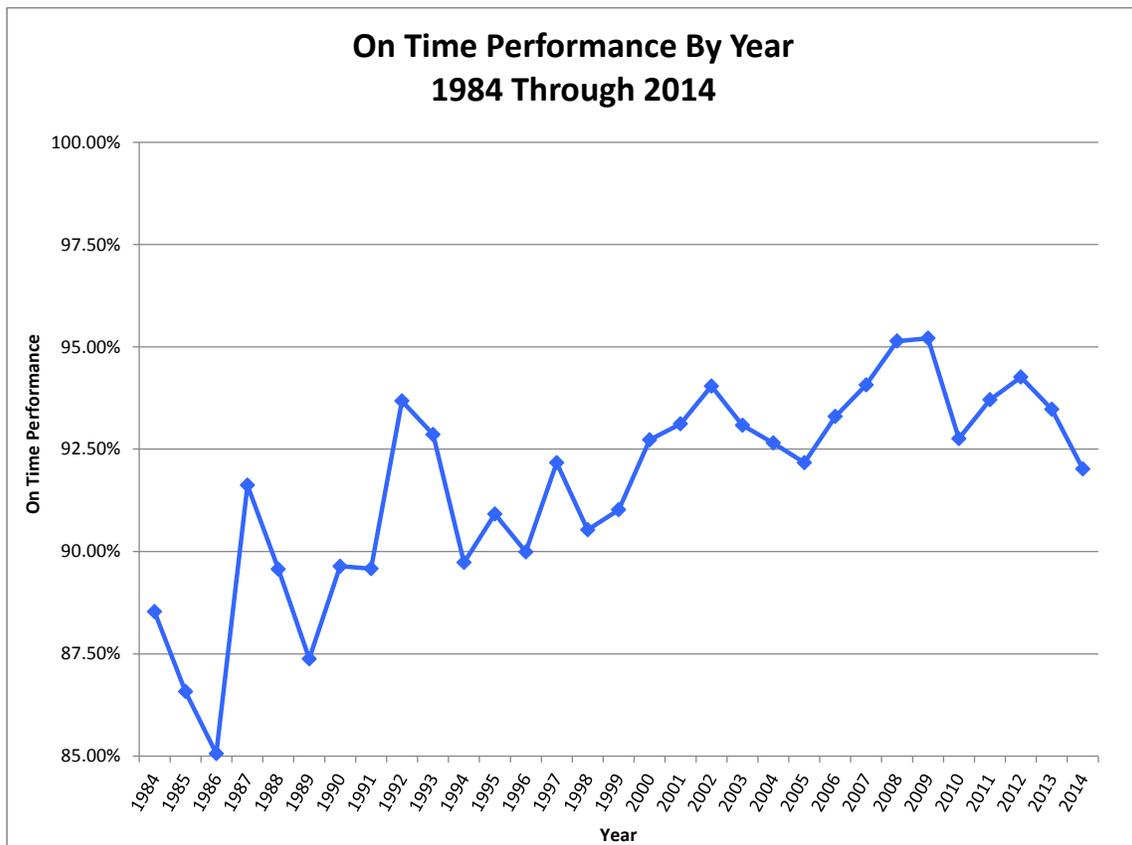
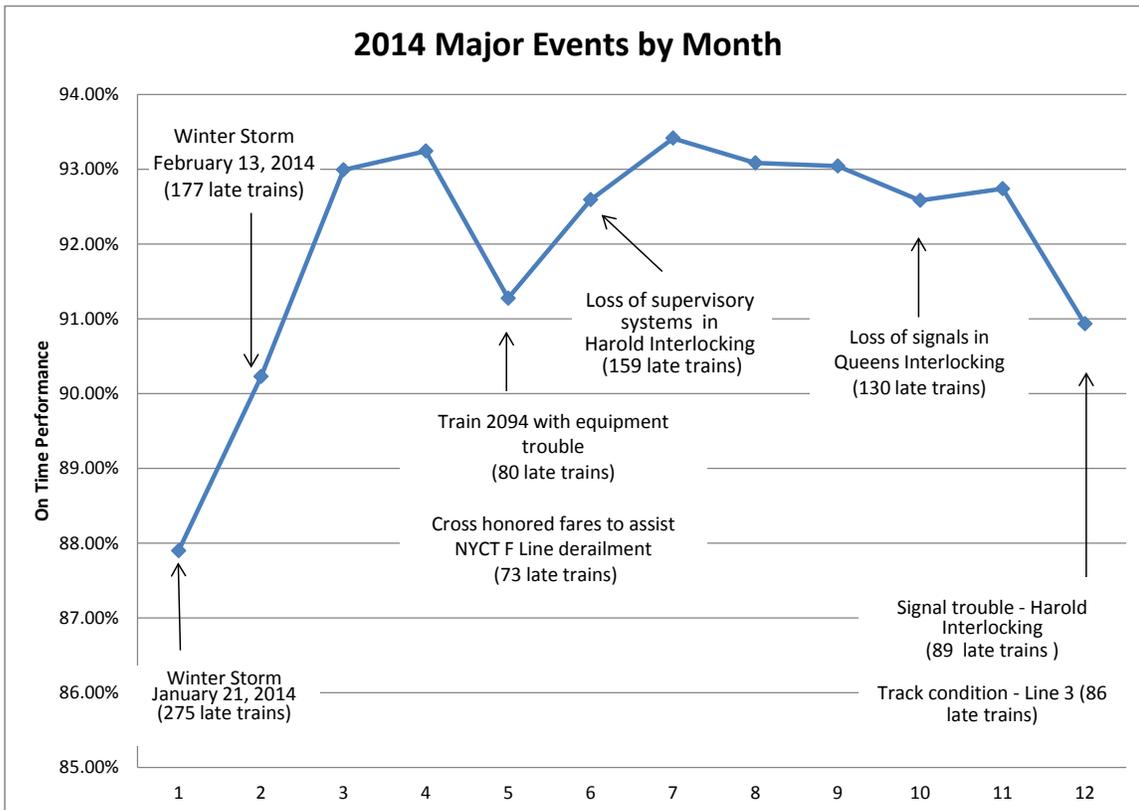


**OPERATING REPORT
2014 ANNUAL REPORT**

Categories Of Delay		2014 Data		2013 Data
		YTD 2014	YTD 2014	YTD 2013 Vs 2014
Late Train Incidents	National Rail Passenger Corp	1,458	1,844	(386)
	Capital Programs	447	287	160
	Engineering	2,280	1,809	471
	Penn Station Central Control	265	237	28
	Maintenance of Equipment	1,598	1,464	134
	* Other / Miscellaneous	2,409	1,972	437
	**Public	7,520	4,546	2,974
	Transportation	495	575	(80)
	Vandalism	247	238	9
	Weather and Environmental	2,284	1,217	1,067
	Maintenance of Way (Sched.)	575	290	285

** **Other/Miscellaneous** includes incidents that were a direct result of external factors causing disruption to LIRR operations*

*** **Public** includes incidents that were a direct result of factors involving the following: Trespassers, Motor Vehicles, Loading, Disorderly or Dispute Situations, etc.*



Long Island Rail Road

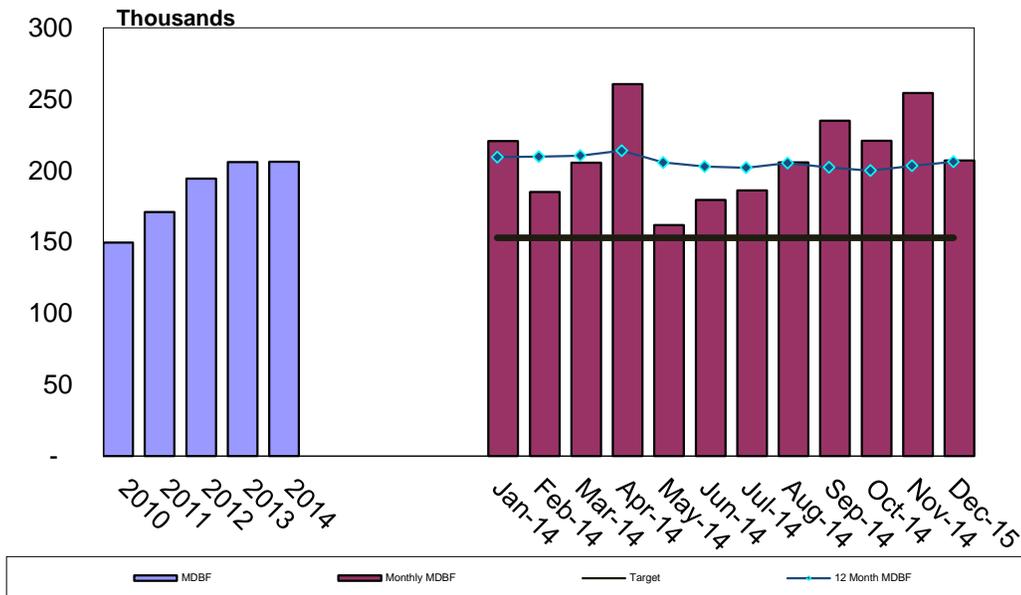
MEAN DISTANCE BETWEEN FAILURES

	Equip-ment Type	Total Fleet Size	2014 Data			2013 Data
			MDBF Goal (miles)	YTD MDBF thru December (miles)	12 month MDBF Rolling Avg (miles)	YTD MDBF thru December (miles)
Mean Distance Between Failures	M-3	150	55,000	94,557	94,557	91,468
	M-7	836	355,000	483,122	483,122	467,673
Failures	DM	21	18,000	24,839	24,839	24,534
	DE	24	18,000	23,700	23,700	19,608
	C-3	134	75,000	83,040	83,040	104,731
	Diesel	179	45,000	57,100	57,100	59,945
Fleet	1,165	153,000	206,226	206,226	206,226	205,890

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

2010 - 2014





Standee Report

East Of Jamaica

			2014 Data	
			AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	0	6
			0	6
	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	0	0
			0	0
	Huntington Branch	Program Standees	60	0
		Add'l Standees	2	1
			62	1
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
			0	0
	Long Beach Branch	Program Standees	0	0
		Add'l Standees	0	0
			0	0
	Montauk Branch	Program Standees	0	0
		Add'l Standees	1	0
			1	0
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	1	0
			1	0
	Port Jefferson Branch	Program Standees	0	0
		Add'l Standees	0	0
			0	0
	Port Washington Branch	Program Standees	0	0
		Add'l Standees	3	17
			3	17
	Ronkonkoma Branch	Program Standees	0	0
		Add'l Standees	1	5
			1	5
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
			0	0
			68	30

Definitions

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

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

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

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

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



Standee Report

West Of Jamaica		2014 Data		
		AM Peak	PM Peak	
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	3	11
		Total Standees	3	11
	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	1	0
		Total Standees	1	0
	Huntington Branch	Program Standees	0	0
		Add'l Standees	2	9
		Total Standees	2	9
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	7
		Total Standees	0	7
	Long Beach Branch	Program Standees	18	0
		Add'l Standees	1	0
		Total Standees	19	0
	Montauk Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Port Jefferson Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Port Washington Branch	Program Standees	0	0
		Add'l Standees	3	17
		Total Standees	3	17
	Ronkonkoma Branch	Program Standees	0	0
		Add'l Standees	1	5
		Total Standees	1	5
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	1	0
		Total Standees	1	0
		System Wide PEAK	30	49

Definitions

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

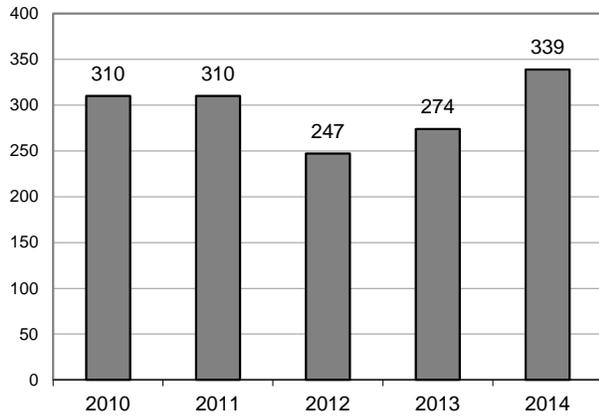
"Program Standees" is the average number of customers in excess of programmed seating capacity.

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

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

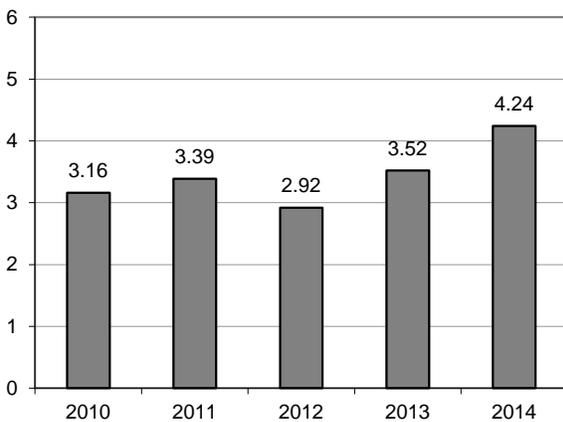
MTA Long Island Rail Road Summary of Employee Injuries through December 2014



Total Employee Injuries

Year	Total
2010	310
2011	310
2012	247
2013	274
2014	339

% change from last year: 23.7%



Employee FRA Reportable Injuries

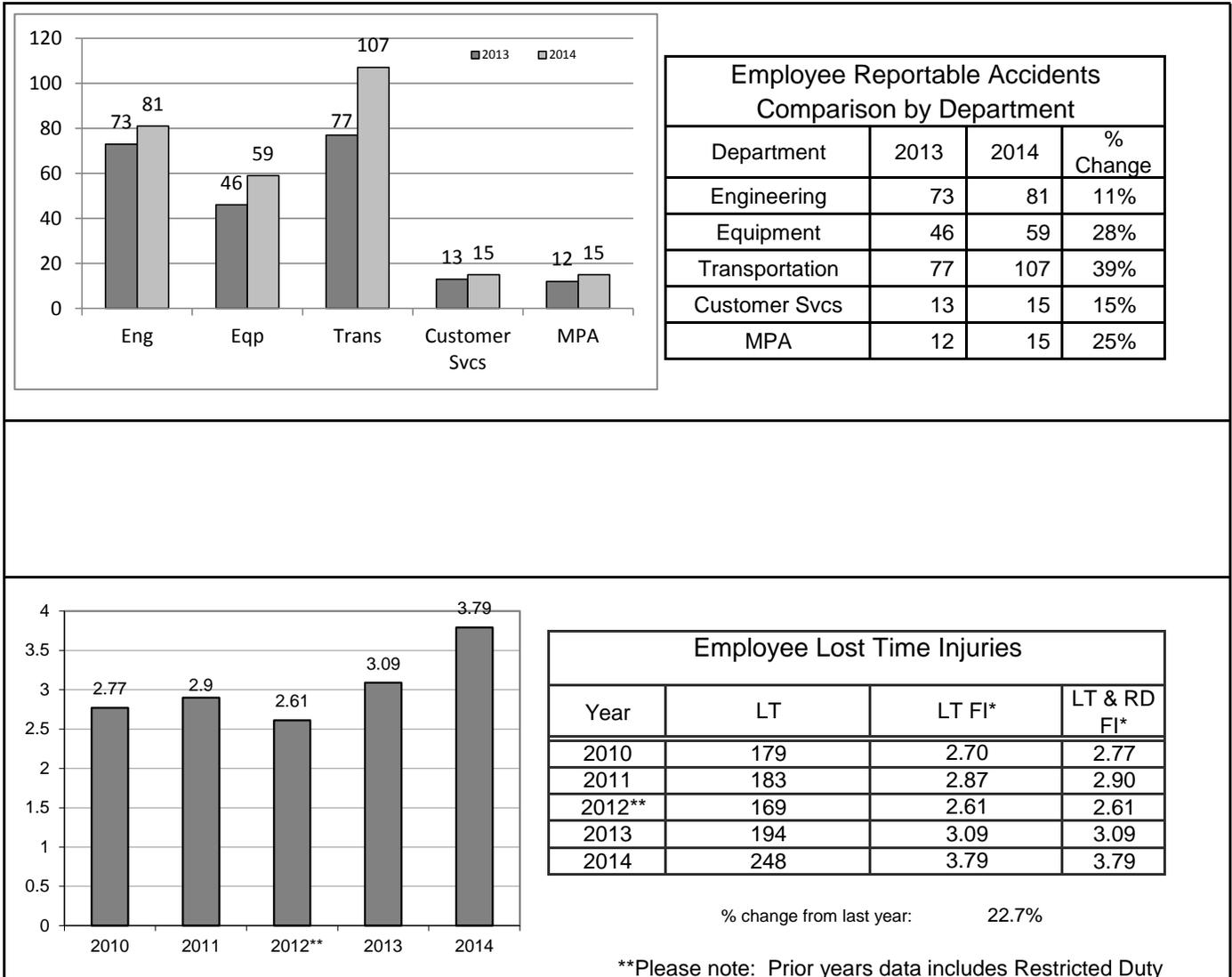
Year	Total	FRA FI*
2010	210	3.16
2011	216	3.39
2012	189	2.92
2013	221	3.52
2014	277	4.24

% change from last year: 20.5%

* Federal Railroad Administration Frequency Index

* - Injuries per 200,000 hours worked

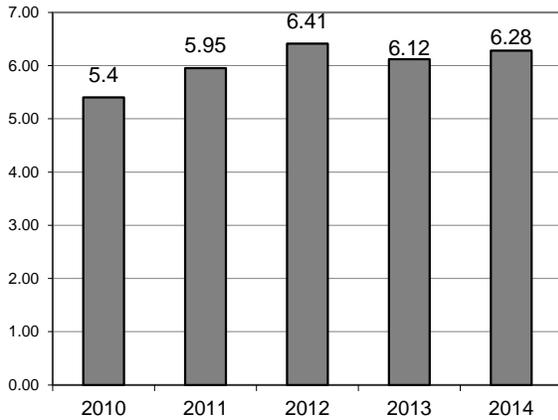
MTA Long Island Rail Road Summary of Employee Injuries through December 2014



* - Injuries per 200,000 hours worked



MTA Long Island Rail Road Summary of Customer Injuries through December 2014

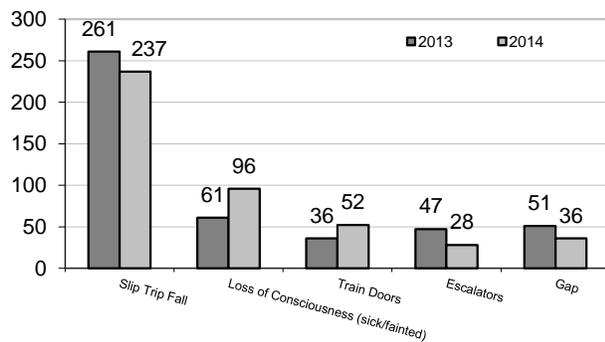


Total Customer Injuries

Year	Total	FI**
2010	440	5.40
2011	483	5.95
2012	524	6.41
2013	510	6.12
2014	539	6.28

% change from last year: 2.6%

**Injuries per 1,000,000 rides



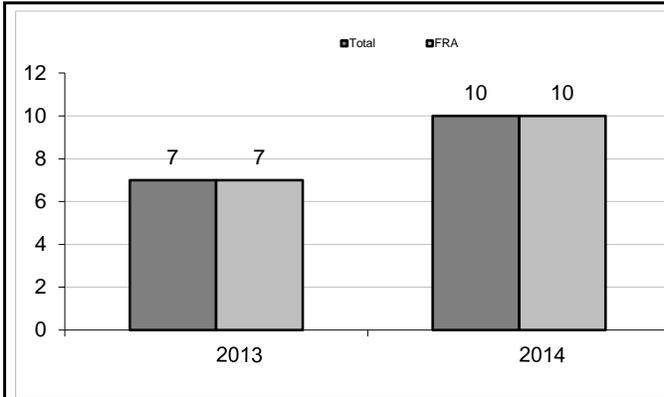
Top 5 Customer Injuries by Type

Year	Slip Trip Fall	Loss of Consciousness (sick/fainted)	Train Doors	Escalators	Gap
2013	261	61	36	47	51
2014	237	96	52	28	36



MTA Long Island Rail Road

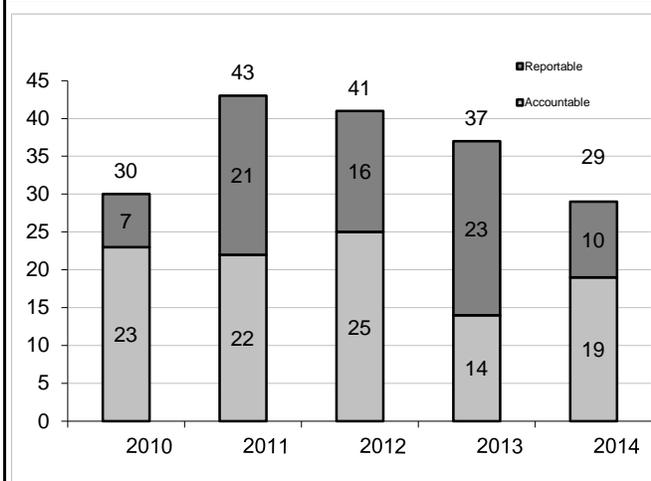
Summary of Contractor Injuries, Train Accidents & T.R.A.C.K.S. through December 2014



Contractor Injuries

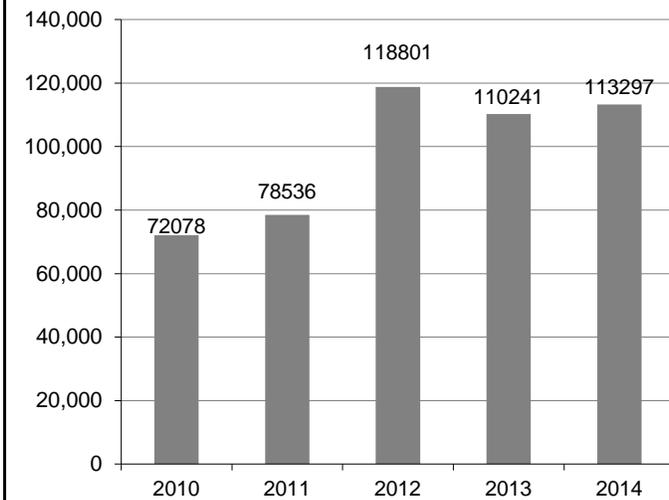
Year	Total	FRA Rpt.
2013	7	7
2014	10	10

% change from last year: 42.9%



Train Accidents

Year	Accountable	Reportable
2010	23	7
2011	22	21
2012	25	16
2013	14	23
2014	19	10



Community Education and Outreach
(Including T.R.A.C.K.S.)
2010 - 2014 Year to Date January - December

Total Participants

Year	Total
2010	72,078
2011	78,536
2012	118,801
2013	110,241
2014	113,297

MTA Long Island Rail Road Maintenance of Equipment

Annual Report on Fleet Maintenance For 2014

LIRR/MNR Committee Meeting

Maintenance of Equipment

The Long Island Rail Road Maintenance of Equipment Department (M of E) is responsible for providing a safe and reliable fleet to support the Long Island Rail Road service plan. The overall mission is to maintain rolling stock and associated support equipment while meeting corporate goals regarding safety, resource efficiency, equipment availability, increased Mean Distance Between Failures (MDBF), improved On-Time-Performance (OTP), and regulatory compliance.

The Department has implemented a comprehensive approach to safety that engages all levels of the M of E Department and has produced great benefits in safety performance, employee availability, productivity, equipment reliability, and customer satisfaction.



Maintenance Plan

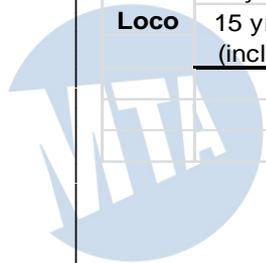
Introduction

- M of E departmental activities are scheduled to execute an annualized maintenance plan. This effort supports the 20/40-Year rolling stock plan covering a fleet of 1053 vehicles.
- Each fleet type is scheduled for maintenance events at various shop locations. Calendar Day, 60-Day, 92-Day, 180-Day, 1-Year, 2-Year, 2.5-Year, 3-Year, 4-Year, 5-Year, 6-Year, 8-Year, 9-Year, 10-Year, 12-Year and 16-Year maintenance events are performed at four equipment maintenance facilities and their respective yards, as well as 15 outlying yards.
- Reliability Centered Maintenance (RCM) and its elements define the majority of the plan. In addition, equipment cleaning is a major requirement as well as maintenance of work engines. Reliability Centered Maintenance has contributed to the fleets' improved performance as measured by Mean Distance Between Failure (MDBF) and On Time Performance (OTP).



MTA LIRR RCM Schedule by Fleet 2013-2030

MU Fleet (prs)		2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	
M-3		75	75	75	75	75	Decom	0	0	0	0	0	0	0	0	0	0	0	0	
M-7		418	418	418	418	418	418	418	418	418	418	418	418	418	418	418	418	418	418	
M-9						24	90	90	146	208	278	278	278	278	278	278	278	278	278	
Total		493	493	493	493	517	508	508	564	626	696	696	696	696	696	696	696	696	696	
M-3 (PRS)	3 YR RCM	19	19	13	13	25	2018 Decommission 18 RSU/mo													
	6 YR RCM	6	6	12	12	2017 AB Only														
M-7 (prs)	3 YR RCM	140	140	140	140	140	140	140	140	140	140	140	140	140	140	140	140	140	140	
	5 YR RCM	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	
	6 YR RCM	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	
	8 YR RCM	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	
	9 YR RCM	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	
	10 YR RCM	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	
M-9 (prs)	Acceptance Schedule						M3 Repl-90			ESA - 118		G-70								
	RCM TBD (6 YR est AB start)							15	15	15	35	47	47	47	47	47				
Diesel Fleet		2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	
	C-3	134	134	134	134	134	134	134	134	134	134	134	134	134	134	134	134	134	134	
	DE/DM	45	45	45	45	45	45	45	45	45	45	45								
	New Loco												45	45	45	45	45	45	45	
	Total	179	179	179	179	179	179	179	179	179	179	179	179	179	179	179	179	179	179	
C-3	4 yr RCM	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	
	8 yr RCM																			
DEDM / New Loco	2.5 yr RCM	18	17	5	5	5	5	0						new loco						
	5 yr RCM	9	9	5	5	4	4	4	4	9	9	9								
	15 yr RCM (incl. 5 yr)		1	5	5	6	6	6	6	tbd	tbd	tbd								



Maintenance Plan

Scheduled Inspections and Oversight

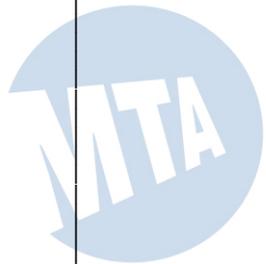
Daily and Periodic Inspections of Rolling Stock Assets are conducted in accordance to the guidelines as outlined in the Code of Federal Regulations (CFR), and LIRR Maintenance Procedures.

- **Daily Inspections and Tests**

Daily Inspections and brake tests are performed on Electric Multiple Units (EMU), Diesel Locomotives, C-3 Cab Cars and Coaches, and Work Engines every day they are used in service. The inspections and recordkeeping requirements are carried out as per CFR229.21 Daily Inspections, CFR238.303 Exterior calendar day inspections, and CFR238.305 Interior calendar day inspections. The brake tests and recordkeeping requirements are carried out as per CFR 238.311 Single car test, CFR238.313 Class I brake test, CFR238.315 Class IA brake test, CFR238.317 and Class II brake test.

- **Periodic Inspections (PI)**

All EMU, locomotive and coach equipment follow inspection intervals in which all car systems are inspected, periodic maintenance is performed, and all noted defects corrected. The interval length is determined by CFR, shop capacity and maintenance requirements. Periodic inspections and record keeping requirements are carried out according to CFR 229.23: Periodic Inspection: General, CFR 229.25: Tests: Every periodic inspection, CFR 238.307: Periodic mechanical inspection of passenger cars and un-powered vehicles used in passenger trains.



Interval	M3 EMU	M7 EMU	C3 Coach	Diesel Loco	Work Engines
60 day (ATC/Wheel)					X
92 day (4 per yr)	X	X	X Cab	X	X
180 day (2.5 per yr)			X Trl		
368 day (Air Brake)			X	X	X



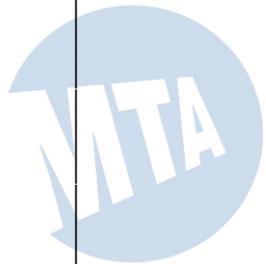
Maintenance Plan

Fleet Modifications (Campaigns, Projects)

LIRR manages program maintenance activities to implement one-time, non-repeating projects to correct fleet-wide defects, redesign components for improved performance, and replace/upgrade certain components based on obsolescence and/or regulatory mandates.

Unscheduled Maintenance – (reactive, unplanned, corrective)

Rail car work that is not performed as part of a scheduled or preventative maintenance program is defined as unscheduled maintenance. The LIRR, through the implementation of its maintenance plan and RCM processes, strives to maximize scheduled maintenance and minimize unscheduled maintenance activities.



Completed RCM Tasks by Year

M-3 (RSU)

WO #	QTY	Description	2008	2009	2010	2011	2012	2013	2014
M301	50	SYS 3 - Air Brake (COTS)	56	52	46	52	52	50	50
M302	26	SYS 3 - ASU Dryer C/O	14	16	12	27	23	23	26
M303	26	SYS 7 - 3 YR Truck	26	24	20	32	34	36	38
M312	13	SYS 4 - 6 YR Battery	14	14	13	0	0	12	16
M315	26	SYS 7 - 6 Yr Coupler	28	26	24	0	2	50	58
M316	26	SYS 7 - 6 YR Truck	28	26	24	22	18	10	12
M318	13	SYS 12 - Event Recorder	14	15	14	10	8	9	12
M319	13	SYS 2 - ATC C/O	8	20	10	9	9	15	13

M-7 (RSU)

WO #	QTY	Description	2008	2009	2010	2011	2012	2013	2014
M701	93	3 YR ASU Dryer	131	108	58	64	91	86	91
M710	140	Air Brake	184	170	142	142	137	148	138
M753	168	Truck	180	172	140	170	166	184	166
M712	140	Aux Power				110	70	166	136
M713	70	Battery	103	88	32	3	88	68	80
M714/M750	140	Doors	98	170	142	148	124	184	136
M715	168	Car Body					108	162	165
M717/M745	140	Coupler	174	172	140	154	64	175	144
M719	84	HVAC	128	150	78	81	83	76	82
M721	42	Event Recorder				367	32	34	37
M730	140	ATC	150	140	166	65	73	178	160
M731	47	ASU	72	67	86	36	44	37	38
M732	104	Relays				104	112	104	106
M743	84	PH 2 Toilet						7	71
M754	140	PH 2 Propulsion							136

Note: The RCM work scope quantity is subject to adjustments to include In-service requirement compliance, unscheduled repairs made, and resource & material issues.

C-3

WO #	QTY	Description	2008	2009	2010	2011	2012	2013	2014
C301	134	1 YR Air Brake Svc	151	147	183	164	160	157	154
C305	34	Air Brake (COTS)	11	33	31	38	32	36	31
C306	34	Aux Power - Battery	13	31	31	37	33	35	33
C308	34	Door	12	32	31	37	33	37	31
C310	34	Truck	12	32	31	37	33	35	34
C320	34	HVAC	0	34	31	19	22	21	20
C312	6	Event Recorder (Cab Cars)	2	5	4	4	6	6	5
C321	34	PH 2 Car Body						19	33
C322	4	ATC C/O & Test (Cab Cars)	22	1	0	0	22	1	0

DE/DM

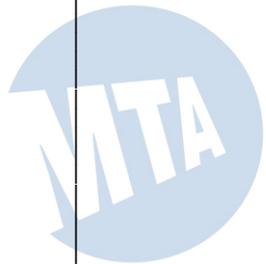
WO #	QTY	Description	2008	2009	2010	2011	2012	2013	2014
DD11	45	1 YR Air Brake		50	44	51	56	54	51
DD15	9	2.5 YR LCM DEDM		7	7	11	7	8	9
DD06/20	9 / 7	5 YR Engine +DD13		4	8	12	10	9	5
DD02	9	5 YR Air Brake		7	8	12	10	9	7
DD03/19	9	5 Aux Power		7	8	12	10	9	6
DD04	9	5 YR Truck		6	7	15	10	9	7
DD05	9	5 YR HVAC		6	7	11	9	9	7
DD12/18	9 / 7	5 YR Propulsion		6	7	12	10	9	6
DD08	9	5 YR Event Recorder		0	3	6	13	10	7
DD22	*	6 YR ATC		2	2	37	8	1	0
DD24	*	15 YR DE RCM							1

Note: The RCM work scope quantity is subject to adjustments to include In-service requirement compliance, unscheduled repairs made, and resource & material issues.

Maintenance Plan

Fleet Cleaning

- Extraordinary Interior Cleaning (EIC) is the highest level of cleaning performed once every 60-days on the MU and 90-days on the Diesel.
- Layup is the most comprehensive *daily* cleaning program conducted prior to the morning rush period on every train.
- Turn-around, pick-up and sweep cleanings between peak hours are performed mid-day depending on lay-up/contact time.
- In addition to the standard interior cleaning listed above, cleaning is also performed on an as needed basis; for example, graffiti removal (interior & exterior), power-washing / clean-up of biological matter (interior & exterior), special detail cleaning (interior & exterior) and enroute cleaning of windshields.
- Toilets are serviced in specified yards by a contractor. In addition to the routine toilet servicing, cleaning & restocking of the toilet compartment, cleaning, servicing and repairs are also performed on an as needed basis.



Maintenance Plan

Work Engines

MTA Long Island Rail Road Maintenance of Equipment Department assets include 24 freight locomotives, 19 of which are 1500 hp yard/road engines and 5 are 1000hp switching (yard) engines. These locos are mid 1970's vintage and nearing the end of maintainability.

Collectively, these locomotives are used for yard switching, rail and infrastructure projects, autumn track preparation (sandite and stone "leaf crusher" trains), winter storm and special event protect service, and rescuing disabled passenger equipment. They are an integral part of railroad operations.

Corporately \$37 M has been earmarked to begin refurbish these units and bring them to a "like new" status with modern systems and in compliance with updated EPA regulations.

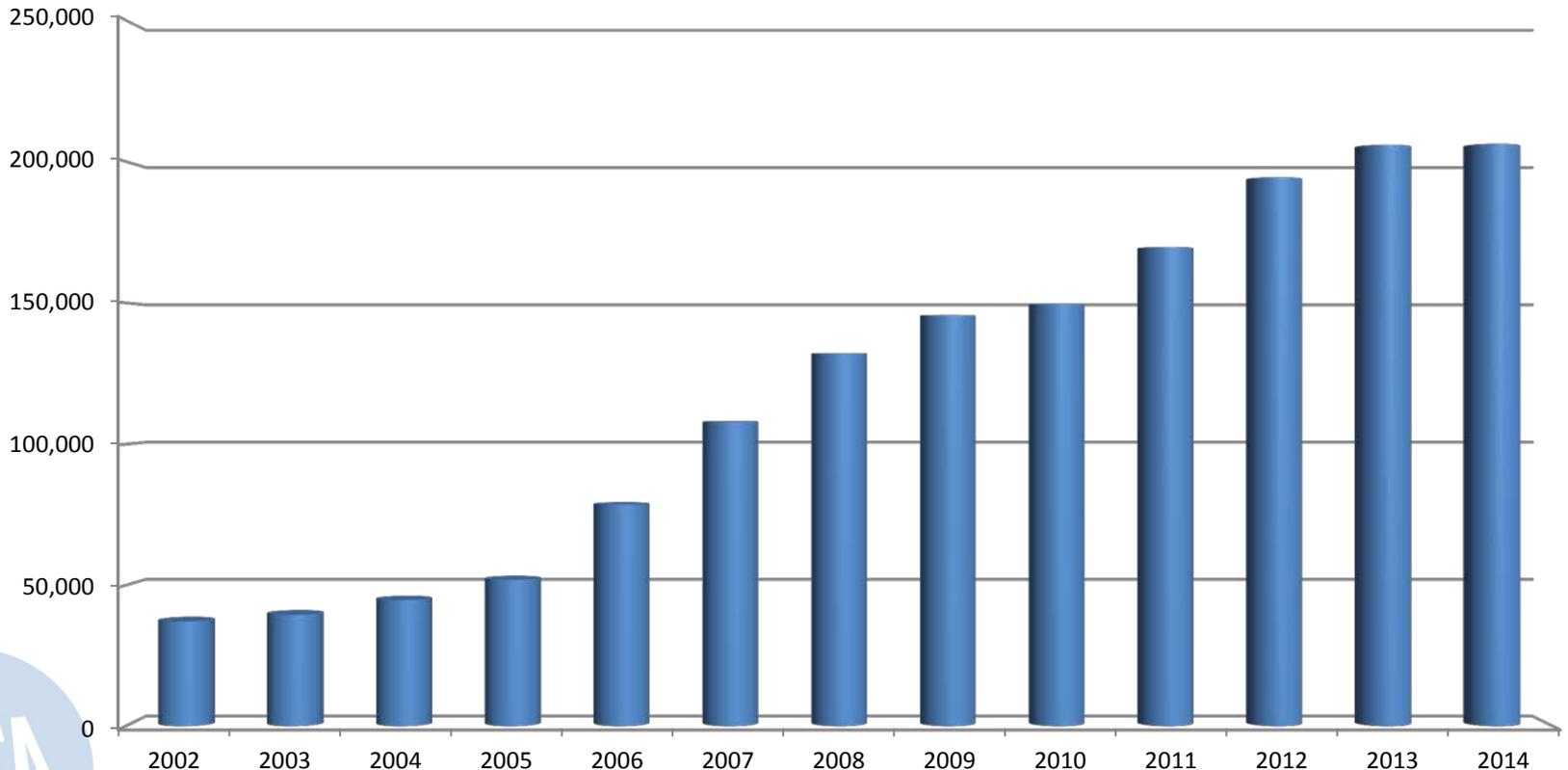
MTA LIRR also owns, leases, and performs heavy repairs, wheel truing, and load box testing for 11 New York & Atlantic Railway (NYAR) freight locomotives, consisting of 3 - 1000 hp switchers, 4 – 1500 hp yard/road locos, and 4 – 2000 hp freight locos. These 33 pieces of equipment are reaching the end of their useful life cycle and will require replacement.



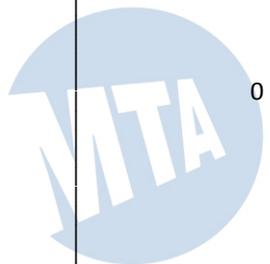
2014 Achievements

MDBF:

LIRR fleet reliability indicator, the Mean Distance Between Failures (MDBF), continues to be at its historical best record level. With the help of optimized Reliability Centered Maintenance (RCM), versatile maintenance practices, and strategic management approaches, the MDBF had been remarkably improving every year since the last decade. 2014 set a new MDBF performance record for the overall fleet.

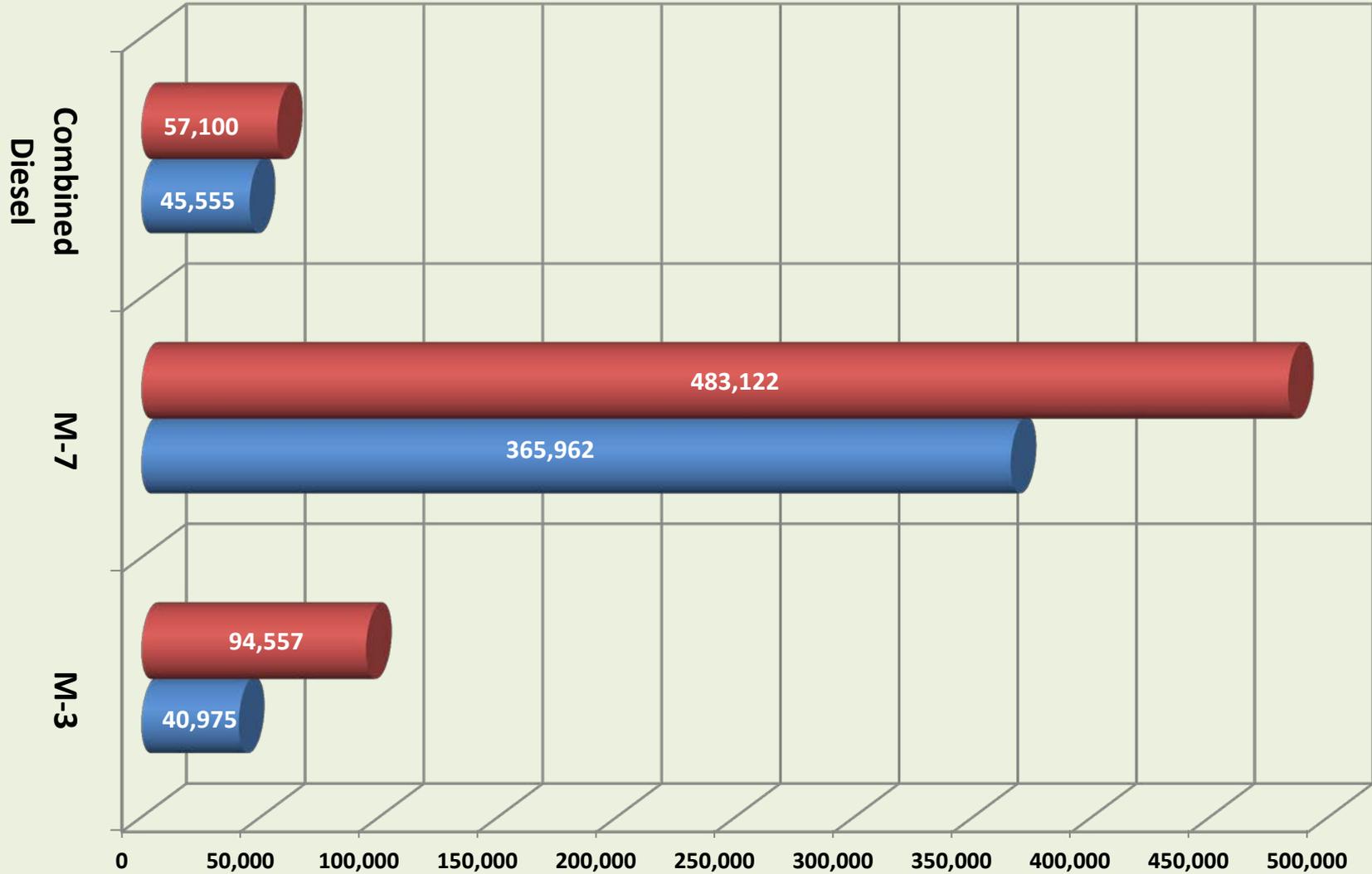


MTA Long Island Rail Road



Post RCM Reliability Improvements in MDBF

■ 2014 ■ 2008



MTA Long Island Rail Road

2014 Achievements

Overall Fleet Performance

- 206,226 MDBF (vs. a goal of 153,000)
- LIRR M of E department consistently met or exceeded Electric Fleet service requirement goals every single day during 2014.
- Successfully managed maintenance operation around major concurrent programs such as JCI, VD Yard, WSS/Amtrak tunneling, ESA work, WSY overbuild, and track work programs.

MTA Inter-Agency Activities

The LIRR continues MOU with MNR for repair M-7 Components; MOU with NYCT to overhaul air brake components; and continuation of a Joint Task Force with MNR for collaboration on M7 fleet.

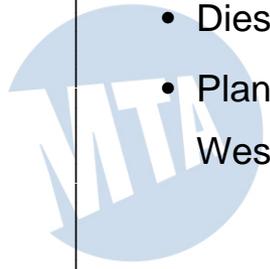
Safety Achievements and Activities

- Installation of the M3, DE, DM and C-3 Alerter was completed 12/2014.
- Incorporated RWP and Blue Flag as part of the new policy for CFR-217/218.
- SAFER Policy update per FRA recommendations completed July 2014.
- Corporate development of a Confidential Close Call Reporting procedure with the assistance of FRA & NASA.
- MofE laborers worked a total of 448,201 hours without an accident.
- PEMD section worked 350,613 hours without an accident.



2015 Challenges

- Workforce attrition must be monitored to ensure vacancies are filled on a timely basis and overtime controls remain strong.
- Continued to improve cost tracking controls for material and labor expenditures in new Maximo system.
- Multi Year Production Plans and Lead Time implications.
- Continued to implement and monitor the following Electric/Diesel Accountability initiatives
 - Review all RCM plans, procedures and maintenance intervals to assure optimum equipment reliability, customer safety and cost effectiveness.
 - Track RCM through-put to ensure process compliance.
- Maintaining fleet availability, repair and production with loss of West Side Yard (WSY) shop.
- Design and starting production of major integrated projects – PTC, AVRМ Camera Systems.
- Fleet System/Component Obsolescence issues.
- MTA Enterprise Asset Management Plan Development and Enhancements.
- Diesel shop capacity issues.
- Plan and manage to initiate required jobs and personnel move back from Hillside Maintenance to West Side shop.



2015 Performance Goals

Description	2015 Target
MDBF - All Fleet	176,000
M-7 MDBF	400,000
M-3 MDBF	75,000
C-3 MDBF	80,000
DE MDBF	20,000
DM MDBF	20,000
HVAC Compliance	97%
MU AM peak Availability requirement	862
Diesel Coach AM peak Availability requirement	113-118
Diesel Fleet Delays per Month	45
MU Fleet Delays per Month	70
Toilet Servicing Compliance - Electric Fleet	92%
Toilet Servicing Compliance - Diesel Fleet	92%





DIVERSITY / EEO REPORT

4th Quarter

2014

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 December 31, 2014 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.

2014 4th QUARTER EEO REPORT

AGENCY NAME: LONG ISLAND RAIL ROAD

**UTILIZATION ANALYSIS
WORKFORCE DATA AS OF DECEMBER 31, 2014**

JOB CATEGORY	FEMALES *			BLACKS			HISPANICS			ASIANS			AI/AN **			NHOPI ***			OTHER		
	Est Avail	Actual %	Met Avail	Est Avail	Actual %	Met Avail	Est Avail	Actual %	Met Avail	Est Avail	Actual %	Met Avail	Est Avail	Actual %	Met Avail	Est Avail	Actual %	Met Avail	Est Avail	Actual %	Met Avail
Officials & Administrators	22.4%	21.1%	No	12.2%	10.2%	No	7.0%	7.5%	Yes	4.0%	6.1%	Yes	0.0%	0.2%	Yes	0.8%	0.0%	No	1.5%	2.5%	Yes
Professionals	18.9%	22.0%	Yes	10.3%	13.6%	Yes	7.2%	9.3%	Yes	6.4%	12.3%	Yes	0.0%	0.0%	Yes	1.9%	0.0%	No	1.4%	3.5%	Yes
Technicians	11.0%	8.7%	No	10.8%	18.4%	Yes	8.4%	12.6%	Yes	6.7%	9.7%	Yes	0.1%	0.0%	No	1.2%	0.0%	No	1.0%	0.0%	No
Administrative Support	49.4%	46.8%	No	18.5%	28.3%	Yes	11.1%	10.8%	No	2.9%	4.4%	Yes	0.1%	0.2%	Yes	1.6%	0.0%	No	1.5%	3.0%	Yes
Skilled Craft	9.3%	10.0%	Yes	16.5%	16.4%	No	12.0%	10.4%	No	2.2%	2.3%	Yes	0.1%	0.1%	Yes	1.1%	0.0%	No	1.8%	1.8%	Yes
Service Maintenance	17.4%	18.8%	Yes	16.5%	25.7%	Yes	21.6%	13.7%	No	2.0%	2.3%	Yes	0.1%	0.4%	Yes	1.3%	0.2%	No	1.8%	3.9%	Yes

* Females are also included in the percentage totals for each of the minority groups.

** American Indian / Alaskan Native

*** Native Hawaiian / Other Pacific Islander

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 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 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.

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 the buildings, facilities or grounds of public property.

2014 4th QUARTER EEO REPORT

AGENCY NAME: LONG ISLAND RAIL ROAD

**NEW HIRES
AS OF DECEMBER 31, 2014**

JOB CATEGORY	TOTAL ¹	FEMALES ²		BLACKS		HISPANICS		ASIANS		AI/AN		NHOPI		OTHER	
		#	%	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrator	36	6	16.7%	6	16.7%	4	11.1%	6	16.7%	0	0.0%	0	0.0%	0	0.0%
Professionals	47	10	21.3%	6	12.8%	9	19.1%	14	29.8%	1	2.1%	0	0.0%	0	0.0%
Technicians	18	3	16.7%	2	11.1%	2	11.1%	5	27.8%	0	0.0%	0	0.0%	0	0.0%
Administrative Support	37	14	37.8%	5	13.5%	4	10.8%	7	18.9%	0	0.0%	0	0.0%	2	5.4%
Skilled Craft	227	24	10.6%	45	19.8%	35	15.4%	15	6.6%	0	0.0%	1	0.4%	8	3.5%
Service Maintenance	70	12	17.1%	17	24.3%	12	17.1%	3	4.3%	0	0.0%	0	0.0%	2	2.9%
Total	435	69	15.9%	81	18.6%	66	15.2%	50	11.5%	1	0.2%	1	0.2%	12	2.8%

¹ Total includes males and females, both minority and non-minority.

² Total includes females, both minority and non-minority.

2014 4th QUARTER EEO REPORT

AGENCY NAME: [LONG ISLAND RAIL ROAD](#)

EEO AND TITLE VI COMPLAINTS

JANUARY 1, 2014 THROUGH DECEMBER 31, 2014¹

Category	Race/Color	Sexual Harassment	Gender	Disability	National Origin	Age	Religion	Other ²	Total Issues ³	Total Cases	Status (# Open)
EEO	15	5	3	3	2	4	1	6	39	27	5
External Complaints	8	1	2	3	2	2	0	3	21	13	4
Internal Complaints	7	4	1	0	0	2	1	3	18	15	1

Category	Race	National Origin	Color	Total Issues	Total Cases	Status (# Open)
Title VI	4	0	0	4	4	0

¹ This chart includes all pending matters as of the date of the report; some of the matters were filed prior to the reporting period.

² "Other" contains all EEO categories not otherwise specifically mentioned on the chart.

³ In some instances, a single complaint may involve two or more EEO protected classifications.

EEO DISCRIMINATION COMPLAINT RESOLUTION FROM 1/1/14 TO 12/31/14

EXTERNAL

Agency	Decided In Favor of Agency	Decided In Favor of Complainant	Administrative Closure	Withdrawn	Dismissed	Resolved / Settled	Total
MTA LIRR	1	0	0	0	4	4	9
TOTAL	1	0	0	0	4	4	9

* Please note that non-final/interim resolutions are not included.

EEO DISCRIMINATION COMPLAINT RESOLUTION FROM 1/1/14 TO 12/31/14

INTERNAL

Agency	Decided In Favor of Agency	Decided In Favor of Complainant	Administrative Closure	Withdrawn	Dismissed	Resolved / Settled	Total
MTA LIRR	12	2	0	0	0	0	14
TOTAL	12	2	0	0	0	0	14

TITLE VI COMPLAINT RESOLUTION FROM 1/1/14 TO 12/31/14

Agency	Decided In Favor of Agency	Decided In Favor of Complainant	Administrative Closure	Withdrawn	Dismissed	Resolved / Settled	Total
MTA LIRR	4	0	0	0	0	0	4
TOTAL	4	0	0	0	0	0	4

2014 FOURTH 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, 2014 and December 31, 2014, there were 435 new hires, of which, 69 (15.9%) were female and 211 (48.5%) were minority. The highest concentration of female new hires occurred in the Administrative Support job category (37.8%). Of the 110 new hires in the Service Maintenance job category, 19.8% were Black and 15.4% were Hispanic. Of the 70 new hires in the Service Maintenance category, 24.3% were black and 17.1% were Hispanic. Of the 47 new hires in the Professionals category, 19.1% were Hispanic and 29.8% were Asian.

Upward Mobility Programs and Other Special Initiatives

Junior Engineer:

This is an entry-level training which introduces participants to the Long Island Rail Road and its various operating and supporting departments. Specifically, the program is designed to familiarize employees with all aspects of railroad operations. The 52-week curriculum covers signals, track or structures, and on the job training. The participant will work with a mentor. Upon successful completion of the program, junior engineers are placed in an entry-level management position.

Project Management-Trainee:

Project Management Trainee is a two-year, 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, trainees receive on the job and classroom training in project coordination development, controls, management, scheduling, and estimating. Trainees learn, in a mentoring environment, to apply specialized knowledge, specific to the requirements of the railroad industry. There is a series of rotation assignments that introduce trainees to the railroad and its various operating and support departments. Upon successful completion of the training program, trainees are placed into appropriate entry-level project management positions.

Between January 2008 and December 2014, 11 Jr. Engineers and 20 Project Manager Trainees were hired. Of the Jr. Engineer hires, 36% were minority. Of the Project Manager Trainee hires, 25% were female and 60% were minority.

2014 FOURTH QUARTER EEO REPORT

AGENCY NAME: LONG ISLAND RAIL ROAD

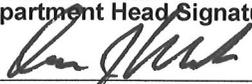
EFFORTS TO IMPROVE THE REPRESENTATION OF UNDERUTILIZED PROTECTED GROUPS

Targeted Recruitment and Outreach Efforts

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

1. An annual hiring plan is developed at the conclusion of each year, to aid recruitment efforts for anticipated vacancies in each craft . Candidate pools are evaluated at the end of the recruitment process. If the pool is lacking diversity or if areas of under-representation need to be addressed, additional outreach is conducted.
2. LIRR's outreach efforts to attract women, minorities and veterans continue to expand to include community-based and veterans job fairs, including the Hispanic/Latino Professionals Association Job Fair. We have also posted jobs on military websites and sent job postings to military contacts. The MTA also held its first ever Educational Summit for Veterans in College on September 4, 2014. We met with representatives from various colleges to inform them about the internship programs each agency offers, and the application process. Additionally, we conducted on-campus college recruitment and attended college job fairs, most with diverse student bodies.
3. Between January 1 and December 31, 2014, LIRR staff attended the following job fairs/college presentations: SUNY-Oneonta (January 10); NYU/Polytechnic University (February 6 & September 18); Manhattan College (February 11); Stony Brook University (February 14); Cooper Union (March 4); Stevens Institute of Technology (March 5 & September 24); NYC Area Committee for Employer Support of the Guard and Reserve (March 5); Farmingdale State College (March 6); Hiring our Heroes (March 27); Best of Brooklyn (April 1); Queensborough Community College (April 2); CUNY Big Apple Job Fair (April 4); Newsday (April 9); Suffolk Community College (April 16); Adelphi University (April 23); U.S. Marines Corp. Sixth Battalion Family Day (May 4); Veterans Upward Bound (May 7); Congressman Charles Rangel Harlem Job Fair (May 15); U.S. Marine Corp Marine for Life (June 20); Northrop Grumman (August 13); Hiring our Heroes (August 14); West Point (August 15); Harlem Week Historic Black College Fair (August 16); Marine Corp. Mega-Muster (August 16); Hispanic/Latino Professionals Association (September 24); NYS Senator Dean Skelos' Job Fair (October 3); Nassau County Job Fair (October 7); NYS Dept. of Labor-Brooklyn (October 8); TCI College of Technology (October 15); Suffolk County Job Fair (October 17); American Public University Virtual Job Fair (October 21); Suffolk County Veterans Services (October 22); Be A Hero/Hire a Hero (November 10); Bronx Community College (November 20).
4. Methods of advertising include social media, as well as professional organizations and career websites. The specific Hispanic websites include: Latinos for Hire, Society of Hispanic Professional Engineers, National Association of Hispanic Journalists, and Saludos.
5. Employment posters are conspicuously posted in stations and terminals.
6. Outreach efforts have included applicants with disabilities. We met with the NYS Adult Career & Continuing Education Services & Vocational Rehabilitation on December 16, 2014.

Staff Summary

Subject						Date			
MARCH TIMETABLE CHANGE/TRACK WORK PROGRAMS						FEBRUARY 23, 2015			
Department						Vendor Name			
SR. VICE-PRESIDENT - OPERATIONS									
Department Head Name						Contract Number			
Dave Kubicek									
Department Head Signature						Contract Manager Signature			
									
Project Manager Name									
Board Action						Internal Approval			
Order	To	Date	Approval	Info	Other	Order	Approval	Order	Approval
1	LI COMM	2/23/15				3	Executive VP <i>see</i>	4	President <i>pan</i>
						2	VP Mktg & PA <i>EDA</i>	1	Sr.VP-Ops <i>RTK</i>

PURPOSE

This is to inform the Long Island Committee of the MTA Long Island Rail Road's plan to adjust schedules beginning March 2, 2015, through May 17, 2015. Several construction projects are supported during this time period. Continuing projects include East Side Access work in Harold interlocking, Atlantic Ave. tunnel lighting work, Massapequa Station, Long Beach branch Sandy restoration, Port Jefferson branch rail replacement prep work moves to installation, West Side Yard Overbuild, Jamaica Capacity Improvements and Vanderbilt (VD) Yard construction.

MARCH 2 TIMETABLE CHANGE

Construction Activities

- Main Line – Midday weekday one of two main tracks will be out of service Hicksville to Farmingdale for switch replacement in Bethpage.
- Atlantic branch – One of two main tracks will be out of service on weekends between Jamaica and East New York to support Half-Tie replacement.
- Babylon branch - One of two main tracks will be out of service on weekends between Wantagh and Amityville to support track work for the Massapequa Pocket track.

Track Work Programs

- Main Line – Wyandanch Siding Switch replacement, miscellaneous additional maintenance and Sperry Testing. On Sunday March 8th, Main track will be out of service between Farmingdale and Ronkonkoma for 24 hours to allow for switch replacement in Wyandanch and rail inspection and associated signal and track maintenance between Farmingdale and Ronkonkoma.
- Port Jefferson branch – Divide Concrete Tie Prep – One of two main tracks will be out of service between Hicksville and Syosset on the Port Jefferson branch the weekend of March 14–15.
- Port Jefferson branch – Divide Concrete Tie Installation – One of two main tracks will be out of service between Hicksville and Syosset on the Port Jefferson branch the weekend of March 21–22.

DISCUSSION

Construction Activities

- Main Line –Divide to Farm - Switch Replacement Beth interlocking - Midday weekday single-track outage Hicksville to Farmingdale is required for switch replacement in Bethpage. As a result of this work two midday weekday westbound Farmingdale trains will be adjusted 17 minutes later.
- Atlantic branch – Dunton to East New York Half-Tie Replacement work. Work will resume on weekends for Half-Tie replacement between Jamaica and East New York. As a result, weekend Far Rockaway and Hempstead trains are adjusted between 2 and 18 minutes earlier/later. In addition, eastbound connecting Long Beach trains are adjusted three minutes later and minor changes were made to early morning weekday trains to accommodate this work.
- Babylon branch – Wantagh to Amity, Massapequa Pocket Track work – One of two main tracks will be out of service on weekends between Wantagh and Amityville to support track work for the Massapequa Pocket track. As a result, Babylon trains and their connecting trains have been adjusted between 2 and 10 minutes. Five overnight Babylon branch trains will depart between 18 minutes earlier and 13 minutes later. In addition, all trains traveling through the work zone have been given one minute extra running time in order to comply with a speed restriction.

Track Work Programs

- Main Line – Wyandanch Siding Switch replacement, miscellaneous additional maintenance and Sperry Testing. On Sunday March 8th, Main track will be out of service between Farmingdale and Ronkonkoma for 24 hours, beginning at 12:45 am Sunday, to allow for switch replacement in Wyandanch and rail inspection and associated signal and track maintenance between Farmingdale and Ronkonkoma. As a result, train service will originate and terminate at Farmingdale for the duration of the outage. Customers traveling to or from stations Ronkonkoma through Pinelawn will be provided with bus service to and from Hicksville, where they will transfer to or from trains. Some buses will depart earlier than normal train times and customers can expect up to 39 minutes additional travel time.
- Port Jefferson branch – Divide Concrete Tie Prep work. One of two main tracks will be out of service between Hicksville and Syosset on the Port Jefferson branch for a period of 48 hours on the weekend of March 14–15, 2015 for prep work for the installation of concrete ties. During the weekend, service to stations Syosset through Huntington will be reduced to hourly from half-hourly, and stations Greenlawn to Port Jefferson will be reduced from every 90 minutes to two-hourly.
- Port Jefferson branch – Divide Concrete Tie installation. One of two main tracks will be out of service between Hicksville and Syosset on the Port Jefferson branch for a period 54 hours beginning at 10:00 p.m. on Friday March 20, until 4:00 a.m. Monday March 23, for installation of concrete ties. During the weekend, schedules will be adjusted for stations New Hyde Park through Westbury maintaining normal service levels along the branch. Hicksville service will be reduced to half-hourly. Service to stations Syosset through Huntington will be reduced to hourly from half-hourly and stations Greenlawn to Port Jefferson will be reduced from every 90 minutes to two-hourly service.

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

IMPACT ON FUNDING

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



Metro-North Railroad

Information Items February 2015

**MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN FOR 2015-2018
2014 FINAL ESTIMATE AND 2015 ADOPTED BUDGET**

In accordance with MTA-approved budget procedures, the following information presents MTA Metro-North Railroad's 2014 Final Estimate, 2015 Adopted Budget, and the Financial Plan for 2015-2018. The Adopted Budget reflects the inclusion of MTA Adjustments that were presented in the November Financial Plan, and adopted by the Board in December 2014, as well as other technical adjustments.

These adjustments, which are described below, are also presented in the reconciliation schedules from the November Financial Plan included with this submission.

- The February Financial Plan for 2015-2018 incorporates the Metro-North share of the MTA all-agency Safety Investment Program. Metro-North's five-year cost (2014-2018) of this plan totals \$192.4 million which is crucial to the achievement of the Railroad's short and long-term operating plans, and addresses regulatory requirements or recommended actions by the FRA, NTSB, railroad industry experts and Metro-North management. The 2015 Adopted Budget component of this plan totals \$49.6 million that is comprised of \$45.8 million in non-reimbursable expense (\$31.5 million in operating and \$14.3 million in operating capital) and \$3.8 million in reimbursable expense. The increased reimbursable expense reflects ConnDOT's decision to fund the installation of cameras on M-8 cars through its capital program, which reduces its operating subsidy requirements.
- The February Financial Plan for 2015-2018 incorporates the Metro-North share of the MTA all-agency Service/Service Quality Investment Plan. Metro-North's plan encompasses two West of Hudson service initiatives:
 - A one-year promotion to discount parking fees at West of Hudson station parking facilities.
 - The implementation of a new midday/weekday Port Jervis Line train in 2016 to improve service frequency.
- Effective 2015, IT service and support functions across the agencies will be consolidated into a single organizational structure at Headquarters (HQ). Accordingly, this adjustment reflects a shift in expenses and positions from Metro-North to HQ with no change to MTA's overall bottom line. The consolidation of all MTA agency IT Departments into a single MTA IT Unit will result in the following expense adjustments:
 - All 2015-2018 Metro-North IT costs (and positions) have been transferred to the consolidated MTA IT Department. The total annual cost is approximately \$35.0 million. The 2015 Adopted Budget component of this transfer is \$34.6 million which is comprised of \$34.0 million in non-reimbursable expense (\$28.2 million in operating and \$5.8 million in operating capital) and \$0.6 million in reimbursable expense. As part of these costs 125 authorized positions will be transferred to the MTA.
 - To facilitate the allocation (and billing) of the New Haven Line service share of MTA consolidated IT Department costs between the MTA and ConnDOT, an estimated chargeback by MTA of \$11.0 million has been added to Metro-North's 2015-2018 Professional Service costs (the 2015 Budget share is \$10.9 million).

- A 4% New York State fare increase effective March 22, 2015 results in increased Farebox revenues of \$12.2 million in 2015, \$16.0 million in 2016, \$16.3 million in 2017, and \$16.6 million in 2018.
- The following changes have been made to reclassify cash expenditure adjustments to accrued operating expenses (no impact to Metro-North operating subsidy requirements):
 - \$4.9 million rate increase in 2015 for New Haven Line Electric Power costs.
 - \$2.3 million reduction in 2015 to Overtime requirements (including associated fringe benefit costs), followed by annual reductions of \$2.7 million thereafter.
- An annual reduction of \$0.4 million in insurance costs starting in 2015 reflects efficiency savings in MTA insurance premium estimates.
- A refinement to State of Connecticut capital program expenditures in 2015 results in a 2015-2018 reduction of \$13 million in disbursements and receipts. There is no operating subsidy impact from this adjustment.

The attached also includes schedules detailing the monthly allocation of financial (including overtime), headcount, and utilization data based on the 2015 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

MTA METRO-NORTH RAILROAD
February Financial Plan 2015 - 2018
Reconciliation to the November Plan (Accrual) Non-Reimbursable
(\$ in millions)

	Favorable/(Unfavorable)									
	2014		2015		2016		2017		2018	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
2014 November Financial Plan: Net Surplus/(Deficit)	5,969	(\$841.955)	5,946	(\$763.286)	5,940	(\$793.800)	5,946	(\$823.397)	5,949	(\$844.489)
Technical Adjustments:										
Sub-Total Technical Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
MTA Plan Adjustments:										
2015 Fare/Toll Increase		-		\$12.196		\$15.975		\$16.345		\$16.598
Policy Actions:										
Safety Investments	(62)	(6.903)	(165)	(31.450)	(178)	(32.292)	(182)	(32.626)	(182)	(32.464)
Service and Service Quality Investments				(0.355)		(0.837)		(0.974)		(0.974)
Information Technology Consolidation			121	28.181	121	29.030	121	29.456	121	29.974
MTA Re-estimates:										
MTA Efficiencies - Property Insurance		-		0.237		0.589		0.993		1.454
Excess Loss Program		0.141		0.155		0.171		0.188		0.207
Retro-Active Wage Adjustments										
NHL IT Allocation				(10.926)		(11.492)		(11.801)		(11.955)
Overtime Reduction				2.146		2.701		2.780		2.824
Increased CT Electric Contract				(4.850)						
Toner Cartridge Transfer from IT				(0.120)		(0.122)		(0.124)		(0.125)
Reimbursable Overhead Increase from Removal of Reimbursable IT Costs				0.000		(0.192)		(0.192)		(0.192)
Sub-Total MTA Plan Adjustments	(62)	(\$6.762)	(44)	(\$4.786)	(57)	\$3.531	(61)	\$4.046	(61)	\$5.347
2015 February Financial Plan: Net Surplus/(Deficit)	6,031	(\$848.717)	5,990	(\$768.072)	5,997	(\$790.269)	6,007	(\$819.350)	6,010	(\$839.143)

MTA METRO NORTH RAILROAD
February Financial Plan 2015 - 2018
Reconciliation to the November Plan (Accrual) Reimbursable
(\$ in millions)

	Favorable/(Unfavorable)									
	2014		2015		2016		2017		2018	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
2014 November Financial Plan: Net Surplus/(Deficit)	618	\$0.000	702	\$0.000	702	\$0.000	671	\$0.000	671	\$0.000
Technical Adjustments:										
New Fare Payment System Positions - Costs in NFP			(2)		(2)		(2)		(2)	
Sub-Total Technical Adjustments	0	\$0.000	(2)	\$0.000	(2)	\$0.000	(2)	\$0.000	(2)	\$0.000
MTA Plan Adjustments:										
2015 Fare/Toll Increase										
Policy Actions:										
Safety Investments										
Service and Service Quality Investments										
Information Technology Consolidation			4	0.551	4	0.604	4	0.605	4	0.605
MTA Re-estimates:										
MTA Efficiencies - Property Insurance										
Excess Loss Program										
Retro-Active Wage Adjustments										
Other										
Connecticut Track Program Correction				12.531		12.783		13.012		13.245
Sub-Total MTA Plan Adjustments	0	\$0.000	4	\$13.082	4	\$13.387	4	\$13.617	4	\$13.850
Reimbursement Offset to Net Expense Changes			0	(13.082)	0	(13.387)	0	(13.617)	0	(13.850)
2015 February Financial Plan: Net Surplus/(Deficit)	618	\$0.000	700	\$0.000	700	\$0.000	669	\$0.000	669	\$0.000

MTA METRO-NORTH RAILROAD
February Financial Plan 2015 - 2018
Reconciliation to the November Plan - (Cash)
(\$ in millions)

	Favorable/(Unfavorable)									
	2014		2015		2016		2017		2018	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
2014 November Financial Plan: Net Cash Surplus/(Deficit)	6,587	(\$519.851)	6,648	(\$590.753)	6,642	(\$510.913)	6,617	(\$539.209)	6,620	(\$564.317)
Technical Adjustments:										
New Fare Payment System Positions - Costs in NFP			(2)		(2)		(2)		(2)	
Sub-Total Technical Adjustments	0	\$0.000	(2)	\$0.000	(2)	\$0.000	(2)	\$0.000	(2)	\$0.000
MTA Plan Adjustments:										
2015 Fare/Toll Increase		-		\$12.196		\$15.975		\$16.345		\$16.598
Policy Actions:										
Safety Investments	(62)	(8.505)	(165)	(45.796)	(178)	(49.066)	(182)	(44.023)	(182)	(33.130)
Service and Service Quality Investments				(0.355)		(0.837)		(0.974)		(0.974)
Information Technology Consolidation			125	33.951	125	30.902	125	29.906	125	30.424
MTA Re-estimates:										
MTA Efficiencies - Property Insurance		-		0.237		0.589		0.993		1.454
Excess Loss Program		0.141		0.155		0.171		0.188		0.207
Retro-Active Wage Adjustments										
MTA IT for New Haven Line Allocation				(10.926)		(11.492)		(11.801)		(11.955)
Overtime Reduction				2.501		2.701		2.780		2.824
Increased CT Electric Contract				(4.850)		-		-		-
Toner Cartridge Transfer from IT				(0.120)		(0.122)		(0.124)		(0.125)
Cash Adjustments related to OT Reduction and Electric				2.354		(2.496)		(2.496)		(2.496)
Reimbursable Overhead Increase from Removal of Reimbursable IT Costs				(0.168)		(0.194)		(0.192)		(0.192)
Sub-Total MTA Plan Adjustments	(62)	(\$8.364)	(40)	(\$10.820)	(53)	(\$13.869)	(57)	(\$9.397)	(57)	\$2.635
2015 February Financial Plan: Net Cash Surplus/(Deficit)	6,649	(\$528.214)	6,690	(\$601.573)	6,697	(\$524.782)	6,676	(\$548.606)	6,679	(\$561.683)

MTA METRO-NORTH RAILROAD
2015 February Adopted Budget
Reconciliation to the Final Proposed Budget by Generic Category
(\$ in millions)

NON-REIMBURSABLE	2015									February Adopted Budget	
	Final Proposed Budget	Fare/Toll Incrs.	Policy Actions			MTA Re-estimates			All Other		
		2015 Fare/Toll Incrs.	Safety Investments	Service/Svc. Quality Investments	IT Consolidation	Property Insurance	Excess Loss Program	RWA			
Revenue											
Farebox Revenue	\$672.236	\$11.817									\$684.053
Vehicle Toll Revenue	0.000										0.000
Other Operating Revenue	58.605			(0.461)							58.145
<i>Capital & Other Reimbursements:</i>											
MTA	0.000										0.000
CDOT	0.000										0.000
Other	0.000										0.000
Total Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenue	\$730.841	\$11.817	\$0.000	(\$0.461)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$742.197
Expenses											
Labor:											
Payroll	\$477.386		\$15.225		(\$11.359)						\$481.251
Overtime	93.864				(0.360)				(1.641)		91.863
Health and Welfare	98.793		3.481		(2.844)				(0.289)		99.140
OPEB Current Payment	25.186										25.186
Pensions	85.511		2.313		(1.823)				(0.179)		85.822
Other Fringe Benefits	107.597		2.722		(2.113)				(0.204)		108.002
Reimbursable Overhead	(53.255)				0.000				0.168		(53.087)
Total Labor Expenses	\$835.083	\$0.000	\$23.740	\$0.000	(\$18.499)	\$0.000	\$0.000	\$0.000	(\$2.146)		\$838.178
Non-Labor:											
Electric Power	\$80.735	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$4.849		\$85.584
Fuel	27.390	0.000	0.045	0.000	(0.011)	0.000	0.000	0.000	0.000		27.424
Insurance	19.925					(0.237)	(0.155)		0.000		19.533
Claims	1.000										1.000
Paratransit Service Contracts	0.000										0.000
Maintenance and Other Operating Contracts	108.683		1.442		(0.082)						110.043
Professional Service Contracts	30.023		5.923		(9.296)				10.926		37.576
Materials & Supplies	74.371		0.300		(0.019)						74.652
Other Business Expenses	13.953	(\$0.379)		(0.106)	(0.274)					0.120	13.314
Total Non-Labor Expenses	\$356.080	(\$0.379)	\$7.710	(\$0.106)	(\$9.682)	(0.237)	(0.155)	0.000	15.895		369.127
Other Expense Adjustments:											
Other	\$0.000				\$0.000						\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	0.000	0.000	0.000	0.000		0.000
Total Expenses before Non-Cash Liability Adjustments	\$1,191.163	(\$0.379)	\$31.450	(\$0.106)	(\$28.181)	(\$0.237)	(\$0.155)	\$0.000	\$13.749		1,207.305
Depreciation	\$231.476										\$231.476
OPEB Obligation	68.316										68.316
Environmental Remediation	3.172										3.172
Total Expenses	\$1,494.127	(\$0.379)	\$31.450	(\$0.106)	(\$28.181)	(\$0.237)	(\$0.155)	\$0.000	\$13.749		\$1,510.269
Net Surplus/(Deficit)	(\$763.286)	\$12.196	(\$31.450)	(\$0.355)	\$28.181	0.237	0.155	0.000	(13.749)		(768.071)
Cash Conversion Adjustments:											
Depreciation	\$231.476										\$231.476
Operating/Capital	(38.524)		(14.345)		5.770						(47.099)
Other Cash Adjustments	(20.420)								2.541		(17.879)
Total Cash Conversion Adjustments	\$172.532	\$0.000	(\$14.345)	\$0.000	\$5.770	\$0.000	\$0.000	\$0.000	\$2.541		\$166.498
Net Cash Surplus/(Deficit)	(\$590.754)	\$12.196	(\$45.795)	(\$0.355)	\$33.951	\$0.237	\$0.155	\$0.000	(\$11.209)		(\$601.574)

-- Differences are due to rounding.

MTA METRO-NORTH RAILROAD
2015 February Adopted Budget
Reconciliation to the Final Proposed Budget by Generic Category
(\$ in millions)

REIMBURSABLE	2015									February Adopted Budget
	Final Proposed Budget	Fare/Toll Incrs.	Policy Actions			MTA Re-estimates			All Other	
		2015 Fare/Toll Incrs.	Safety Investments	Service/ Svc. Quality Investments	IT Consolidation	Property Insurance	Excess Loss Program	RWA		
Revenue										
Farebox Revenue	\$0.000									\$0.000
Vehicle Toll Revenue	0.000									0.000
Other Operating Revenue	0.000									0.000
<i>Capital & Other Reimbursements:</i>										
MTA	131.311				(0.551)				0.000	130.760
CDOT	59.062		3.829						(12.531)	50.359
Other	21.111									21.111
Total Capital and Other Reimbursements	211.483	0.000	3.829	0.000	(0.551)	0.000	0.000	0.000	(12.531)	202.230
Total Revenue	\$211.483	\$0.000	\$3.829	\$0.000	(\$0.551)	\$0.000	\$0.000	\$0.000	(\$12.531)	\$202.230
Expenses										
Labor:										
Payroll	\$53.625				(\$0.251)				(\$2.474)	\$50.899
Overtime	17.756								(2.443)	15.313
Health and Welfare	15.562				(0.055)				(1.243)	14.264
OPEB Current Payment	0.000								0.000	0.000
Pensions	8.690				(0.031)				(0.439)	8.220
Other Fringe Benefits	12.624				(0.046)				(0.988)	11.590
Reimbursable Overhead	51.844				(0.168)				(4.276)	47.401
Total Labor Expenses	\$160.100	\$0.000	\$0.000	\$0.000	(\$0.551)	\$0.000	\$0.000	\$0.000	(\$11.863)	\$147.687
Non-Labor:										
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	4.309								(0.696)	3.613
Claims	0.000									0.000
Paratransit Service Contracts	0.000									0.000
Maintenance and Other Operating Contracts	11.533								0.010	11.543
Professional Service Contracts	4.771		3.829						0.042	8.642
Materials & Supplies	30.204								(0.024)	30.180
Other Business Expenses	0.565									0.565
Total Non-Labor Expenses	\$51.383	\$0.000	\$3.829	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$0.668)	\$54.544
Other Expense Adjustments:										
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$211.483	\$0.000	\$3.829	\$0.000	(\$0.551)	\$0.000	\$0.000	\$0.000	(\$12.531)	\$202.230
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses	\$211.483	\$0.000	\$3.829	\$0.000	(\$0.551)	\$0.000	\$0.000	\$0.000	(\$12.531)	\$202.230
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$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	\$0.000	\$0.000	\$0.000	\$0.000
Operating/Capital	0.000	0.000	0.000	0.000	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	0.000	0.000	0.000	0.000
Total Cash Conversion Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Net Cash Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

-- Differences are due to rounding.

MTA METRO-NORTH RAILROAD
2015 February Adopted Budget
Reconciliation to the Final Proposed Budget by Generic Category
(\$ in millions)

NON-REIMBURSABLE/REIMBURSABLE	2015									
	Final Proposed Budget	Fare/Toll Incrs.	Policy Actions			MTA Re-estimates			All Other	February Adopted Budget
		2015 Fare/Toll Incrs.	Safety Investments	Service/ Svc. Quality Investments	IT Consolidation	Property Insurance	Excess Loss Program	RWA		
Revenue										
Farebox Revenue	\$672.236	\$11.817	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$684.053
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	58.605	0.000	0.000	(0.461)	0.000	0.000	0.000	0.000	0.000	58.145
<i>Capital & Other Reimbursements:</i>										
MTA	131.311	0.000	0.000	0.000	(0.551)	0.000	0.000	0.000	0.000	130.760
CDOT	59.062	0.000	3.829	0.000	0.000	0.000	0.000	0.000	(12.531)	50.359
Other	21.111	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	21.111
Total Capital and Other Reimbursements	211.483	0.000	3.829	0.000	(0.551)	0.000	0.000	0.000	(12.531)	202.230
Total Revenue	\$942.325	\$11.817	\$3.829	(\$0.461)	(\$0.551)	\$0.000	\$0.000	\$0.000	(\$12.531)	\$944.428
Expenses										
Labor:										
Payroll	\$531.010	\$0.000	\$15.225	\$0.000	(\$11.610)	\$0.000	\$0.000	\$0.000	(\$2.474)	\$532.150
Overtime	111.620	0.000	0.000	0.000	(0.360)	0.000	0.000	0.000	(4.084)	107.176
Health and Welfare	114.355	0.000	3.481	0.000	(2.899)	0.000	0.000	0.000	(1.532)	113.404
OPEB Current Payment	25.186	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	25.186
Pensions	94.201	0.000	2.313	0.000	(1.854)	0.000	0.000	0.000	(0.618)	94.042
Other Fringe Benefits	120.221	0.000	2.722	0.000	(2.159)	0.000	0.000	0.000	(1.192)	119.592
Reimbursable Overhead	(1.410)	0.000	0.000	0.000	(0.168)	0.000	0.000	0.000	(4.108)	(5.686)
Total Labor Expenses	\$995.183	\$0.000	\$23.740	\$0.000	(\$19.050)	\$0.000	\$0.000	\$0.000	(\$14.009)	\$985.864
Non-Labor:										
Electric Power	\$80.735	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$4.849	\$85.584
Fuel	27.390	0.000	0.045	0.000	(0.011)	0.000	0.000	0.000	0.000	27.424
Insurance	24.234	0.000	0.000	0.000	0.000	(0.237)	(0.155)	0.000	(0.696)	23.146
Claims	1.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	120.217	0.000	1.442	0.000	(0.082)	0.000	0.000	0.000	0.010	121.587
Professional Service Contracts	34.794	0.000	9.752	0.000	(9.296)	0.000	0.000	0.000	10.968	46.218
Materials & Supplies	104.576	0.000	0.300	0.000	(0.019)	0.000	0.000	0.000	(0.024)	104.833
Other Business Expenses	14.518	(0.379)	0.000	(0.106)	(0.274)	0.000	0.000	0.000	0.120	13.879
Total Non-Labor Expenses	\$407.463	(\$0.379)	\$11.539	(\$0.106)	(\$9.682)	(\$0.237)	(\$0.155)	\$0.000	\$15.227	\$423.670
Other Expense Adjustments:										
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Non-Cash Liability Adjustments	\$1,402.646	(\$0.379)	\$35.279	(\$0.106)	(\$28.732)	(\$0.237)	(\$0.155)	\$0.000	\$1.218	\$1,409.535
Depreciation	\$231.476	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$231.476
OPEB Obligation	68.316	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	68.316
Environmental Remediation	3.172	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	3.172
Total Expenses	\$1,705.610	(\$0.379)	\$35.279	(\$0.106)	(\$28.732)	(\$0.237)	(\$0.155)	\$0.000	\$1.218	\$1,712.499
Net Surplus/(Deficit)	(\$763.286)	\$12.196	(\$31.450)	(\$0.355)	\$28.181	\$0.237	\$0.155	\$0.000	(\$13.749)	(\$768.071)
Cash Conversion Adjustments:										
Depreciation	\$231.476	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$231.476
Operating/Capital	(38.524)	0.000	(14.345)	0.000	5.770	0.000	0.000	0.000	0.000	(47.099)
Other Cash Adjustments	(20.420)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	2.541	(17.879)
Total Cash Conversion Adjustments	\$172.532	\$0.000	(\$14.345)	\$0.000	\$5.770	\$0.000	\$0.000	\$0.000	\$2.541	\$166.498
Net Cash Surplus/(Deficit)	(\$590.754)	\$12.196	(\$45.795)	(\$0.355)	\$33.951	\$0.237	\$0.155	\$0.000	(\$11.209)	(\$601.574)

-- Differences are due to rounding.

MTA METRO-NORTH RAILROAD
2015 February Adopted Budget
Reconciliation to the November Forecast by Generic Category
(\$ in millions)

CASH RECEIPTS & EXPENDITURES	2015									February Adopted Budget
	Fare/Toll Incrs.	Policy Actions			MTA Re-estimates			All		
	2015 Fare/Toll Incrs.	Safety Investments	Service/ Svc. Quality Investments	IT Consolidation	Property Insurance	Excess Loss Program	RWA	Other		
Final Proposed Budget										
Receipts										
Farebox Revenue	\$678.065	\$11.817								\$689.882
Vehicle Toll Revenue	0.000									0.000
Other Operating Revenue	77.250			(0.461)						76.790
<i>Capital & Other Reimbursements:</i>										
MTA	140.864				(0.551)				3.203	143.516
CDOT	69.650		3.829		0.000				(11.484)	61.995
Other	21.766								0.411	22.176
Total Capital and Other Reimbursements	232.280	0.000	3.829	0.000	(0.551)	0.000	0.000	0.000	(7.870)	227.688
Total Receipts	\$987.596	\$11.817	\$3.829	(\$0.461)	(\$0.551)	\$0.000	\$0.000	\$0.000	(\$7.870)	\$994.360
Expenditures										
Labor:										
Payroll	\$608.413		\$15.225		(\$11.790)				(\$2.225)	\$609.622
Overtime	127.938				(\$0.360)				(2.444)	125.135
Health and Welfare	118.218		3.481		(2.899)				(1.112)	117.687
OPEB Current Payment	25.186									25.186
Pensions	110.995		2.313		(1.854)				(0.187)	111.267
Other Fringe Benefits	126.330		2.722		(2.159)				(1.236)	125.657
GASB Account	0.000									0.000
Reimbursable Overhead	(0.000)				(0.168)				0.168	(0.000)
Total Labor Expenditures	\$1,117.080	\$0.000	\$23.740	\$0.000	(\$19.230)	\$0.000	\$0.000	\$0.000	(\$7.036)	\$1,114.554
Non-Labor:										
Electric Power	\$87.127	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$0.001)	\$87.127
Fuel	26.535	0.000	0.045	0.000	(0.011)	0.000	0.000	0.000	0.000	26.569
Insurance	23.905					(0.237)	(0.155)		(0.697)	22.816
Claims	9.419									9.419
Paratransit Service Contracts	0.000									0.000
Maintenance and Other Operating Contracts	115.316		1.607		(0.082)				0.010	116.851
Professional Service Contracts	45.230		18.932		(14.796)				10.968	60.334
Materials & Supplies	108.653		5.300		(0.109)				(0.024)	113.820
Other Business Expenditures	45.083	(0.379)		(0.106)	(0.274)				0.121	44.445
Total Non-Labor Expenditures	\$461.268	(\$0.379)	\$25.884	(\$0.106)	(\$15.272)	(\$0.237)	(\$0.155)	\$0.000	\$10.377	\$481.380
Other Expenditure Adjustments:										
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Cash Timing and Availability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$1,578.349	(\$0.379)	\$49.624	(\$0.106)	(\$34.502)	(\$0.237)	(\$0.155)	\$0.000	\$3.340	\$1,595.934
Net Cash Surplus/(Deficit)	(\$590.753)	\$12.196	(\$45.795)	(\$0.355)	\$33.951	\$0.237	\$0.155	\$0.000	(\$11.211)	(\$601.574)
Subsidies										
MTA	\$449.083	(\$12.196)	\$36.585	\$0.355	(\$25.401)	(\$0.176)	(\$0.115)		\$8.606	\$456.741
CDOT	141.671		9.211		(8.550)	(0.061)	(0.040)		2.602	144.833
Total Subsidies	\$590.754	(\$12.196)	\$45.796	\$0.355	(\$33.951)	(\$0.237)	(\$0.155)	\$0.000	\$11.209	\$601.574

-- Differences are due to rounding.

MTA METRO-NORTH RAILROAD
2015 February Adopted Budget
Reconciliation to the November Forecast by Generic Category
(\$ in millions)

CASH FLOW ADJUSTMENTS	2015									
		Fare/Toll Incrs.	Policy Actions			MTA Re-estimates			All	February
	Final Proposed Budget	2015 Fare/Toll Incrs.	Safety Investments	Svc. Quality Investments	IT Consolidation	Property Insurance	Excess Loss Program	RWA	Other	Adopted Budget
Receipts										
Farebox Revenue	\$5.830	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$5.830
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	18.645	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	18.645
<i>Capital & Other Reimbursements:</i>										
MTA	9.554	0.000	0.000	0.000	0.000	0.000	0.000	0.000	3.203	12.756
CDOT	10.588	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1.048	11.636
Other	0.655	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.411	1.066
Total Capital and Other Reimbursements	20.797	0.000	0.000	0.000	0.000	0.000	0.000	0.000	4.661	25.458
Total Receipt Adjustments	\$45.271	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$4.661	\$49.932
Expenditures										
Labor:										
Payroll	(\$77.402)	\$0.000	\$0.000	\$0.000	\$0.180	\$0.000	\$0.000	\$0.000	(\$0.249)	(\$77.472)
Overtime	(16.319)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(1.640)	(17.959)
Health and Welfare	(3.863)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(0.420)	(4.283)
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	(16.794)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(0.431)	(17.225)
Other Fringe Benefits	(6.109)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.044	(6.065)
GASB Account	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	(1.410)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(4.276)	(5.686)
Total Labor Expenditures	(\$121.897)	\$0.000	\$0.000	\$0.000	\$0.180	\$0.000	\$0.000	\$0.000	(\$6.972)	(\$128.690)
Non-Labor:										
Electric Power	(\$6.393)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$4.850	(\$1.543)
Fuel	0.855	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.855
Insurance	0.330	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.001	0.330
Claims	(8.419)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(8.419)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	4.901	0.000	(0.165)	0.000	0.000	0.000	0.000	0.000	0.000	4.736
Professional Service Contracts	(10.436)	0.000	(9.180)	0.000	5.500	0.000	0.000	0.000	0.000	(14.116)
Materials & Supplies	(4.078)	0.000	(5.000)	0.000	0.090	0.000	0.000	0.000	0.000	(8.988)
Other Business Expenditures	(30.565)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(0.001)	(30.566)
Total Non-Labor Expenditures	(\$53.805)	\$0.000	(\$14.345)	\$0.000	\$5.590	\$0.000	\$0.000	\$0.000	\$4.850	(\$57.710)
Other Expenditure Adjustments:										
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditure Adjustments	(\$175.702)	\$0.000	(\$14.345)	\$0.000	\$5.770	\$0.000	\$0.000	\$0.000	(\$2.122)	(\$186.400)
Total Cash Conversion Adjustments before Non-Cash Liability Adjs.	(\$130.431)	\$0.000	(\$14.345)	\$0.000	\$5.770	\$0.000	\$0.000	\$0.000	\$2.539	(\$136.467)
Depreciation Adjustment	\$231.476	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$231.476
OPEB Obligation	68.316	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	68.316
Environmental Remediation	3.172	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	3.172
Total Cash Conversion Adjustments	\$172.533	\$0.000	(\$14.345)	\$0.000	\$5.770	\$0.000	\$0.000	\$0.000	\$2.539	\$166.498

-- Differences are due to rounding.

MTA METRO-NORTH RAILROAD
February Financial Plan 2015 - 2018
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE					
	2014	2015			
	Final	Adopted			
	Estimate	Budget	2016	2017	2018
Operating Revenue					
Farebox Revenue	\$653.883	\$684.053	\$702.329	\$719.077	\$731.349
Other Operating Revenue	60.111	58.145	55.768	57.162	57.606
MNR - MTA	0.000	0.000	0.000	0.000	0.000
MNR - CDOT	0.000	0.000	0.000	0.000	0.000
MNR - Other	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000
Total Revenue	\$713.994	\$742.197	\$758.097	\$776.239	\$788.956
Operating Expenses					
Labor:					
Payroll	\$513.919	\$481.251	\$498.764	\$515.226	\$524.123
Overtime	100.672	91.863	92.082	94.707	96.684
Health and Welfare	101.060	99.140	104.616	110.663	115.874
OPEB Current Payment	24.000	25.186	26.021	27.301	28.656
Pensions	95.527	85.822	87.024	87.415	88.030
Other Fringe Benefits	112.176	108.002	108.791	110.682	111.485
Reimbursable Overhead	(55.020)	(53.087)	(53.631)	(54.647)	(55.677)
Total Labor Expenses	\$892.333	\$838.178	\$863.666	\$891.346	\$909.176
Non-Labor:					
Electric Power	\$83.360	\$85.584	\$85.790	\$95.395	\$102.352
Fuel	29.082	27.424	26.844	27.129	27.927
Insurance	17.614	19.533	21.303	22.201	22.826
Claims	7.613	1.000	1.000	1.000	1.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	103.843	110.043	113.869	117.219	118.318
Professional Service Contracts	31.575	37.576	36.727	36.168	36.436
Materials & Supplies	74.976	74.652	79.192	78.598	76.783
Other Business Expenses	25.523	13.314	19.583	20.758	21.931
Total Non-Labor	\$373.587	\$369.127	\$384.308	\$398.468	\$407.573
Other Expenses Adjustments:					
Other	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation and GASB Adjs.	\$1,265.920	\$1,207.305	\$1,247.974	\$1,289.814	\$1,316.749
Depreciation	\$228.525	\$231.476	\$227.237	\$229.237	\$231.237
OPEB Obligation	65.098	68.316	69.982	73.366	76.940
Environmental Remediation	3.169	3.172	3.172	3.172	3.172
Total Expenses	\$1,562.712	\$1,510.269	\$1,548.366	\$1,595.589	\$1,628.099
Net Surplus/(Deficit)	(\$848.717)	(\$768.072)	(\$790.269)	(\$819.350)	(\$839.143)
Cash Conversion Adjustments:					
Depreciation	\$228.525	\$231.476	\$227.237	\$229.237	\$231.237
Operating Capital	(26.382)	(47.099)	(46.393)	(33.673)	(27.528)
Other Cash Adjustments	118.360	(17.879)	84.642	75.180	73.750
Total Cash Conversion Adjustments	\$320.503	\$166.498	\$265.487	\$270.744	\$277.460
Net Cash Surplus/(Deficit)	(\$528.214)	(\$601.574)	(\$524.782)	(\$548.606)	(\$561.683)

MTA METRO NORTH RAILROAD
February Financial Plan 2015 - 2018
Accrual Statement of Operations by Category
(\$ in millions)

REIMBURSABLE	2014	2015			
	Final	Adopted			
	Estimate	Budget	2016	2017	2018
Revenue					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000
MNR - MTA	114.748	130.759	141.573	141.413	144.368
MNR - CDOT	74.207	50.360	67.082	84.287	101.541
MNR - Other	14.940	21.111	19.802	20.171	20.559
Capital and Other Reimbursements	203.895	202.230	228.457	245.871	266.468
Total Revenue	\$203.895	\$202.230	\$228.457	\$245.871	\$266.468
Expenses					
<u>Labor:</u>					
Payroll	\$47.083	\$50.900	\$51.851	\$52.836	\$53.839
Overtime	25.877	15.313	15.599	15.894	16.194
Health and Welfare	13.583	14.263	14.472	15.155	15.958
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000
Pensions	10.643	8.220	8.361	8.316	8.401
Other Fringe Benefits	11.075	11.591	11.938	12.261	12.542
Reimbursable Overhead	52.756	47.400	48.266	49.181	50.108
Total Labor	\$161.018	\$147.687	\$150.486	\$153.643	\$157.042
<u>Non-Labor:</u>					
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000
Insurance	3.691	3.613	3.712	3.795	3.880
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	8.778	11.543	18.826	26.260	33.802
Professional Service Contracts	8.908	8.642	15.060	17.996	20.749
Materials & Supplies	18.904	30.180	39.800	43.594	50.402
Other Business Expenses	2.597	0.565	0.574	0.583	0.593
Total Non-Labor	\$42.878	\$54.544	\$77.972	\$92.228	\$109.427
<u>Other Adjustments:</u>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$203.895	\$202.230	\$228.458	\$245.871	\$266.469
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses	\$203.895	\$202.230	\$228.458	\$245.871	\$266.469
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA METRO NORTH RAILROAD
February Financial Plan 2015 - 2018
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE	2014 Final Estimate	2015 Adopted Budget	2016	2017	2018
Revenue					
Farebox Revenue	\$653.883	\$684.053	\$702.329	\$719.077	\$731.349
Other Operating Revenue	60.111	58.145	55.768	57.162	57.606
MNR - MTA	114.748	130.759	141.573	141.413	144.368
MNR - CDOT	74.207	50.360	67.082	84.287	101.541
MNR - Other	14.940	21.111	19.802	20.171	20.559
Capital and Other Reimbursements	203.895	202.230	228.457	245.871	266.468
Total Revenue	\$917.889	\$944.427	\$986.554	\$1,022.110	\$1,055.424
Expenses					
Labor:					
Payroll	\$561.002	\$532.151	\$550.615	\$568.062	\$577.962
Overtime	126.549	107.176	107.681	110.601	112.878
Health and Welfare	114.643	113.404	119.088	125.818	131.832
OPEB Current Payment	24.000	25.186	26.021	27.301	28.656
Pensions	106.171	94.042	95.385	95.731	96.431
Other Fringe Benefits	123.251	119.593	120.729	122.943	124.028
Reimbursable Overhead	(2.265)	(5.686)	(5.365)	(5.466)	(5.569)
Total Labor	\$1,053.351	\$985.865	\$1,014.152	\$1,044.990	\$1,066.218
Non-Labor:					
Electric Power	\$83.360	\$85.584	\$85.790	\$95.395	\$102.352
Fuel	29.082	27.424	26.844	27.129	27.927
Insurance	21.305	23.146	25.015	25.996	26.706
Claims	7.613	1.000	1.000	1.000	1.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	112.621	121.587	132.695	143.479	152.120
Professional Service Contracts	40.483	46.218	51.787	54.163	57.185
Materials & Supplies	93.880	104.833	118.992	122.192	127.185
Other Business Expenses	28.119	13.879	20.157	21.341	22.524
Total Non-Labor	\$416.464	\$423.670	\$462.280	\$490.696	\$517.000
Other Adjustments:					
Other	0.000	0.000	0.000	0.000	0.000
Total Other Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation and GASB Adjs.	\$1,469.815	\$1,409.535	\$1,476.432	\$1,535.685	\$1,583.218
Depreciation	\$228.525	\$231.476	\$227.237	\$229.237	\$231.237
OPEB Obligation	65.098	68.316	69.982	73.366	76.940
Environmental Remediation	3.169	3.172	3.172	3.172	3.172
Total Expenses	\$1,766.607	\$1,712.499	\$1,776.824	\$1,841.461	\$1,894.567
Net Surplus/(Deficit)	(\$848.717)	(\$768.072)	(\$790.269)	(\$819.351)	(\$839.143)
Cash Conversion Adjustments:					
Depreciation	\$228.525	\$231.476	\$227.237	\$229.237	\$231.237
Operating Capital	(26.382)	(47.099)	(46.393)	(33.673)	(27.528)
Other Cash Adjustments	118.360	(17.879)	84.642	75.180	73.750
Total Cash Conversion Adjustments	\$320.503	\$166.498	\$265.487	\$270.744	\$277.460
Net Cash Surplus/(Deficit)	(\$528.214)	(\$601.574)	(\$524.782)	(\$548.606)	(\$561.683)

MTA METRO NORTH RAILROAD
February Financial Plan 2015 - 2018
Accrual Statement of Operations by Category
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES					
	2014	2015			
	Final	Adopted			
	Estimate	Budget	2016	2017	2018
Receipts					
Farebox Revenue	\$659,527	\$689,883	\$708,125	\$725,102	\$737,675
Other Operating Revenue	90,834	76,790	66,721	70,284	69,403
MNR - MTA	94,602	143,516	142,063	144,033	146,946
MNR - CDOT	64,842	61,995	68,077	84,729	101,772
MNR - Other	13,272	22,176	20,522	20,508	20,900
Capital and Other Reimbursements	172,715	227,688	230,663	249,270	269,617
Total Revenue	\$923,076	\$994,361	\$1,005,508	\$1,044,656	\$1,076,696
Expenditures					
<u>Labor:</u>					
Payroll	\$500,244	\$609,622	\$548,093	\$567,698	\$575,254
Overtime	110,055	125,135	107,357	110,848	112,547
Health and Welfare	121,894	117,687	122,888	129,634	135,432
OPEB Current Payment	25,186	25,186	26,021	27,301	28,656
Pensions	78,426	111,267	95,115	95,209	95,614
Other Fringe Benefits	116,054	125,657	119,084	121,890	122,390
GASB Account	0.000	0.000	0.000	0.000	0.207
Reimbursable Overhead	0.000	(0.000)	0.000	(0.000)	0.000
Total Labor	\$951,859	\$1,114,554	\$1,018,558	\$1,052,580	\$1,070,101
<u>Non-Labor:</u>					
Electric Power	\$84,832	\$87,127	\$87,379	\$97,032	\$104,038
Fuel	27,530	26,569	25,964	26,223	26,993
Insurance	22,375	22,816	24,485	26,468	26,170
Claims	33,882	9,419	1,146	1,146	1,146
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	129,251	116,851	129,165	146,235	162,729
Professional Service Contracts	44,270	60,334	70,887	66,463	65,214
Materials & Supplies	105,143	113,820	127,600	130,839	133,251
Other Business Expenditures	52,148	44,445	45,105	46,278	48,738
Total Non-Labor	\$499,430	\$481,380	\$511,731	\$540,683	\$568,279
<u>Other Adjustments:</u>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Cash Timing and Availability Adjustment	0.000	0.000	0.000	0.000	0.000
Total Other Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$1,451,290	\$1,595,934	\$1,530,290	\$1,593,263	\$1,638,380
Net Cash Surplus/(Deficit)	(\$528,213)	(\$601,574)	(\$524,782)	(\$548,607)	(\$561,684)
<u>Subsidies</u>					
MTA	\$430,857	\$456,741	\$418,751	\$439,345	\$450,362
CDOT	<u>97,356</u>	<u>144,833</u>	<u>106,032</u>	<u>109,261</u>	<u>111,320</u>
Total Subsidies	\$528,213	\$601,574	\$524,783	\$548,606	\$561,682

MTA METRO NORTH RAILROAD
February Financial Plan 2015 - 2018
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS					
	2014 Final Estimate	2015 Adopted Budget	2016	2017	2018
Receipts					
Farebox Revenue	\$5.644	\$5.830	\$5.795	\$6.025	\$6.326
Other Operating Revenue	30.723	18.645	10.953	13.122	11.797
<i>Capital and Other Reimbursements:</i>					
MTA	(20.146)	12.757	0.490	2.620	2.577
CDOT	(9.366)	11.636	0.995	0.442	0.231
Other	(1.668)	1.066	0.720	0.337	0.341
Total Capital and Other Reimbursements	(31.180)	25.458	2.205	3.399	3.149
Total Receipts	\$5.187	\$49.933	\$18.954	\$22.546	\$21.272
Expenditures					
<i>Labor:</i>					
Payroll	\$60.758	(\$77.471)	\$2.521	\$0.365	\$2.708
Overtime	16.493	(17.959)	0.323	(0.247)	0.331
Health and Welfare	(7.251)	(4.284)	(3.801)	(3.816)	(3.600)
OPEB Current Payment	(1.186)	0.000	0.000	0.000	0.000
Pensions	27.745	(17.225)	0.270	0.522	0.817
Other Fringe Benefits	7.197	(6.064)	1.645	1.052	1.638
GASB Account	(0.000)	0.000	0.000	0.000	(0.207)
Reimbursable Overhead	(2.265)	(5.686)	(5.365)	(5.466)	(5.569)
Total Labor	\$101.491	(\$128.689)	(\$4.406)	(\$7.590)	(\$3.883)
<i>Non-Labor:</i>					
Electric Power	(\$1.472)	(\$1.543)	(\$1.589)	(\$1.637)	(\$1.686)
Fuel	1.552	0.855	0.880	0.907	0.934
Insurance	(1.070)	0.330	0.530	(0.472)	0.536
Claims	(26.268)	(8.419)	(0.146)	(0.146)	(0.146)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	(16.630)	4.736	3.530	(2.756)	(10.609)
Professional Service Contracts	(3.787)	(14.116)	(19.100)	(12.299)	(8.029)
Materials & Supplies	(11.263)	(8.988)	(8.608)	(8.647)	(6.066)
Other Business Expenditures	(24.029)	(30.566)	(24.949)	(24.937)	(26.214)
Total Non-Labor	(\$82.966)	(\$57.710)	(\$49.452)	(\$49.988)	(\$51.280)
<i>Other Adjustments:</i>					
Other	0.000	0.000	0.000	0.000	0.000
Total Other Expenditures Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Cash Conversion Adjustments before Depreciation and GASB Adjs.	\$23.712	(\$136.466)	(\$34.904)	(\$35.031)	(\$33.890)
Depreciation Adjustment	\$228.525	\$231.476	\$227.237	\$229.237	\$231.237
OPEB Obligation	65.098	68.316	69.982	73.366	76.940
Environmental Remediation	3.169	3.172	3.172	3.172	3.172
Total Cash Conversion Adjustments	\$320.504	\$166.498	\$265.487	\$270.744	\$277.459

MTA METRO-NORTH RAILROAD
2015 Adopted Budget
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	Total		
	Hours	\$	%
<i>NON-REIMBURSABLE OVERTIME</i>			
<u>Scheduled Service</u>	588,622	\$37.719	41.1%
<u>Unscheduled Service</u>	0	0.000	0.0%
<u>Programmatic/Routine Maintenance</u>	582,128	29.843	32.5%
<u>Unscheduled Maintenance</u>	12,202	0.626	0.7%
<u>Vacancy/Absentee Coverage</u>	321,438	16.478	17.9%
<u>Weather Emergencies</u>	140,395	7.197	7.8%
<u>Safety/Security/Law Enforcement</u>	0	0.000	0.0%
<u>Other</u>	0	0.000	0.0%
Subtotal	1,644,785	\$91.863	100.0%
<i>REIMBURSABLE OVERTIME</i>	298,704	\$15.313	
TOTAL OVERTIME	1,943,489	\$107.176	

MTA METRO-NORTH RAILROAD
February Financial Plan 2015 - 2018
Ridership/(Utilization)
(in millions)

	2014 Final Estimate	2015 Adopted Budget	2016	2017	2018
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RIDERSHIP

Harlem Line	27.216	27.763	28.384	29.053	29.500
Hudson Line	16.278	16.522	16.856	17.254	17.520
New Haven Line	39.706	40.520	41.082	41.796	42.302
Total East of Hudson Ridership	83.200	84.805	86.322	88.103	89.322
West of Hudson	1.673	1.720	1.760	1.813	1.875
Total Ridership	84.873	86.525	88.082	89.916	91.197

FAREBOX REVENUE

Harlem Line	\$193.132	\$203.596	\$210.163	\$215.267	\$218.643
Hudson Line	141.324	148.249	152.616	156.313	158.775
New Haven Line	319.011	331.765	339.094	347.025	353.440
West of Hudson Mail & Ride	0.416	0.442	0.456	0.472	0.491
Total Farebox Revenue	\$653.883	\$684.053	\$702.329	\$719.077	\$731.349

MTA METRO-NORTH RAILROAD
February Financial Plan 2015 - 2018
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time Positions/Full-Time Equivalents

FUNCTION/DEPARTMENT	2014 Final Estimate	2015 Adopted Budget	2016	2017	2018
Administration					
President	3	4	4	4	4
Labor Relations	10	10	10	10	10
Safety	64	71	71	71	71
COS/ Corporate & Public Affairs	17	18	18	18	18
Customer Service	52	52	52	52	52
Legal	18	18	18	18	18
Claims	14	14	14	14	14
Environmental Compliance & Svce	8	8	8	8	8
VP Administration	2	2	2	2	2
VP Human Resources	7	7	7	7	7
Human Resources & Diversity	31	32	32	32	32
Training	77	93	93	93	93
Employee Relations & Diversity	5	5	5	5	5
VP Planning	2	2	2	2	2
Operations Planning & Analysis	19	22	22	22	22
Capital Planning & Programming	16	16	16	16	16
GCT & Corporate Development	31	31	31	31	31
Long Range Planning	8	8	8	8	8
VP Finance & Info Systems	3	6	6	6	6
Controller	81	81	81	81	81
Information Technology & Project Mgmt ⁽¹⁾	125	0	0	0	0
Budget	18	18	18	18	18
Procurement & Material Management	43	43	43	43	43
Corporate	0	0	0	0	0
Total Administration	654	561	561	561	561
Operations					
Operations Administration	67	68	68	68	68
Operations Services	1,474	1,467	1,470	1,473	1,476
Customer Service	238	238	238	238	238
GCT & Corporate Development	38	38	38	38	38
Metro-North West	33	46	46	46	46
Total Operations	1,850	1,857	1,860	1,863	1,866
Maintenance					
GCT & Corporate Development	171	171	171	171	171
Maintenance of Equipment	1,735	1,748	1,748	1,735	1,735
Maintenance of Way	2,002	2,116	2,120	2,109	2,109
Procurement & Material Management	124	124	124	124	124
Total Maintenance	4,032	4,159	4,163	4,139	4,139
Engineering/Capital					
Construction Management	43	43	43	43	43
Engineering & Design	70	70	70	70	70
Total Engineering/Capital	113	113	113	113	113
Total Positions	6,649	6,690	6,697	6,676	6,679
<i>Non-Reimbursable</i>	6,031	5,990	5,997	6,007	6,010
<i>Reimbursable</i>	618	700	700	669	669
<i>Total Full-Time</i>	6,648	6,689	6,696	6,675	6,678
<i>Total Full-Time-Equivalents</i>	1	1	1	1	1

⁽¹⁾Reflects the January 2015 transfer of the Information Technology department's function to MTA headquarters.

MTA METRO-NORTH RAILROAD
February Financial Plan 2015 - 2018
Total Positions by Function and Occupation

FUNCTION/OCCUPATION	2014 Final Estimate	2015 Adopted Budget	2016	2017	2018
Administration					
Managers/Supervisors ⁽¹⁾	198	165	165	165	165
Professional, Technical, Clerical ⁽¹⁾	455	395	395	395	395
Operational Hourlies	-	-	-	-	-
Total Administration	<u>654</u>	<u>561</u>	<u>561</u>	<u>561</u>	<u>561</u>
Operations					
Managers/Supervisors	150	150	150	150	150
Professional, Technical, Clerical	259	262	262	262	262
Operational Hourlies	1,442	1,446	1,449	1,452	1,455
Total Operations	<u>1,850</u>	<u>1,857</u>	<u>1,860</u>	<u>1,863</u>	<u>1,866</u>
Maintenance					
Managers/Supervisors	549	550	550	550	550
Professional, Technical, Clerical	507	553	568	577	577
Operational Hourlies	2,977	3,057	3,046	3,013	3,013
Total Maintenance	<u>4,032</u>	<u>4,159</u>	<u>4,163</u>	<u>4,139</u>	<u>4,139</u>
Engineering/Capital					
Managers/Supervisors	51	51	51	51	51
Professional, Technical, Clerical	62	62	62	62	62
Operational Hourlies	-	-	-	-	-
Total Engineering/Capital	<u>113</u>	<u>113</u>	<u>113</u>	<u>113</u>	<u>113</u>
Public Safety					
Managers/Supervisors	-	-	-	-	-
Professional, Technical, Clerical	-	-	-	-	-
Operational Hourlies	-	-	-	-	-
Total Public Safety	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Total Positions					
Managers/Supervisors	948	916	916	916	916
Professional, Technical, Clerical	1,283	1,272	1,287	1,296	1,296
Operational Hourlies	4,418	4,502	4,494	4,464	4,467
Total Positions	<u>6,649</u>	<u>6,690</u>	<u>6,697</u>	<u>6,676</u>	<u>6,679</u>

⁽¹⁾Reflects the January 2015 transfer of the Information Technology department's function to MTA headquarters (92 Managers/Supervisors and 33 Professional and Clerical positions).

MTA METRO NORTH RAILROAD
February Financial Plan - 2015 Adopted Budget
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Operating Revenue													
Farebox Revenue	\$50.934	\$48.631	\$53.368	\$56.154	\$57.570	\$60.078	\$60.522	\$58.119	\$58.017	\$58.604	\$59.534	\$62.522	\$684.053
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	4.377	4.457	4.564	4.515	4.188	4.371	4.406	4.407	4.244	4.332	5.622	8.661	58.144
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenue	55.311	53.089	57.932	60.669	61.758	64.448	64.928	62.526	62.261	62.936	65.156	71.183	742.197
Operating Expenses													
Labor:													
Payroll	\$40.565	\$36.797	\$40.420	\$39.999	\$38.962	\$40.085	\$41.981	\$39.093	\$40.031	\$40.541	\$39.558	\$43.219	\$481.251
Overtime	8.147	7.544	6.720	7.070	7.533	7.183	8.206	7.653	7.633	7.295	7.781	9.098	91.863
Health and Welfare	8.431	7.506	8.210	8.120	7.931	8.176	8.804	8.019	8.279	8.305	8.123	9.237	99.140
OPEB Current Payment	2.099	2.099	2.099	2.099	2.099	2.099	2.099	2.099	2.099	2.099	2.099	2.099	25.186
Pensions	7.279	6.622	7.106	7.071	6.956	7.098	7.506	6.990	7.138	7.181	7.076	7.798	85.822
Other Fringe Benefits	9.098	8.795	8.907	8.923	8.722	8.892	9.371	8.774	8.971	8.994	8.862	9.692	108.002
Reimbursable Overhead	(3.265)	(3.129)	(3.547)	(5.177)	(5.001)	(5.429)	(5.114)	(4.639)	(4.695)	(4.897)	(4.310)	(3.882)	(53.087)
Total Labor Expenses	72.354	66.233	69.915	68.104	67.202	68.104	72.852	67.989	69.456	69.519	69.189	77.261	838.178
Non-Labor:													
Electric Power	\$7.450	\$8.288	\$8.523	\$7.573	\$7.105	\$6.692	\$6.966	\$7.095	\$6.715	\$6.605	\$6.765	\$5.808	\$85.584
Fuel	2.464	2.191	2.186	2.462	2.003	1.941	2.148	2.084	2.449	2.584	2.449	2.462	27.424
Insurance	1.626	1.626	1.626	1.626	1.626	1.626	1.626	1.626	1.626	1.626	1.635	1.635	19.533
Claims	0.092	0.098	0.098	0.093	0.098	0.093	0.098	0.093	0.098	0.098	0.093	(0.048)	1.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	8.108	8.067	10.570	8.710	8.788	10.740	8.780	8.648	10.302	8.544	8.817	9.970	110.043
Professional Service Contracts	2.972	2.984	3.045	3.262	2.926	3.606	3.041	2.924	3.138	3.125	3.041	3.512	37.576
Materials & Supplies	6.415	6.127	6.019	6.157	6.224	6.174	6.241	6.281	6.282	6.190	6.245	6.299	74.652
Other Business Expenses	1.963	1.890	1.892	1.759	1.957	(7.024)	2.467	2.167	2.029	1.303	1.394	1.517	13.314
Total Non-Labor	31.091	31.270	33.958	31.642	30.727	23.848	31.367	30.918	32.639	30.074	30.437	31.155	369.127
Other Expenses Adjustments:													
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Non-Cash Liability Adjs.	103.445	97.503	103.874	99.747	97.929	91.952	104.219	98.907	102.095	99.593	99.626	108.416	1,207.304
Depreciation	\$19.290	\$19.290	\$19.290	\$19.290	\$19.290	\$19.290	\$19.290	\$19.290	\$19.290	\$19.290	\$19.290	\$19.290	\$231.476
OPEB Obligation	5.693	5.693	5.693	5.693	5.693	5.693	5.693	5.693	5.693	5.693	5.693	5.693	68.316
Environmental Remediation	0.264	0.264	0.264	0.264	0.264	0.264	0.264	0.264	0.264	0.264	0.264	0.265	3.172
Total Expenses	128.692	122.750	129.121	124.994	123.176	117.199	129.466	124.154	127.342	124.840	124.873	133.663	1,510.269
Net Surplus/(Deficit)	(73.380)	(69.662)	(71.188)	(64.324)	(61.418)	(52.750)	(64.538)	(61.628)	(65.081)	(61.905)	(59.717)	(62.480)	(768.071)
Cash Conversion Adjustments:													
Depreciation	\$19.290	\$19.290	\$19.290	\$19.290	\$19.290	\$19.290	\$19.290	\$19.290	\$19.290	\$19.290	\$19.290	\$19.290	\$231.476
Operating Capital	(6.201)	(1.997)	(3.223)	(2.834)	(2.887)	(4.043)	(3.186)	(2.887)	(6.204)	(2.853)	(5.105)	(5.681)	(47.099)
Other Cash Adjustments	17.420	16.867	7.934	4.386	(77.051)	(25.652)	(9.008)	4.417	14.428	5.079	20.090	3.209	(17.880)
Total Cash Conversion Adjustments	30.509	34.160	24.000	20.842	(60.648)	(10.406)	7.096	20.820	27.514	21.517	34.275	16.818	166.497
Net Cash Surplus/(Deficit)	(42.871)	(35.502)	(47.188)	(43.482)	(122.066)	(63.156)	(57.442)	(40.808)	(37.568)	(40.388)	(25.441)	(45.662)	(601.574)

MTA METRO NORTH RAILROAD
February Financial Plan - 2015 Adopted Budget
Accrual Statement of Operations by Category
(\$ in millions)

REIMBURSABLE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Revenue													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements													
MNR - MTA	8.584	8.154	9.073	10.325	10.179	11.027	12.672	11.801	12.205	12.844	12.053	11.840	130.759
MNR - CDOT	4.631	2.808	3.598	4.667	4.464	5.212	5.257	4.917	3.943	4.082	3.568	3.212	50.360
MNR - Other	1.353	1.516	1.741	1.875	1.871	1.960	2.008	1.855	1.903	1.934	1.596	1.499	21.111
Total Revenue	\$14.568	\$12.478	\$14.412	\$16.866	\$16.515	\$18.199	\$19.938	\$18.573	\$18.052	\$18.860	\$17.217	\$16.552	\$202.230
Expenses													
Labor:													
Payroll	\$3.612	\$3.436	\$3.849	\$4.387	\$4.203	\$4.587	\$4.657	\$4.343	\$4.554	\$4.759	\$4.232	4.281	\$50.900
Overtime	0.894	0.854	0.990	1.352	1.296	1.426	1.474	1.418	1.430	1.509	1.356	1.314	15.313
Health and Welfare	0.973	0.922	1.039	1.241	1.176	1.285	1.312	1.228	1.280	1.343	1.189	1.274	14.263
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	0.562	0.535	0.603	0.713	0.682	0.746	0.761	0.713	0.742	0.777	0.692	0.695	8.220
Other Fringe Benefits	0.793	0.753	0.850	1.007	0.962	1.052	1.073	1.005	1.047	1.097	0.974	0.977	11.591
Reimbursable Overhead	3.234	3.102	3.507	4.503	4.433	4.788	4.442	4.013	4.021	4.181	3.710	3.466	47.400
Total Labor	\$10.068	\$9.602	\$10.837	\$13.201	\$12.752	\$13.885	\$13.718	\$12.720	\$13.074	\$13.668	\$12.153	\$12.006	\$147.687
Non-Labor:													
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.233	0.218	0.245	0.377	0.370	0.407	0.345	0.311	0.295	0.307	0.264	0.240	3.613
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.831	0.650	0.804	0.847	0.819	1.289	1.598	1.228	0.899	0.859	0.997	0.723	11.543
Professional Service Contracts	0.399	0.653	0.253	1.018	1.026	0.980	1.108	0.860	0.610	0.616	0.542	0.580	8.642
Materials & Supplies	2.988	1.307	2.225	1.376	1.500	1.591	3.121	3.406	3.128	3.365	3.216	2.959	30.180
Other Business Expenses	0.049	0.049	0.049	0.048	0.047	0.047	0.047	0.047	0.046	0.046	0.046	0.046	0.565
Total Non-Labor	\$4.499	\$2.876	\$3.575	\$3.665	\$3.763	\$4.314	\$6.219	\$5.852	\$4.978	\$5.193	\$5.064	\$4.546	\$54.544
Other Adjustments:													
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Adjustments	\$0.000												
Total Expenses before Depreciation	\$14.568	\$12.478	\$14.412	\$16.866	\$16.515	\$18.199	\$19.938	\$18.573	\$18.052	\$18.860	\$17.217	\$16.552	\$202.230
Depreciation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$14.568	\$12.478	\$14.412	\$16.866	\$16.515	\$18.199	\$19.938	\$18.573	\$18.052	\$18.860	\$17.217	\$16.552	\$202.230
Net Surplus/(Deficit)	\$0.000												

MTA METRO NORTH RAILROAD
February Financial Plan - 2015 Adopted Budget
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Revenue													
Farebox Revenue	\$50.934	\$48.631	\$53.368	\$56.154	\$57.570	\$60.078	\$60.522	\$58.119	\$58.017	\$58.604	\$59.534	\$62.522	\$684.053
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	4.377	4.457	4.564	4.515	4.188	4.371	4.406	4.407	4.244	4.332	5.622	8.661	58.144
Capital and Other Reimbursements													
MNR - MTA	8.584	8.154	9.073	10.325	10.179	11.027	12.672	11.801	12.205	12.844	12.053	11.840	130.759
MNR - CDOT	4.631	2.808	3.598	4.667	4.464	5.212	5.257	4.917	3.943	4.082	3.568	3.212	50.360
MNR - Other	1.353	1.516	1.741	1.875	1.871	1.960	2.008	1.855	1.903	1.934	1.596	1.499	21.111
Total Revenue	\$69.879	\$65.567	\$72.344	\$77.536	\$78.273	\$82.648	\$84.865	\$81.098	\$80.313	\$81.796	\$82.374	\$87.735	\$944.427
Expenses													
Labor:													
Payroll	\$44.178	\$40.232	\$44.269	\$44.386	\$43.165	\$44.672	\$46.638	\$43.436	\$44.586	\$45.301	\$43.790	\$47.500	\$532.151
Overtime	9.041	8.398	7.710	8.422	8.829	8.610	9.680	9.071	9.063	8.804	9.137	10.412	107.176
Health and Welfare	9.404	8.428	9.249	9.361	9.107	9.461	10.116	9.247	9.560	9.649	9.312	10.511	113.403
OPEB Current Payment	2.099	2.099	2.099	2.099	2.099	2.099	2.099	2.099	2.099	2.099	2.099	2.099	25.186
Pensions	7.841	7.157	7.708	7.783	7.638	7.844	8.267	7.704	7.880	7.959	7.768	8.493	94.042
Other Fringe Benefits	9.891	9.548	9.757	9.930	9.684	9.944	10.444	9.779	10.018	10.091	9.837	10.669	119.593
Reimbursable Overhead	(0.031)	(0.027)	(0.041)	(0.675)	(0.568)	(0.641)	(0.673)	(0.626)	(0.674)	(0.716)	(0.600)	(0.416)	(5.687)
Total Labor	\$82.422	\$75.835	\$80.752	\$81.306	\$79.954	\$81.989	\$86.570	\$80.709	\$82.531	\$83.187	\$81.342	\$89.267	\$985.864
Non-Labor:													
Electric Power	\$7.450	\$8.288	\$8.523	\$7.573	\$7.105	\$6.692	\$6.966	\$7.095	\$6.715	\$6.605	\$6.765	\$5.808	\$85.584
Fuel	2.464	2.191	2.186	2.462	2.003	1.941	2.148	2.084	2.449	2.584	2.449	2.462	27.424
Insurance	1.859	1.844	1.871	2.004	1.997	1.971	1.938	1.921	1.934	1.899	1.934	1.875	23.146
Claims	0.092	0.098	0.098	0.093	0.098	0.093	0.098	0.093	0.098	0.098	0.093	(0.048)	1.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	8.939	8.716	11.374	9.556	9.607	12.029	10.378	9.877	11.201	9.403	9.814	10.693	121.587
Professional Service Contracts	3.371	3.637	3.298	4.280	3.952	4.586	4.149	3.783	3.748	3.741	3.583	4.091	46.218
Materials & Supplies	9.403	7.434	8.243	7.533	7.724	7.765	9.361	9.686	9.410	9.555	9.461	9.257	104.833
Other Business Expenses	2.012	1.938	1.941	1.807	2.004	(6.977)	2.514	2.214	2.075	1.349	1.439	1.562	13.879
Total Non-Labor	\$35.590	\$34.146	\$37.533	\$35.308	\$34.490	\$28.161	\$37.586	\$36.770	\$37.616	\$35.267	\$35.501	\$35.701	\$423.670
Other Adjustments:													
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Non-Cash Liability Adjs.	\$118.012	\$109.981	\$118.285	\$116.613	\$114.444	\$110.151	\$124.156	\$117.479	\$120.147	\$118.454	\$116.843	\$124.969	\$1,409.535
Depreciation	\$19.290	\$19.290	\$19.290	\$19.290	\$19.290	\$19.290	\$19.290	\$19.290	\$19.290	\$19.290	\$19.290	\$19.290	\$231.476
OPEB Obligation	5.693	5.693	5.693	5.693	5.693	5.693	5.693	5.693	5.693	5.693	5.693	5.693	68.316
Environmental Remediation	0.264	0.264	0.264	0.264	0.264	0.264	0.264	0.264	0.264	0.264	0.264	0.265	3.172
Total Expenses	\$143.259	\$135.228	\$143.532	\$141.860	\$139.691	\$135.398	\$149.403	\$142.726	\$145.394	\$143.701	\$142.090	\$150.216	\$1,712.499
Net Surplus/(Deficit)	(\$73.380)	(\$69.662)	(\$71.188)	(\$64.324)	(\$61.418)	(\$52.750)	(\$64.538)	(\$61.628)	(\$65.081)	(\$61.905)	(\$59.717)	(\$62.481)	(\$768.072)
Cash Conversion Adjustments:													
Depreciation	\$19.290	\$19.290	\$19.290	\$19.290	\$19.290	\$19.290	\$19.290	\$19.290	\$19.290	\$19.290	\$19.290	\$19.290	\$231.476
Operating Capital	(6.201)	(1.997)	(3.223)	(2.834)	(2.887)	(4.043)	(3.186)	(2.887)	(6.204)	(2.853)	(5.105)	(5.681)	(47.099)
Other Cash Adjustments	17.420	16.867	7.934	4.386	(77.051)	(25.652)	(9.008)	4.417	14.428	5.079	20.090	3.209	(17.880)
Total Cash Conversion Adjustments	\$30.509	\$34.160	\$24.000	\$20.842	(\$60.648)	(\$10.406)	\$7.096	\$20.820	\$27.514	\$21.517	\$34.275	\$16.818	\$166.497
Net Cash Surplus/(Deficit)	(\$42.871)	(\$35.502)	(\$47.188)	(\$43.482)	(\$122.066)	(\$63.156)	(\$57.442)	(\$40.808)	(\$37.568)	(\$40.388)	(\$25.441)	(\$45.663)	(\$601.575)

MTA METRO NORTH RAILROAD
February Financial Plan - 2015 Adopted Budget
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Receipts													
Farebox Revenue	\$51,538	\$49,105	\$53,747	\$56,771	\$58,135	\$60,571	\$60,909	\$58,525	\$58,369	\$59,061	\$60,105	\$63,048	\$689,884
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	5.950	4.970	5.274	6.418	4.941	4.941	6.241	5.056	7.361	6.504	5.342	13.790	76.789
Capital and Other Reimbursements													0.000
MNR - MTA	10.822	12.457	15.058	8.322	9.672	9.356	16.580	10.112	12.662	12.867	13.412	12.195	143.516
MNR - CDOT	5.042	3.488	3.749	4.548	4.747	5.322	5.298	5.194	8.688	3.981	4.109	7.831	61.996
MNR - Other	1.485	1.300	1.143	1.411	1.566	3.565	1.914	1.919	2.004	2.065	1.895	1.908	22.177
Total Receipts	\$74.837	\$71.320	\$78.971	\$77.471	\$79.061	\$83.755	\$90.943	\$80.806	\$89.085	\$84.479	\$84.862	\$98.772	\$994.362
Expenditures													
<u>Labor:</u>													
Payroll	\$37,490	\$37,821	\$38,711	\$47,226	\$101,568	\$56,857	\$64,839	\$43,038	\$41,174	\$50,986	\$40,158	\$49,753	\$609,621
Overtime	8,018	8,210	6,835	9,383	20,608	10,323	13,603	9,948	8,225	9,990	8,695	11,296	125,135
Health and Welfare	10,193	10,193	10,339	10,304	9,834	9,629	9,485	9,485	9,629	9,485	9,485	9,631	117,688
OPEB Current Payment	2,099	2,099	2,099	2,099	2,099	2,099	2,099	2,099	2,099	2,099	2,099	2,099	25,186
Pensions	7,949	7,949	7,949	7,949	18,512	10,091	10,590	8,484	7,949	7,949	7,947	7,949	111,267
Other Fringe Benefits	12,144	9,473	9,320	9,557	16,292	14,986	11,010	12,956	8,846	9,074	6,451	5,546	125,657
GASB Account	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor	\$77.893	\$75.745	\$75.253	\$86.518	\$168.912	\$103.985	\$111.625	\$86.010	\$77.922	\$89.583	\$74.835	\$86.274	\$1,114.554
<u>Non-Labor:</u>													
Electric Power	\$7,571	\$8,401	\$8,699	\$7,685	\$7,234	\$6,795	\$7,091	\$7,241	\$6,868	\$6,738	\$6,874	\$5,930	\$87,127
Fuel	2,393	2,120	2,115	2,391	1,932	1,870	2,077	2,012	2,378	2,513	2,378	2,391	26,569
Insurance	5,408	0,224	2,252	1,623	0,382	3,544	1,623	1,533	0,317	2,727	0,278	2,905	22,817
Claims	0,083	0,083	5,195	0,083	0,083	3,245	0,083	0,083	0,083	0,083	0,083	0,229	9,419
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	6,534	5,898	14,402	6,824	6,757	16,321	7,654	7,196	14,522	6,826	7,237	16,679	116,851
Professional Service Contracts	3,837	3,508	6,814	4,363	4,061	8,845	4,256	3,692	7,266	3,561	3,198	6,932	60,334
Materials & Supplies	9,938	7,070	7,700	7,642	7,806	7,460	9,673	9,857	12,529	9,578	9,909	14,657	113,820
Other Business Expenditures	4,051	3,773	3,729	3,823	3,958	-5,153	4,301	3,988	4,768	3,258	5,511	8,438	44,445
Total Non-Labor	\$39.815	\$31.077	\$50.906	\$34.435	\$32.214	\$42.926	\$36.759	\$35.604	\$48.731	\$35.284	\$35.469	\$58.160	\$481.382
<u>Other Adjustments:</u>													
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$117.709	\$106.822	\$126.159	\$120.953	\$201.127	\$146.911	\$148.384	\$121.614	\$126.653	\$124.867	\$110.303	\$144.434	\$1,595.936
Net Cash Surplus/(Deficit)	(\$42.871)	(\$35.502)	(\$47.188)	(\$43.482)	(\$122.066)	(\$63.156)	(\$57.442)	(\$40.808)	(\$37.568)	(\$40.388)	(\$25.441)	(\$45.662)	(\$601.574)
MTA Subsidy	\$31,158	\$17,900	\$31,860	\$34,207	\$113,918	\$57,737	\$31,778	\$29,492	\$23,170	\$31,849	\$18,191	\$35,480	\$456,741
CDOT Subsidy	11,713	17,602	15,327	9,275	8,148	5,419	25,664	11,316	14,397	8,539	7,250	10,182	144,833

MTA METRO NORTH RAILROAD
February Financial Plan - 2015 Adopted Budget
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Receipts													
Farebox Revenue	\$0.604	\$0.474	\$0.379	\$0.617	\$0.565	\$0.493	\$0.387	\$0.406	\$0.352	\$0.457	\$0.571	\$0.526	\$5.831
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	1.573	0.512	0.710	1.903	0.753	0.571	1.835	0.649	3.117	2.172	(0.280)	5.129	18.645
Capital and Other Reimbursements													
MNR - MTA	2.239	4.304	5.985	(2.003)	(0.507)	(1.672)	3.909	(1.689)	0.457	0.023	1.358	0.355	12.757
MNR - CDOT	0.411	0.680	0.152	(0.119)	0.283	0.110	0.040	0.277	4.745	(0.101)	0.540	4.619	11.636
MNR - Other	0.132	(0.216)	(0.599)	(0.463)	(0.305)	1.605	(0.094)	0.065	0.101	0.131	0.299	0.409	1.066
Total Receipts	\$4.958	\$5.753	\$6.627	(\$0.065)	\$0.789	\$1.108	\$6.077	(\$0.293)	\$8.772	\$2.683	\$2.489	\$11.037	\$49.935
Expenditures													
Labor:													
Payroll	\$6.687	\$2.412	\$5.559	(\$2.841)	(\$58.403)	(\$12.185)	(\$18.201)	\$0.398	\$3.412	(\$5.685)	\$3.631	(\$2.253)	(\$77.470)
Overtime	1.023	0.188	0.875	(0.961)	(11.779)	(1.714)	(3.923)	(0.877)	0.837	(1.186)	0.442	(0.883)	(17.959)
Health and Welfare	(0.789)	(1.765)	(1.089)	(0.944)	(0.727)	(0.168)	0.631	(0.237)	(0.069)	0.164	(0.173)	0.880	(4.285)
OPEB Current Payment	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)
Pensions	(0.108)	(0.792)	(0.241)	(0.166)	(10.874)	(2.247)	(2.323)	(0.781)	(0.069)	0.010	(0.179)	0.544	(17.225)
Other Fringe Benefits	(2.253)	0.075	0.437	0.374	(6.608)	(5.042)	(0.567)	(3.178)	1.172	1.017	3.386	5.122	(6.064)
GASB Account	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	(0.031)	(0.027)	(0.041)	(0.675)	(0.568)	(0.641)	(0.673)	(0.626)	(0.674)	(0.716)	(0.600)	(0.416)	(5.687)
Total Labor	\$4.528	\$0.090	\$5.500	(\$5.212)	(\$88.959)	(\$21.996)	(\$25.055)	(\$5.301)	\$4.609	(\$6.396)	\$6.507	\$2.994	(\$128.690)
Non-Labor:													
Electric Power	(\$0.121)	(\$0.113)	(\$0.177)	(\$0.112)	(\$0.130)	(\$0.103)	(\$0.125)	(\$0.146)	(\$0.153)	(\$0.133)	(\$0.109)	(\$0.121)	(\$1.543)
Fuel	0.071	0.071	0.071	0.071	0.071	0.071	0.071	0.071	0.071	0.071	0.071	0.071	0.855
Insurance	(3.549)	1.620	(0.381)	0.381	1.614	(1.510)	0.348	0.405	1.604	(0.793)	1.621	(1.030)	0.329
Claims	0.009	0.014	(5.098)	0.009	0.014	(3.152)	0.014	0.009	0.014	0.014	0.009	(0.278)	(8.419)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	2.405	2.818	(3.029)	2.732	2.850	(4.292)	2.725	2.681	(3.321)	2.576	2.577	(5.985)	4.736
Professional Service Contracts	(0.466)	0.129	(3.516)	(0.083)	(0.109)	(4.259)	(0.107)	0.091	(3.518)	0.180	0.385	(2.841)	(14.116)
Materials & Supplies	(0.536)	0.364	0.543	(0.109)	(0.082)	0.305	(0.312)	(0.171)	(3.119)	(0.023)	(0.448)	(5.399)	(8.988)
Other Business Expenditures	(2.039)	(1.835)	(1.788)	(2.017)	(1.954)	(1.824)	(1.787)	(1.774)	(2.693)	(1.909)	(4.072)	(6.876)	(30.567)
Total Non-Labor	(\$4.225)	\$3.069	(\$13.373)	\$0.872	\$2.275	(\$14.765)	\$0.827	\$1.166	(\$11.115)	(\$0.017)	\$0.033	(\$22.459)	(\$57.712)
Other Adjustments:													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditures Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Cash Conversion Adjustments before Non-Cash Liability Adjs.	\$5.262	\$8.913	(\$1.247)	(\$4.405)	(\$85.895)	(\$35.653)	(\$18.151)	(\$4.427)	\$2.267	(\$3.730)	\$9.028	(\$8.428)	(\$136.466)
Depreciation Adjustment	\$19.290	\$19.290	\$19.290	\$19.290	\$19.290	\$19.290	\$19.290	\$19.290	\$19.290	\$19.290	\$19.290	\$19.290	\$231.476
OPEB Obligation	5.693	5.693	5.693	5.693	5.693	5.693	5.693	5.693	5.693	5.693	5.693	5.693	68.316
Environmental Remediation	0.264	0.264	0.264	0.264	0.264	0.264	0.264	0.264	0.264	0.264	0.264	0.265	3.172
Total Cash Conversion Adjustments	\$30.509	\$34.160	\$24.000	\$20.842	(\$60.648)	(\$10.406)	\$7.096	\$20.820	\$27.514	\$21.517	\$34.275	\$16.819	\$166.498

MTA METRO-NORTH RAILROAD
February Financial Plan - 2015 Adopted Budget
Overtime - Non-Reimbursable/Reimbursable Basis
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
NON-REIMBURSABLE OVERTIME													
<u>Scheduled Service</u>	\$3.756	\$3.033	\$2.815	\$3.097	\$3.240	\$2.730	\$3.217	\$2.742	\$3.147	\$2.676	\$3.266	\$4.000	\$37.719
<u>Unscheduled Service</u>	-	-	-	-	-	-	-	-	-	-	-	-	-
<u>Programmatic/Routine Maintenance</u>	1.869	2.212	1.796	2.286	2.630	2.665	3.029	2.936	2.753	2.783	2.735	2.149	29.843
<u>Unscheduled Maintenance</u>	0.115	0.034	0.024	0.042	0.052	0.036	0.038	0.035	0.056	0.053	0.065	0.075	0.626
<u>Vacancy/Absentee Coverage</u>	1.207	1.065	1.086	1.295	1.261	1.402	1.572	1.590	1.327	1.432	1.365	1.876	16.478
<u>Weather Emergencies</u>	1.200	1.200	1.000	0.350	0.350	0.350	0.350	0.350	0.350	0.350	0.350	0.997	7.197
<u>Safety/Security/Law Enforcement</u>	-	-	-	-	-	-	-	-	-	-	-	-	-
<u>Other</u>	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Sub-Total	\$8.147	\$7.544	\$6.720	\$7.070	\$7.533	\$7.183	\$8.206	\$7.653	\$7.633	\$7.295	\$7.781	\$9.098	\$91.863
REIMBURSABLE OVERTIME	\$0.894	\$0.854	\$0.990	\$1.352	\$1.296	\$1.426	\$1.474	\$1.418	\$1.430	\$1.509	\$1.356	\$1.314	\$15.313
TOTAL NR & R OVERTIME	\$9.041	\$8.398	\$7.710	\$8.422	\$8.829	\$8.610	\$9.680	\$9.071	\$9.063	\$8.804	\$9.137	\$10.412	\$107.176

MTA METRO-NORTH RAILROAD
February Financial Plan - 2015 Adopted Budget
Ridership/(Utilization)
in millions

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<u>Ridership</u>													
Harlem Line	2.131	2.003	2.330	2.347	2.276	2.446	2.409	2.245	2.348	2.446	2.282	2.499	27.763
Hudson Line	1.224	1.156	1.343	1.403	1.364	1.479	1.475	1.391	1.417	1.450	1.353	1.468	16.522
New Haven Line	3.020	2.810	3.308	3.396	3.332	3.614	3.622	3.378	3.406	3.554	3.351	3.730	40.520
Total Ridership	6.375	5.970	6.981	7.146	6.972	7.539	7.505	7.014	7.171	7.449	6.987	7.697	84.805
<u>Farebox Revenue</u>													
Harlem Line	\$15.411	\$14.783	\$16.022	\$16.748	\$17.176	\$17.891	\$17.865	\$17.109	\$17.326	\$17.456	\$17.590	\$18.219	\$203.596
Hudson Line	10.766	10.364	11.394	12.322	12.582	12.940	13.124	12.715	12.892	12.931	12.941	13.279	148.249
New Haven Line	24.723	23.449	25.916	27.046	27.774	29.209	29.496	28.259	27.761	28.178	28.966	30.989	331.765
West of Hudson Mail-n-Ride	0.035	0.035	0.036	0.038	0.037	0.038	0.037	0.036	0.038	0.039	0.038	0.035	0.442
Total Farebox Revenue	\$50.934	\$48.631	\$53.368	\$56.154	\$57.570	\$60.078	\$60.522	\$58.119	\$58.017	\$58.604	\$59.534	\$62.522	\$684.053

MTA METRO-NORTH RAILROAD
February Financial Plan - 2015 Adopted Budget
Total Full-time Positions and Full-time Equivalents by Function
Non-Reimbursable and Reimbursable

FUNCTION/DEPARTMENT	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
President	4	4	4	4	4	4	4	4	4	4	4	4
Labor Relations	8	8	8	8	8	8	8	8	8	8	8	10
Safety	43	45	47	49	51	53	55	57	59	64	68	71
COS/ Corporate & Public Affairs	18	18	18	18	18	18	18	18	18	18	18	18
Customer Service	50	50	50	50	50	50	50	50	50	50	50	52
Legal	18	18	18	18	18	18	18	18	18	18	18	18
Claims	14	14	14	14	14	14	14	14	14	14	14	14
Environmental Compliance & Svce	8	8	8	8	8	8	8	8	8	8	8	8
VP Administration	2	2	2	2	2	2	2	2	2	2	2	2
VP Human Resources	6	6	6	6	6	6	6	6	6	6	6	7
Human Resources & Diversity	28	28	28	29	29	29	30	30	30	30	30	32
Training	61	64	67	70	73	76	80	80	90	90	90	93
Employee Relations & Diversity	5	5	5	5	5	5	5	5	5	5	5	5
VP Planning	2	2	2	2	2	2	2	2	2	2	2	2
Operations Planning & Analysis	19	19	19	19	19	19	21	21	21	21	21	22
Capital Planning & Programming	16	16	16	16	16	16	16	16	16	16	16	16
Business Development Facilities & Mktg	0	0	0	0	0	0	0	0	0	0	0	0
GCT & Corporate Development	0	0	0	0	0	0	0	0	0	0	0	0
GCT & Corporate Development	32	32	32	32	32	32	32	32	32	32	32	31
Long Range Planning	8	8	8	8	8	8	8	8	8	8	8	8
VP Finance & Info Systems	6	6	6	6	6	6	6	6	6	6	6	6
Controller	78	79	80	80	80	80	80	80	80	80	80	81
Information Technology & Project Mgmt ⁽¹⁾	0	0	0	0	0	0	0	0	0	0	0	0
Budget	18	18	18	18	18	18	18	18	18	18	18	18
Procurement & Material Management	30	30	30	32	32	32	32	32	32	32	32	43
Corporate	0	0	0	0	0	0	0	0	0	0	0	0
Total Administration	472	478	484	492	497	502	511	513	525	530	534	561
Operations												
Operations Admin	60	62	64	66	67	67	67	67	67	67	67	68
Operations Services	1,470	1,443	1,463	1,463	1,463	1,458	1,459	1,459	1,468	1,469	1,469	1,467
Customer Service	240	240	240	240	240	240	240	240	240	240	240	238
Business Dev Facilities & Mktg	0	0	0	0	0	0	0	0	0	0	0	0
GCT & Corporate Development	38	38	38	38	38	38	38	38	38	38	38	38
Metro-North West	32	32	32	32	32	32	32	32	32	32	37	46
Total Operations	1,840	1,815	1,837	1,839	1,840	1,835	1,836	1,836	1,845	1,851	1,856	1,857
Maintenance												
GCT	0	0	0	0	0	0	0	0	0	0	0	0
GCT & Corporate Development	170	170	170	170	170	170	170	170	170	170	170	171
Maintenance of Equipment	1,664	1,664	1,669	1,669	1,669	1,666	1,666	1,666	1,663	1,683	1,703	1,748
M of W - Administration	0	0	0	0	0	0	0	0	0	0	0	0
M of W - Track	0	0	0	0	0	0	0	0	0	0	0	0
M of W - C & S	0	0	0	0	0	0	0	0	0	0	0	0
M of W - Power	0	0	0	0	0	0	0	0	0	0	0	0
M of W - Structures	0	0	0	0	0	0	0	0	0	0	0	0
Maintenance of Way	1,922	1,940	1,956	1,958	1,975	1,979	1,981	2,006	1,999	2,037	2,085	2,116
Procurement & Material Mgmt	118	118	120	121	121	121	121	121	121	121	121	124
Total Maintenance	3,874	3,892	3,915	3,918	3,935	3,936	3,938	3,963	3,953	4,011	4,079	4,159
Engineering/Capital												
Construction Management	43	43	43	43	43	43	43	43	43	43	43	43
Engineering & Design	66	66	66	67	67	67	67	67	67	69	69	70
Total Engineering/Capital	109	109	109	110	110	110	110	110	110	112	112	113
Total Positions	6,295	6,294	6,345	6,359	6,382	6,383	6,395	6,422	6,433	6,504	6,581	6,690
<i>Non-Reimbursable</i>	5,783	5,775	5,803	5,726	5,727	5,718	5,701	5,733	5,748	5,822	5,898	5,990
<i>Reimbursable</i>	512	519	542	632	654	665	693	689	685	682	683	700
<i>Total Full-Time</i>	6,294	6,293	6,344	6,358	6,381	6,382	6,394	6,421	6,432	6,503	6,580	6,689
<i>Total Full-Time-Equivalents</i>	1	1	1	1	1	1	1	1	1	1	1	1

⁽¹⁾Reflects the January 2015 transfer of the Information Technology department's function to MTA headquarters.

MTA METRO-NORTH RAILROAD
February Financial Plan - 2015 Adopted Budget
Total Full-time Positions and Full-time Equivalents by Function and Occupation

FUNCTION/OCCUPATIONAL GROUP	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
Managers/Supervisors	157	160	161	161	162	165	165	165	165	165	165	165
Professional, Technical, Clerical	315	318	323	331	335	337	346	348	360	365	369	395
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
Total Administration	472	478	484	492	497	502	511	513	525	530	534	561
Operations												
Managers/Supervisors ⁽¹⁾	149	149	149	150	150	150	150	150	150	150	150	150
Professional, Technical, Clerical	245	247	249	250	251	251	252	252	258	258	262	262
Operational Hourlies ⁽¹⁾	1,446	1,419	1,439	1,439	1,439	1,434	1,434	1,434	1,437	1,443	1,444	1,446
Total Operations	1,840	1,815	1,837	1,839	1,840	1,835	1,836	1,836	1,845	1,851	1,856	1,857
Maintenance												
Managers/Supervisors ⁽¹⁾	541	541	541	541	541	541	550	550	550	550	550	550
Professional, Technical, Clerical	525	525	525	525	525	525	525	525	553	525	525	553
Operational Hourlies ⁽¹⁾	2,809	2,827	2,850	2,853	2,870	2,871	2,864	2,889	2,851	2,937	3,005	3,057
Total Maintenance	3,874	3,892	3,915	3,918	3,935	3,936	3,938	3,963	3,953	4,011	4,079	4,159
Engineering/Capital												
Managers/Supervisors	51	51	51	51	51	51	51	51	51	51	51	51
Professional, Technical, Clerical	58	58	58	59	59	59	59	59	59	61	61	62
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
Total Engineering/Capital	109	109	109	110	110	110	110	110	110	112	112	113
Public Safety												
Managers/Supervisors	-	-	-	-	-	-	-	-	-	-	-	-
Professional, Technical, Clerical	-	-	-	-	-	-	-	-	-	-	-	-
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
Total Public Safety	-											
Total Positions												
Managers/Supervisors	898	901	902	903	904	907	916	916	916	916	916	916
Professional, Technical, Clerical	1,143	1,148	1,155	1,165	1,170	1,172	1,182	1,184	1,230	1,209	1,217	1,272
Operational Hourlies	4,255	4,246	4,289	4,292	4,309	4,305	4,298	4,323	4,288	4,380	4,449	4,502
Total Positions	6,295	6,294	6,345	6,359	6,382	6,383	6,395	6,422	6,433	6,504	6,581	6,690

⁽¹⁾Reflects the January 2015 transfer of the Information Technology department's function to MTA headquarters (92 Managers/Supervisors and 33 Professional, Technical and Clerical positions).



ANNUAL OPERATING REPORT

2014

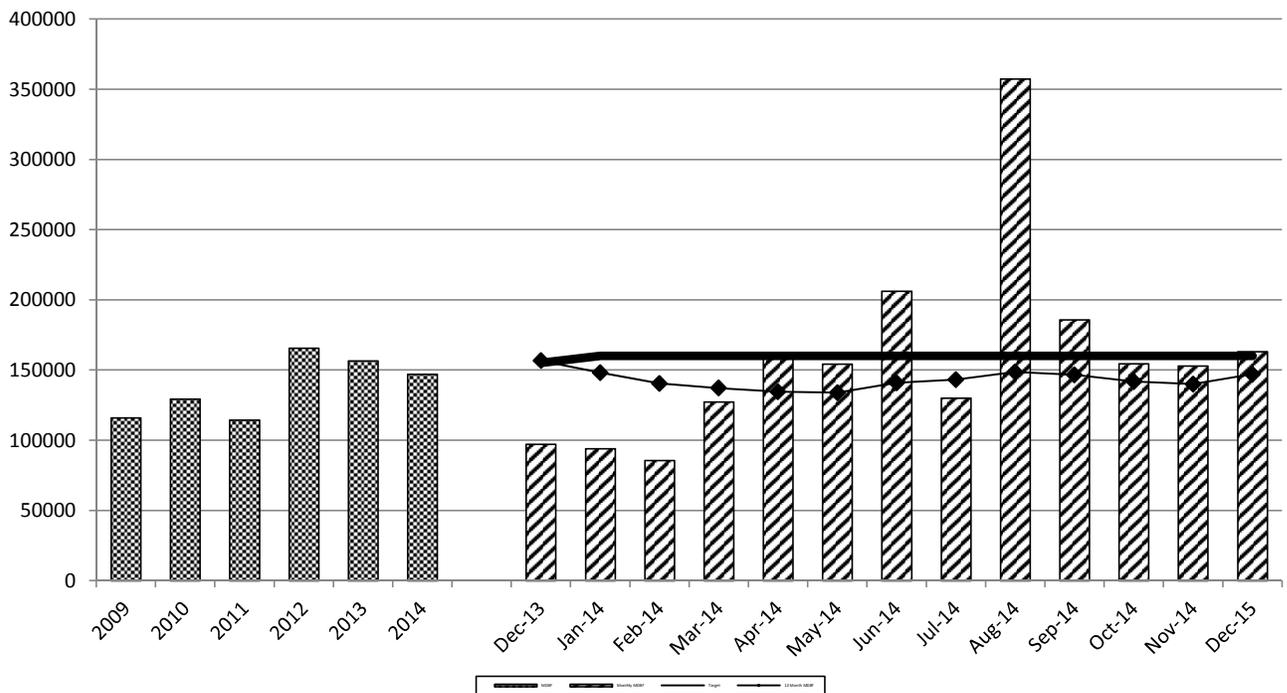
Performance Summary			2014 Data		2013	
			Annual Goal	Year Ending Dec 31	Year Ending Dec 31	
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	System	Overall	93.0%	91.5%	94.8%	
		AM Peak	93.0%	88.1%	92.5%	
		AM Reverse Peak	93.0%	93.4%	94.5%	
		PM Peak	93.0%	94.3%	95.1%	
		Total Peak	93.0%	91.4%	93.8%	
		Off Peak Weekday	93.0%	90.9%	94.5%	
		Weekend	93.0%	92.7%	97.0%	
		Hudson Line	Overall	94.0%	91.8%	96.7%
			AM Peak	94.0%	89.3%	95.7%
			AM Reverse Peak	94.0%	93.5%	96.6%
			PM Peak	94.0%	94.9%	97.1%
			Total Peak	94.0%	92.2%	96.4%
			Off Peak Weekday	94.0%	91.4%	96.6%
			Weekend	94.0%	92.1%	97.2%
		Harlem Line	Overall	94.0%	93.6%	96.4%
			AM Peak	94.0%	90.5%	94.8%
			AM Reverse Peak	94.0%	95.8%	95.0%
			PM Peak	94.0%	95.9%	96.7%
			Total Peak	94.0%	93.5%	95.6%
			Off Peak Weekday	94.0%	93.3%	96.4%
			Weekend	94.0%	94.1%	98.0%
	New Haven Line	Overall	92.0%	89.7%	92.4%	
		AM Peak	92.0%	85.4%	88.6%	
		AM Reverse Peak	92.0%	91.1%	92.9%	
		PM Peak	92.0%	92.6%	92.7%	
		Total Peak	92.0%	89.1%	90.8%	
		Off Peak Weekday	92.0%	88.9%	91.8%	
		Weekend	92.0%	92.1%	96.1%	
Operating Statistics	Trains Scheduled			227,598	222,853	
	Avg. Delay per Late Train (min) <i>excluding trains canceled or terminated</i>			11.5	12.0	
	Trains Over 15 min. Late <i>excluding trains canceled or terminated</i>		1,000	2,930	2,053	
	Trains Canceled		160	368	310	
	Trains Terminated		160	430	392	
	Percent of Scheduled Trips Completed		99.8%	99.6%	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	99.8%	99.5%	99.7%
		AM Peak	99.8%	99.0%	99.4%	
		AM Reverse Peak	99.8%	99.9%	99.9%	
		PM Peak	99.8%	99.0%	99.5%	
		Total Peak	99.8%	99.1%	99.5%	
		Off Peak	99.8%	99.7%	99.7%	
		Weekend	99.8%	99.9%	99.7%	
Hudson Line		AM Peak	99.8%	99.7%	99.9%	
		PM Peak	99.8%	99.8%	99.8%	
Harlem Line		AM Peak	99.8%	99.3%	99.7%	
		PM Peak	99.8%	99.3%	99.6%	
New Haven Line		AM Peak	99.8%	98.3%	98.9%	
		PM Peak	99.8%	98.2%	99.3%	

Categories of Delay		2014 Data Year Ending Dec 31	2013 Data Year Ending Dec 31
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	29033	13356
	Capital Projects	137	111
	Maintenance of Equipment	3087	2020
	Operations Services	1188	395
	Police Incidents	1043	614
	Other	137	240
	Customers	1984	843
	3rd Party Operations <i>(Other railroads, marine traffic, etc.)</i>	253	12
	Weather and Environmental	3520	1233

	Equip- ment Type	Total Fleet Size	2014 Data		2013 Data
			MDBF Goal (miles)	Year Ending as of December-14 (miles)	Year Ending as of December-13 (miles)
Mean Distance Between Failures	M246	91	60,000	32,408	58,414
	M8	380	280,000	221,076	216,490
	M3	140	135,000	151,934	229,300
	M7	336	460,000	382,422	614,654
	Coach	213	295,000	266,970	329,562
	P-32	31	35,000	23,632	29,959
	BL-20	12	12,000	17,343	13,143
Fleet	1203	160,000	147,063	156,617	

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
2009 - 2014



West of Hudson Performance Summary			2014 Data		2013 Data
			Annual Goal	Year Ending Dec 31	Year Ending Dec 31
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	97.0%	95.4%	96.5%
		AM Peak	97.1%	95.4%	97.4%
		PM Peak	96.3%	94.5%	96.6%
		Total Peak		95.0%	97.0%
		Off Peak Weekday	97.1%	95.5%	96.1%
		Weekend	97.3%	95.7%	96.8%
	Pascack Valley Line	Overall	97.6%	95.9%	97.3%
		AM Peak	97.8%	96.3%	98.6%
		PM Peak	97.3%	94.5%	97.3%
		Total Peak		95.5%	98.0%
		Off Peak Weekday	97.5%	95.8%	96.8%
		Weekend	97.8%	96.8%	97.1%
	Port Jervis Line	Overall	96.2%	94.6%	95.6%
		AM Peak	96.2%	94.3%	95.8%
		PM Peak	95.2%	94.4%	95.7%
		Total Peak		94.3%	95.7%
	Off Peak Weekday	96.5%	95.2%	95.0%	
	Weekend	96.5%	93.9%	96.4%	
Operating Statistics	Trains Scheduled		20,139	19,539	
	Avg. Delay per Late Train (min) <i>excluding trains canceled or terminated</i>		19.4	21.9	
	Trains Over 15 min. Late <i>excluding trains canceled or terminated</i>	80	367	272	
	Trains Canceled		80	40	
	Trains Terminated		54	67	
	Percent of Scheduled Trips Completed		99.8%	99.5%	

2014 ANNUAL OPERATING REPORT

STANDEE REPORT

East of Hudson			2014 Year ending December 31	2013 Year ending December 31
Daily Average	Hudson Line	Program Standees	0	0
		Add'l Standees	1	0
		Total Standees	1	0
AM Peak	Harlem Line	Program Standees	0	0
		Add'l Standees	11	1
		Total Standees	11	1
	New Haven Line	Program Standees	0	0
		Add'l Standees	46	24
		Total Standees	46	24
EAST OF HUDSON TOTAL - AM PEAK			58	25
Daily Average	Hudson Line	Program Standees	0	0
		Add'l Standees	2	3
		Total Standees	2	3
PM Peak	Harlem Line	Program Standees	0	0
		Add'l Standees	6	4
		Total Standees	6	4
	New Haven Line	Program Standees	0	0
		Add'l Standees	41	20
		Total Standees	41	20
EAST OF HUDSON TOTAL - PM PEAK			49	27

West of Hudson			2014 Year ending December 31	2013 Year ending December 31
Daily Average	Port Jervis Line	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
AM Peak	Pascack Valley Line	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
WEST OF HUDSON TOTAL - AM PEAK			0	0
Daily Average	Port Jervis Line	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
PM Peak	Pascack Valley Line	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
WEST OF HUDSON TOTAL - PM PEAK			0	0

Definitions

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

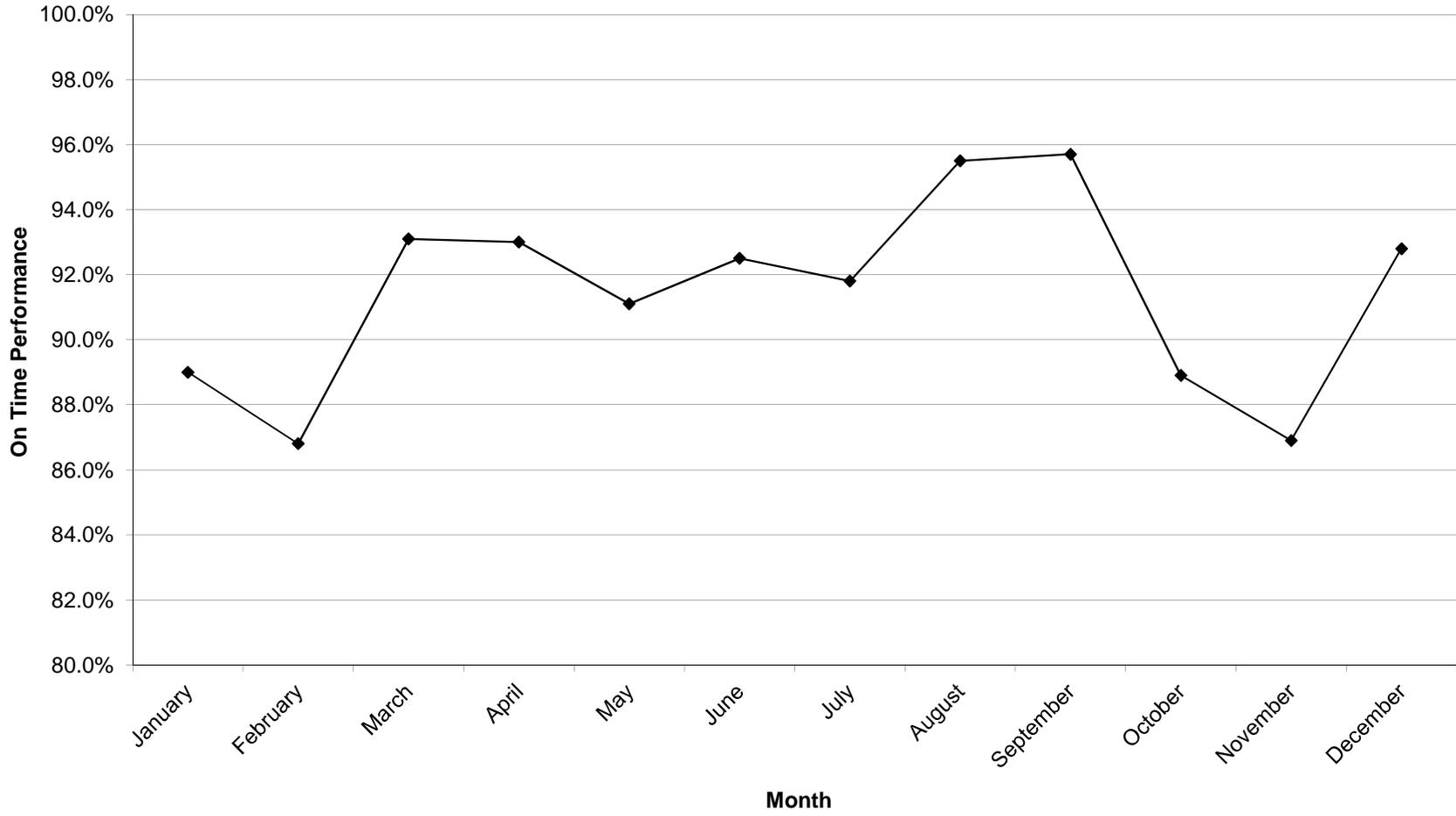
"Program Standees" is the average number of customers in excess of programmed seating capacity.

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

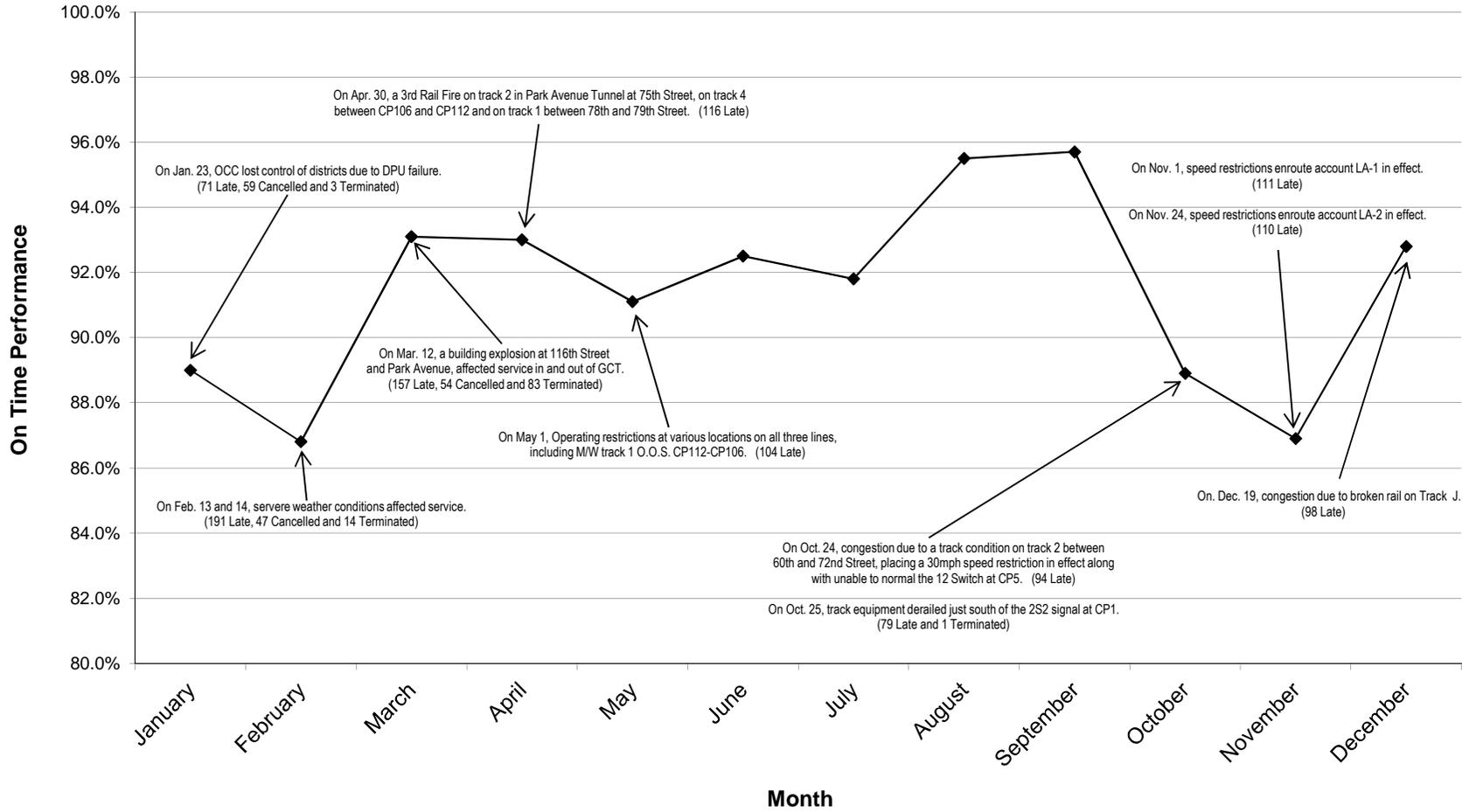
Notes: These statistics do not include the effects of daily ridership variation or uneven distribution of customers within trains. Annulled or terminated trains are not included in this report. Holidays and Special Events for which there are special equipment programs are not included.

The 2013 Year to Date averages for the New Haven Line do not include standees resulting from the Con Ed power failure between Sept. 25 and Oct. 4, 2013. If these standees are included, year to date New Haven Line standees are 66 for the AM Peak and 57 for the PM Peak.

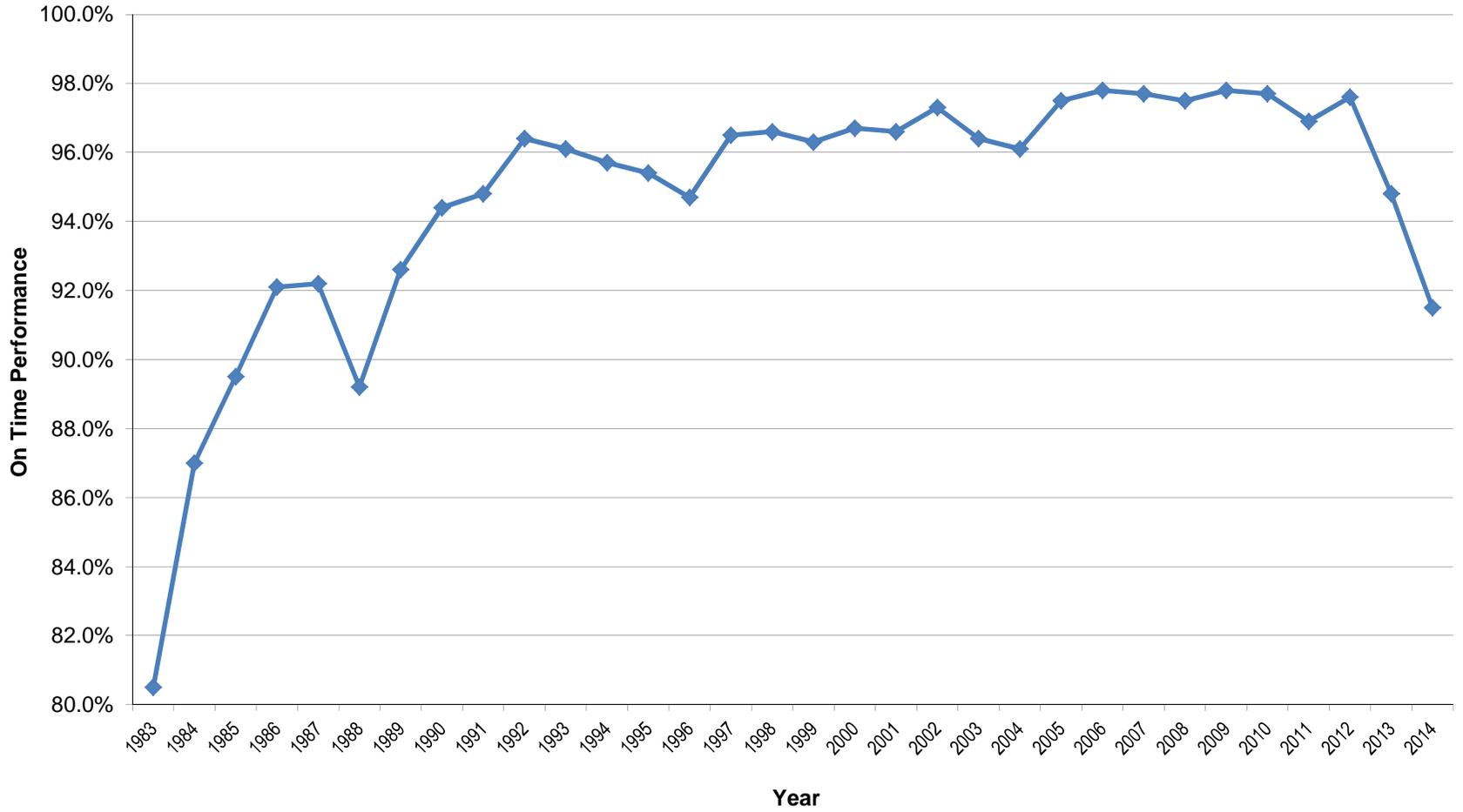
2014
On Time Performance
By Month



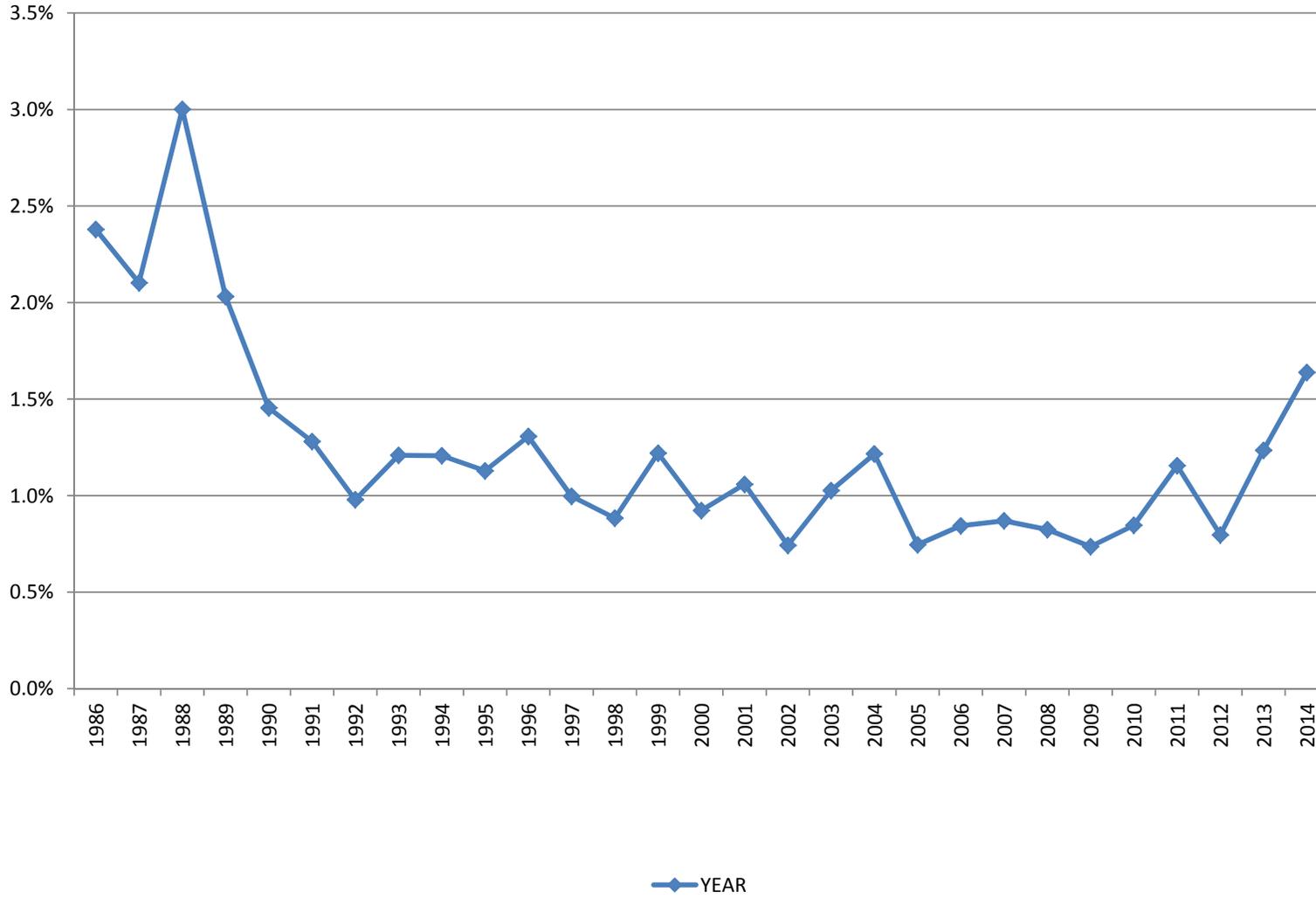
2014 Major Events By Month



**On Time Performance
By Year
1983 through 2014**



Percentage of Adversely Impacted Trains (>15' Late, Cancelled, Terminated)



MTA Metro-North
Railroad

Operations Division

Annual Report on
Fleet Maintenance
2014

Maintenance of Equipment

The Maintenance of Equipment (M of E) Department is responsible for providing a safe and reliable fleet, available to support the Metro-North Railroad service plan. The Passenger Fleet consists of 1,252 units, including locomotives, diesel hauled coaches and electric multiple units. M of E is organized to achieve this mission.

M of E performs periodic inspections and maintenance events as defined by our Maintenance Plan. In addition, equipment repairs and modifications are performed. These activities ensure rolling stock safety, reliability, availability and compliance with regulatory agencies requirements.

Maintenance Plan

M of E departmental activities are designed to produce and execute an annualized maintenance plan. This effort supports the 20-Year rolling stock plan.

Each fleet is scheduled for maintenance events at various shop locations. Calendar Day, 45-Day, 60-Day, 92-Day, 184-Day, 368-Day, 1104-Day, 1472-Day, 1840-Day, 6-Year through 10-Year, and 12-Year maintenance events are performed at six equipment maintenance facilities and their respective yards, as well as four outlying yards and Grand Central Terminal.

Reliability Centered Maintenance (RCM) and its elements define the maintenance plan.

Reliability Centered Maintenance

RCM is a process used to determine the maintenance requirements of rolling stock in its operating environment.

RCM at Metro-North Railroad is applied to assure the design level of reliability, safety and regulatory compliance.

Evaluation and adjustment of the Maintenance Plan to improve rolling stock availability and performance is achieved through continuous assessment.

Reliability Centered Maintenance has contributed to the fleets' improved Mean Distance Between Failure (MDBF) and Consist Compliance.

Maintenance Plan

The Maintenance Plan combines federally mandated safety inspection and air brake requirements with Reliability Centered Maintenance activities e.g. inspections, servicing, or replacements relative to vehicle duty cycles.

The following is an overview of the Plan's elements.

Where practicable, rolling stock receives planned maintenance activities in conjunction with federally mandated inspection intervals. These intervals vary by fleet type, but typically receive Calendar Day Mechanical Inspection (CDMI), Quarterly, Semi-Annual, Annual, and higher level scopes based on 3, 4, and 5-Year multiples depending on the age and configuration of the vehicle.

The scope of each higher level interval is cumulative in nature.

Calendar Day Mechanical Inspection

Is the maintenance and inspection activity required once every calendar day to dispatch a train consist for use in service. The CDMI tests, inspects or validates, braking, cab signal, trucks, wheels, lighting, heating ventilation and air conditioning, propulsion and door systems.

Quarterly Inspection

Is a Periodic Inspection (PI) performed on all fleets. It includes an interior and exterior inspection and operational test of all major systems. The federally mandated requirements such as air brake gauge calibration and cab signal tests are satisfied. Renew brake shoes, filters, light bulbs, fluids, contactor tips and other consumable items based on condition assessment for wear or other deficiencies. Clean electrical components, measure wheels, and clean, adjust and test door operations. All work is documented in a comprehensive work packet and federally mandated records.

Semi-Annual Inspection

In addition to the lower level inspection items, this PI includes functional tests of emergency lighting, door operation, and HVAC systems as well as an undercar/pit inspection. A single car brake test is also performed.

Annual Inspection

In addition to the Quarterly and Semi-Annual PI requirements specific filters, strainers and valves for the air brake, and air supply systems are renewed, and additional testing such as Emergency Egress compliance is performed during this inspection. Selectively scheduled component renewals such as batteries, motor alternators are also performed.

Interval	M-3 EMU	M-7 EMU	M-2 EMU	M-4/6 EMU	M-8 EMU	Shoreliner Coach	All Locomotive s
45 Day (8 per yr)						X	
60 day (6 per yr)			X	X		Center Door Cab Car	
92 day (4 per yr)	X	X			X	End Door Cab Car	X
184 day (2 per yr)						Trailer	
368 day (Air Brake)	X	X	X	X	X	X	X

Maintenance Plan

3-Year, 4-Year, 5-Year and Higher Level Scopes

All lower level inspection requirements are satisfied. These Periodic Inspections (PI) satisfy the federally mandated brake system component overhaul requirements. During these events additional scope coordinated in multiples of the mandated cycle is performed. These scopes become increasingly comprehensive relative to the vehicle age and expected service requirements to maintain equipment performance, reliability, and to maximize facility utilization. Typical higher level scope includes removal, rebuild and replacement of air brake components, couplers, toilets, trucks and suspension components, pantographs, HVAC compressors, air compressors, motors, propulsion control devices, and blowers assemblies. In addition, expansion valves, condenser fan motors, weather stripping, air bags, glazing, batteries, diaphragms, wheels and other components are renewed.

In addition to the progressive component replacements in the higher level scopes, the maintenance plan addresses broader equipment issues such as Cab Signal system upgrades and seats.

EMU Scheduled Programs

	2015	2016	2017	2018	2019	2020	2021	2022
M3								
3 Year	48	46	46	48	46	46		
AIR COMPRESSOR		7	9	10	19	22		
BATTERY 25-CELLS	10	10	4	7	7	3		
BLOWER SEB B-END	10	6	4	5	7	10		
BLOWER - SEB F-END	17	10	11	14	16	14		
MOTOR ALTERNATOR	6	12	10	4	11	15		
M7								
5 Year				40	64	68	68	68
10 Year	68	68	68	28				
M8								
5 Year	64	80	80	81	82	18		
10 Year						64	80	80

Diesel Hauled Scheduled Programs

		2015	2016	2017	2018	2019	2020	2021	2022
End Door									
Coaches	4 Year		1						
	8 Year	21	30	33	17				
	12 Year				1	21	31	18	13
Center Door									
Coaches	4 Year	16	12	9	22	9	2	5	6
	8 Year	9	6	10	16	22	14	9	22
	12 Year	6	2			5	5	4	10
P32ACDM									
	5 Year	6	4	7	6	8	6	4	7
	8 Year		4	4	4	4	4	4	4
BL20GH									
	4 Year						6	6	
	8 Year		6	6	1	1			

Completed Work Scope Activity

FLEET	SCOPE	2007	2008	2009	2010	2011	2012	2013	2014	TOTAL
M2	3 - YEAR	82	80	72	70	82	58	8	12	464
	CSR	12	12	6						30
	BATTERY	26	14	3	6					49
M3	3 - YEAR	30	44	56	48	46	46	46	46	362
	6 - YEAR	32	44	52	4					132
	AIR COMPRESSOR ASSEMBLY		3	1		1		3	1	9
	BATTERY	4	4				1	3		12
	B END SEB	5	4		3	3	3	3		21
	F END SEB	8	8	3	6	6	5	7	1	44
	MOTOR ALTERNATOR	2	5	2	3	2	6	2	2	24
M4	3 - YEAR	22	9	17	23	12	14	20	3	120
	9 - YEAR	9		17	17	3				46
	BATTERY	6	2			9	1			18
M6	3 - YEAR	4	30	10		33	9	1	6	93
	6 - YEAR	3	3							6
	9 - YEAR			7	3	27	3			40
	BATTERY			8	11	6	1			26
M7	5 - YEAR	14	46	64	80	66	66	34		370
	10 - YEAR							26	66	92
P32AC-DM	4 - YEAR	4				1	4	2		11
	5 - YEAR	8	7	5	9	4	8	7	4	52
	8 - YEAR	4	5	5	4	3	2	3	1	27
	BATTERY		5	7	11	5			1	29
BL20GH	4 - YEAR						6	4	1	11
End Door	3 - YEAR	8								8
Coaches	4 - YEAR	28	35	40	30	16	33	19	33	234
	8 - YEAR		1							1
	OVERHAUL	12	21	39	32					104
Center Door	3 - YEAR	5								5
Coaches	4 - YEAR	27	20	18	45	26	1	18	43	198
	6 - YEAR									0
	8 - YEAR	10	2	4	23	18	14	10	15	96
	9 - YEAR									0
	12 - YEAR	8	20	13	33	8		1	4	87
	SEAT RENEWAL	3								3
TOTAL		376	424	449	461	377	281	217	239	2824

2014 Achievements

- **Overall Fleet Performance**

- 147,063 MDBF vs. a goal of 160,000
- 99.5% Consist Compliance vs. a goal of 99.8%

- **MTA Inter-Agency Activities**

- MNR continues to collaborate with the NYCT Central Electronics Shop (CES) for the repair of M7 components
- MNR also continues to under MOU with the LIRR to repair M7 ACCU's, CDS TOD's, Communications Control unit power supplies and destination signs.
- Joint Task Force with LIRR, knowledge and experience sharing to execute the M7 RCM program,
- M9 Joint Procurement
- Enterprise Asset Management (EAM) commenced 2015. PB was selected for the GAP Assessment.
- Prepared and issued Autonomous Track Geometry Inspection System (ATGIS) specification in conjunction with IT and MofW Department

- **Budget Performance**

- Overall \$9.017 M (3.5%) under budget
- Material \$3.031 M (5.7%) under budget
- Labor \$4.5 M (2.0%) under budget

Estimated RWA settlement and Cost of Living adjustment for Non-Agreement, have been removed from total

2014 Achievements

M8 Fleet

Conditional acceptance of 380 vehicles for Revenue Service to date.
Two “S” cars were delivered and are currently running in revenue service.
204 M2/M4/M6 units have been retired to date

M7 Fleet

Continued implementation of modifications originating from GSA II Agreement with Bombardier, e.g. Anti-roll bar 61%, Swing arm articulation 88.7%, fuse box 66.7% Complete to date.
Implemented 10 YR RCM Maintenance, e.g. Truck Work Scope 50% Complete. M7 Traction Motor Overhaul 50% complete to date.

P32 Locomotives

Off-site GE Transportation 8-Year Scheduled Overhaul – 28 of 31 locomotives have been overhauled to date. Project stands at 90% complete
PTC application has been completed on 11 of 31 locomotives. Project stands at 35 % complete.

GP35 Locomotives

There are two GP 35 locomotive Switchers undergoing overhaul. The first unit is expected to return by the end of 2Q15.

Shoreliner Coaches

All Coaches now maintained in RCM Process
All Cab Cars were modified with alerters by 12-31-14

M2 and M3 Fleet

All Cars were modified with alerters by 12-31-14

2015 Activities

MTA Inter-Agency Activities

Explore and implement additional inter-agency component repair with NYCTA and LIRR

Partner with LIRR on M7 RCM investigations and maintenance strategies

Enterprise Asset Management (EAM) GAP assessment to be conducted

Actively supporting the EAM program in selection of a software package

Begin camera installation on M7, P32 and Coach Fleets

Partner with LIRR through strategic integrators contract to equip rolling stock with Positive Train Control

Partner with LIRR on the CDS MFU software/ hardware replacement

Fleet Performance

Continue developing RCM plan for M8 Fleet

Apply Six Sigma methodologies to Single point failures on P32 Genesis fleet

Expand Six Sigma training to additional MofE Department Engineers and other Operating Department Engineers

Upgrade Cab Signal Systems/PTC on Shoreliner C34 and C38 coaches

2015 Challenges

Safety Culture

Develop and support changes in culture to respond to lessons learned from external safety review

Harmon Shop Replacement

Continued efforts on the design and build new EMU Consist Tracks required to perform consist-based maintenance activities on Coach, M7 and M3 Replacement fleets.

Forward design and build of the remaining EMU Maintenance Shop Elements required to support continued M7/M3 Replacement RCM requirements

New Haven Shop Facilities

Continue to work with CDOT to ensure New CCO Shop Facilities are operational by July 2015

Business Enterprise Systems

Address obsolescence of existing business systems

Identify and acquire real-time business tools to support cost-effective maintenance of rolling stock

Workforce Attrition

Continue to minimize impact due to loss of experienced personnel.

Train new maintenance and repair employees.

Enterprise Asset Management

Progress transition to EAM , by engaging, educating, enrolling end users. Complete EMS software acquisition

2015 Goals

Description	Target
MDBF – All Fleets	185,000
M-2/4/6 MDBF	40,000
M-8 MDBF	280,000
M-3 MDBF	135,000
M-7 MDBF	460,000
Shoreliner Coach	295,000
P32 Locomotives	35,000
BL20 Locomotives	13,000
HVAC Compliance	
Heating	99.8%
Air Conditioning	99.2%
Consist Compliance	
System	99.8%
Hudson Line AM Peak	99.8%
Harlem Line AM Peak	99.8%
New Haven Line AM Peak	99.8%



Metro-North Railroad

MNR Diversity/EEO Report

4th Quarter 2014

February 2015

OVERVIEW

MTA Metro-North Railroad has conducted an availability analysis of females and minorities in its workforce. The availability analysis consists of comparing Metro-North's December 31, 2014 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 numbers and information provided above 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.

2014, 4th QUARTER EEO REPORT

AGENCY NAME: METRO-NORTH RAILROAD

**WORKFORCE UTILIZATION ANALYSIS
AS OF 12/31/14**

JOB CATEGORY	FEMALES*			BLACKS			HISPANICS			ASIANS			AI/AN**			NHOP***			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%	24%	No	8%	15%	Yes	9%	6%	No	7%	7%	Yes	0%	0%	Yes	0%	0%	Yes	1%	2%	Yes
Professionals	33%	37%	Yes	7%	17%	Yes	6%	11%	Yes	11%	12%	Yes	0%	0%	Yes	0%	0%	Yes	1%	2%	Yes
Technicians	26%	8%	No	10%	19%	Yes	8%	6%	No	18%	11%	No	0%	0%	Yes	0%	0%	Yes	1%	2%	Yes
Protective Services	0%	0%	Yes																		
Paraprofessionals	69%	66%	No	12%	21%	Yes	12%	14%	Yes	5%	10%	Yes	0%	0%	Yes	0%	0%	Yes	1%	3%	Yes
Administrative Support	59%	42%	No	14%	33%	Yes	15%	14%	No	6%	3%	No	0%	1%	Yes	0%	0%	Yes	1%	4%	Yes
Skilled Craft	3%	6%	Yes	12%	18%	Yes	10%	8%	No	2%	2%	Yes	1%	0%	No	0%	0%	Yes	2%	2%	Yes
Service Maintenance	8%	14%	Yes	15%	34%	Yes	27%	18%	No	3%	1%	No	0%	0%	Yes	0%	0%	Yes	1%	3%	Yes

Metro-North Railroad has conducted a utilization analysis of females and minorities in its workforce. The utilization analysis compares MNR'S *December 31, 2014* actual workforce percentages for females and minorities in the above-indicated job categories to labor market availability percentages (at the 80% level). Availability percentages for external labor market availability are computed based on the percentage of females and minorities in the same job categories in the relevant labor market, as measured by the U.S. Census data. MNR's availability analysis now uses un-weighted U.S. Census data for each of the counties composing the relevant identified labor market, in order to standardize the availability analysis methodology across all MTA agencies.

*Females are also included in the percentage totals for each of the racial/ethnic groups.

**American Indian/Alaskan Native

***Native Hawaiian Other Pacific Islander

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.

2014, 4th QUARTER EEO REPORT

AGENCY NAME: METRO-NORTH RAILROAD

**NEW HIRES
AS OF 12/31/14**

JOB CATEGORY	TOTAL ¹	FEMALES ²		BLACKS		HISPANICS		ASIANS		AI/AN		NHOPI		OTHER	
		#	%	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrators	32	9	28.1%	5	15.6%	2	6.3%	7	21.9%	0	0.0%	0	0.0%	0	0.0%
Professionals	32	8	25.0%	6	18.8%	7	21.9%	5	15.6%	0	0.0%	0	0.0%	0	0.0%
Technicians	11	2	18.2%	0	0.0%	3	27.3%	2	18.2%	0	0.0%	0	0.0%	1	9.1%
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	7	2	28.6%	1	0.0%	1	14.3%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Administrative Support	75	31	41.3%	15	20.0%	19	25.3%	11	14.7%	0	0.0%	0	0.0%	2	2.7%
Skilled Craft	201	11	5.5%	36	17.9%	26	12.9%	5	2.5%	1	0.5%	0	0.0%	4	2.0%
Service Maintenance	132	13	9.8%	33	25.0%	29	22.0%	2	1.5%	0	0.0%	0	0.0%	2	1.5%
Total	490	76	15.5%	96	19.6%	87	17.8%	32	6.5%	1	0.2%	0	0.0%	9	1.8%

¹ Total includes male and female new hires, both minority and non-minority.

² Total includes female new hires, both minority and non-minority.

2014, 4th QUARTER EEO REPORT

AGENCY NAME: METRO-NORTH RAILROAD

EEO AND TITLE VI COMPLAINTS

1/1/14 to 12/31/14¹

Category	Race	Disability	Gender	National Origin	Age	Sexual Harassment	Religion	Other ²	Total Issues ³	Total Cases	Status (# Open)
EEO	27	14	20	8	15	9	7	24	124	68	17
External Complaints	12	11	6	4	11	0	6	12	62	28	6
Internal Complaints	15	3	14	4	4	9	1	12	62	40	11

Category	Race	National Origin	Color	Total Issues ³	Total Cases	Status (# Open)
Title VI	11	0	2	13	13	1

¹ This chart includes all pending matters as of the date of the report; some of the matters were filed prior to the reporting period.

² "Other" contains all EEO categories not otherwise specifically mentioned on the chart.

³ In some instances a single complaint may involve two or more EEO categories.

**EEO DISCRIMINATION COMPLAINT RESOLUTION FROM 1/1/14 TO 12/31/14
EXTERNAL**

Agency	Decided In Favor of Agency	Decided In Favor of Complainant	Administrative Closure	Withdrawn	Dismissed	Resolved / Settled	Total
MTA MNR	12	0	10	0	0	0	22

**EEO DISCRIMINATION COMPLAINT RESOLUTION FROM 1/1/14 TO 12/31/14
INTERNAL**

Agency	Decided In Favor of Agency	Decided In Favor of Complainant	Administrative Closure	Withdrawn	Dismissed	Resolved / Settled	Total
MTA MNR	15	4	7	1	0	2	29

**TITLE VI COMPLAINT RESOLUTION FROM 1/1/14 TO 12/31/14
DETERMINATION**

Agency	Decided In Favor of Agency	Decided In Favor of Complainant	Administrative Closure	Withdrawn	Dismissed	Resolved / Settled	Total
MTA MNR	7	0	5	0	0	0	12

Metro-North Railroad Diversity and Recruitment Strategic Plan 2015 [Efforts to Improve Underutilization]

Metro-North Railroad (“MNR”) has developed an aggressive diversity and outreach recruitment strategy to address the underutilization of females and minorities in its workforce. The results of these efforts will ensure MNR achieves and maintains a diverse workforce population and is seen as an employer of choice in the region. To accomplish this task, Human Resources and Diversity/EEO Departments have partnered and developed a three-prong approach that focuses on outreach, retention and culture shift.

Recruiting and Outreach:

In order to recruit and hire qualified females and minorities, the recruitment staff is committed to participating in and leading events and career fairs that portray a positive image of MNR in order to create the foundation for future recruiting success. The strategies that have proven to be the most effective are those that focus on direct contact and to that end MNR maintains extensive contacts in urban and minority communities and reaches out to high schools, local colleges, female and minority affiliated organizations and elected officials. 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. Our enhanced Internship Program has served as a successful recruitment tool whereby interns have been recruited and hired after successfully completing the Program.

The goal of the recruiting component is to identify and attract talent from a diverse pool and to ensure that every candidate is treated fairly throughout the hiring process. To ensure that diverse pools are reviewed and screened appropriately, hiring managers and search committee members have been provided mandatory training that addresses ethics, hiring processes, EEO issues and interview skills. This training ensures that the application and screening processes are bias-free and that hiring managers do not let their subtle biases or cultural knowledge gaps negatively impact the hiring process.

Retention and Mobility:

Our workforce diversity report shows that middle managers tend to be more diverse than those in executive positions. Therefore, we have developed programs intended to prepare internal applicants for higher level positions. Often the best candidates for specialized managerial positions are internal applicants, but due to the lack of specialized training or certification they are unable to compete for positions they have the experience to perform. The programs include the Associate Engineer Program and the MNR Mentoring Program. Both programs are intended to inspire upward mobility and improve the retention of underrepresented groups. We have also enhanced our career counseling offerings and have expanded those services to agreement employees to assist them in finding higher level positions within MNR.

Culture Shift:

Finally, MNR will only be successful in increasing and maintaining diversity if the organizational culture embraces diversity as an important business necessity. In order to achieve this goal, MNR has instituted mandatory trainings that include diversity awareness and ongoing events that celebrate diversity. These trainings are intended to show MNR employees that their individual qualities and contributions enhance the agency and make it better.

2015 Metro-North Railroad Diversity and Recruitment Strategic Plan

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

- MNR will continue to meet annually with all Metro-North executive and management staff to review the workplace diversity report and progress against goals, and discuss their responsibilities and efforts necessary to ensure that their departments strive to achieve their goals.
- MNR will continue to attend career fairs of regional colleges with historically diverse student populations including CUNY and SUNY colleges as a way to recruit a diverse applicant pool for jobs and internships
- MNR has established a process for following up with contacts made at job fairs, schools, and minority associations to ensure qualified diverse applicants apply for open positions.
- MNR will continue to network with regional offices of minority associations, and attend conventions of minority associations.
- MNR will continue to develop long-term recruitment resources 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.
- MNR will continue to promote and enhance programs intended to promote from within and diversify job groups that have historically been underrepresented by females and minorities. These programs include the Associate Engineer Program and MNR Mentoring Program.
- MNR will continue to conduct mandatory *Diversity Awareness and Equal Opportunity in the Workplace* Training to all Metro-North employees to communicate EEO policies and the value of diversity to MNR.
- MNR expanded upon its successful Internship Program by having a career fair dedicated solely to recruit applicants from historically diverse institutions.
- MNR has established Career Advisement Workshops for agreement employees to prepare them to apply for higher level management positions.
- MNR will continue to conduct mandatory *Recruitment and Hiring Process* trainings to all employees participating in search committees that will instruct committee members on their ethical responsibilities and prepare them to conduct interviews and selections in order to ensure that the hiring process is fair and non-discriminatory.
- MNR will expand its Diversity & Inclusion Ambassador Program wherein each department is represented by an ambassador. Ambassadors are given the tools needed to spread the message of diversity & inclusion through workshops and communications that seek to increase the cultural competency of MNR's workforce and to create a diversity friendly and culturally sensitive workplace.
- MNR will expand its Core Management Training to include a five-hour training module on EEO, Workplace Violence, Diversity, and Critical Thinking/Managerial Responsibility & Liability.



Metro-North Railroad Job/Career Fairs 2014

Name of Organization	Location (City or Borough, State)
Transit Tech High School	Brooklyn, NY
College Wide Career Fair	New York, NY
Marines of Garden City	Garden City, NY
Women in Transportation	Long Island City, NY
Borough of Manhattan Community College	New York, NY
CCNY Mock Interview Day	New York, NY
Hostos College	Bronx, NY
Wounded Warriors Project	Brooklyn, NY
Wounded Warriors Program (x2)	New York, NY
NYC Transit Museum Job Fair	Brooklyn, NY
Hiring Our Heroes	New York, NY
Hofstra University	Hempstead, NY
Mercy College Spring 2014 Career Fair	Dobbs Ferry, NY
STEM – Gateway Community College	New Haven, CT
Vaughn College (x3)	Flushing, NY
MLK SUNY Spring Job Fair	Bronx, NY
Lehman College	Bronx, NY
AARP Foundation	New York, NY
Army PaYS presentation	New York, NY
Rangel Career Fair	New York, NY
Girl Scouts Career and College Success	Rye Brook, NY
Open House – Transit Museum	Brooklyn, NY
Veterans Job Readiness Workshop	Carmel, NY
The WorkPlace	Bridgeport, CT
New Yorker Hotel	New York, NY
Veterans Job Fair	Howard Beach, NY
New York Works Career Expo	Bronx, NY
Transit Museum Procurement Job Fair	Brooklyn, NY
NCOA Military Job	West Point, NY
Work Local First Job Fair Registration Form	Poughkeepsie, NY
Baruch College	New York, NY
2014 - HLPAs Career Expo - New York	New York, NY
LGBT	New York, NY
STEM Career Fair at City College of New York	New York, NY
Manhattan College- STEM	Riverdale, NY
ED Mangano's Career & Mega Job Fair Veterans	Uniondale, NY
Yonkers Chamber of Commerce	Westchester County Center, NY
Yonkers - Saunders Trade School	Yonkers, NY
DeVry	New York City, NY



Metro-North Railroad

SoBro	Bronx, NY
Recruit Westchester	Westchester Hilton, NY
Columbia Engineering Consortium Career Fair	New York, NY
Grace Institute	New York, NY
Bronx Disability Employment Expo	New York, NY
STEVENS College Career Fair	Hoboken, NJ
Goodwillny Operation: GoodJobs	New York, NY

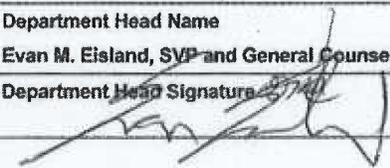
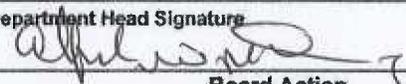
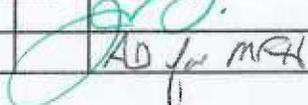
**METRO-NORTH/LONG ISLAND
COMMITTEE**

PROCUREMENTS

FOR BOARD

ACTION

February 25, 2015

Subject Request for Authorization to Award Various Procurements						Date February 25, 2015			
Department Procurement & Logistics - LIRR						Department Law and Procurement - MTACC			
Department Head Name Dennis J. Mahon, Chief Procurement & Logistics Officer						Department Head Name Evan M. Eisland, SVP and General Counsel			
Department Head Signature 						Department Head Signature 			
Department Procurement & Material Management - MNR									
Department Head Name Alfred Muir, Acting Sr. Director, Procurement & Material Management									
Department Head Signature 									
Board Action						Internal Approvals			
Or	To	Date	Approval	Info	Other	Order	Approval	Order	Approval
1	LIRR/MNR/CC Committee	2.23.15	X			X	President, LIRR		
2	MTA Board	2.25.15	X			X	President, MNR		
						X	President, MTACC		

PURPOSE:

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

DISCUSSION:

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

Schedules Requiring Two-Thirds Vote

	<u># of Actions</u>	<u>\$ Amount</u>
Schedule A: Non-Competitive Purchases and Public Work Contracts	2	\$286,550,000
SUBTOTAL:	2	\$286,550,000

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

MTACC proposes to award Non-Competitive procurements in the following None

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

MNR proposes to award Competitive procurements in the following categories:

	<u># of Actions</u>	<u>\$ Amount</u>
Schedule B: Competitive Requests for Proposals (Solicitation of Purchase and Public Work Contracts)	1	TBD
• Request to use RFP		

<u>Schedules Requiring Majority Vote</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule G: Miscellaneous Service Contracts	1	\$92,840
SUBTOTAL:	2	\$92,840
MTACC proposes to award Competitive procurements in the following categories:	None	
LIRR proposes to award Ratifications in the following categories:	None	
MNR proposes to award Ratifications in the following categories:	None	
MTACC proposes to award Ratifications in the following categories:		
	<u># of Actions</u>	<u>\$ Amount</u>
Schedule K: Ratification of Completed Procurement Actions	1	\$2,200,000
SUBTOTAL	1	\$2,200,000
<u>TOTAL:</u>	5	\$288,842,840

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.

FEBRUARY 2015

MTA LONG ISLAND RAIL ROAD

LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote

Schedule A: Non-Competitive Purchases and Public Work Contracts

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

- 1. ASC Telecom, LP** **\$49,817.72**
Sole Source **Not-to-Exceed**
Requisition No: 0000061410

LIRR requests MTA Board approval to award a sole source/Non-Competitive contract to ASC Telecom, LP (ASC) for the addition of a new analog 80 Channel vital voice recorder for radio communications to the existing ASC recording system. Federal Railroad Administration (FRA) regulations mandate the use of recording systems which record and store voice communications from: Train to Train radio, Train to Tower radio, Train to Dispatcher radio, and all tower communications with dispatchers. The new analog recorder will be fully integrated into the existing recording system and will allow end users to seamlessly access voice recordings from a single web-based graphical user interface (GUI) for both analog and IP systems. The existing ASC recording system was installed in September 2012 and has proven to be reliable and maintainable. ASC is the sole company that can integrate the new system into its proprietary recording system being used by LIRR. The Railroad explored whether there were opportunities to “piggy-back” existing contracts with other MTA or NY State agencies but found they were not offered on NYS or MTA contracts. This service is currently listed on the DDCR LIRR Exempt/Excluded List. Accordingly, MWBE Goals do not apply. An advertisement of LIRR’s intent to award a sole source contract was advertised on January 5, 2015; however LIRR received no response from any entity capable of providing this service. The not-to-exceed contract value includes all hardware, software, licenses, project management installation, training and one year warranty. ASC has certified that the pricing offered to MTA is deeply discounted, most favored and normally only available to an authorized ASC reseller. This will result in receipt of a discount equal to the reseller markup (generally 30 – 40%) and therefore is deemed to be fair and reasonable. Funding for this contract is included in LIRR’s operating budget.

- 2. Bombardier, Knorr, Merak and NYAB** **\$286,500,000** *Staff Summary Attached*
Sole Source (OEMs) **Not-to-Exceed**
Contract No. TBD

LIRR, on behalf of itself and MNR (the “Railroads”), requests Board approval to award individual five (5) year Original Equipment Manufacturer (OEM) agreements for spare parts and technical support to Knorr Brake Company, Merak, New York Air Brake (NYAB), and Bombardier in a total not-to-exceed amount of \$286.5M. The Bombardier agreement shall be based on exercising the first of two five-year options set forth in their Material & Technical Support Agreement (MSA), which was approved by the Board in 2009. Combined, these four agreements will provide for the timely acquisition of various OEM spare parts for LIRR’s M-3, C-3 and M-7 railcars and its DE/DM locomotive fleets as well as MNR’s M-2, M-3, M-4, M-6, M-7, M-8 railcars and Genesis diesel locomotive fleets. In addition, the Bombardier option shall provide for continued repair, maintenance and technical support services in support of M-7 railcars.

Schedule A: Non-Competitive Purchases and Public Works

Staff Summary



Item Number: 2

Vendor Name (& Location) Bombardier, Knorr, Merak and NYAB (OEMs)
Description OEM Purchase Agreements for Spare Parts – LIRR & MNR
Contract Term (including Options, if any) 5 Years (March 1, 2015 – March 1, 2020)
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-Competitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: OEM Sole Source

Contact Number TBD	Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Total Amount:	<u>\$286,500,000</u> NTE
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Maintenance of Equipment – Daniel Cleary / Michael Yaeger	
Contract Manager: Carl Cipriano	

Discussion:

LIRR, on behalf of itself and MNR (the “Railroads”), requests Board approval to award individual five (5) year Original Equipment Manufacturer (OEM) agreements for spare parts and technical support to Knorr Brake Company, Merak, New York Air Brake (NYAB), and Bombardier in a total not-to-exceed amount of \$286.5M. The Bombardier agreement shall be based on exercising the first of two five-year options set forth in their Material & Technical Support Agreement (MSA), which was approved by the Board in 2009. Combined, these four agreements will provide for the timely acquisition of various OEM spare parts for LIRR’s M-3, C-3 and M-7 railcars and its DE/DM locomotive fleets as well as MNR’s M-2, M-3, M-4, M-6, M-7, M-8 railcars and Genesis diesel locomotive fleets. In addition, the Bombardier option shall provide for continued repair, maintenance and technical support services in support of M-7 railcars.

Knorr, Merak, NYAB and Bombardier are the sole responsible sources for the parts, repairs and services in connection with major railcar systems and components, such as air brake and HVAC systems that will be provided under these purchase agreements. Other vendors do not have access to the proprietary designs, specifications and drawings for these systems or materials and therefore cannot readily provide these parts and repair services. Under these purchase agreements, the OEMs will supply, on an as needed basis, complete systems, parts, other equipment, technical/field support and repair services as required.

These agreements are required to (i) support the Railroads’ Reliability Centered Maintenance (RCM) programs and (ii) perform unscheduled maintenance and repairs to the Railroads’ fleet of locomotives, coaches and electric cars over a five year period. To maintain a high car reliability and improved customer service through on-time performance, the Railroads must implement their respective RCM programs, which require parts being replaced at prescribed intervals. Additionally, parts required to perform unscheduled maintenance and repairs on the cars are needed to insure safe, reliable and maintainable operation. The next five year period will include major overhauls to trucks, toilets, HVAC and FRA mandated air brake overhauls.

This joint procurement approach utilizes the combined buying power of the two Railroads to achieve most favorable uniform pricing and better supply chain management. Additional benefits are derived through process efficiencies that reduce the number and frequency of small purchase activities. The five year term also assures the Railroads that the OEMs will continue to maintain their tooling and manufacturing capabilities necessary to produce the parts, which are not available from any other sources.

In accordance with MTA All-Agency Procurement Guideline requirements, the Railroads advertised their intent to procure the items under these agreements on a sole source basis in the NYS Contract Reporter, the NY Post and the MTA website. No other firms came forward to express any interest in participating in these procurements.

Schedule A: Non-Competitive Purchases and Public Works

Staff Summary



The chart below provides the estimated not-to-exceed dollar amount anticipated to be expended with each OEM by both LIRR and MNR over the five year term of the purchase agreements. To ensure price reasonableness, the proposed pricing was compared to the previous agreement pricing and was found to be at or below the increases found in the respective Bureau of Labor Statistics database for these commodities. Therefore the proposed pricing is considered fair and reasonable.

<u>Supplier</u>	<u>System</u>	<u>LIRR</u>	<u>MNR</u>	<u>Totals</u>
Bombardier	Trucks, Toilets	\$118M	\$22M	\$140M
Knorr Brake Co.	Air Brakes	\$60M	\$35M	\$95M
Merak	HVAC	\$8M	\$35M	\$43M
New York Air Brake	Air Brakes	\$7M	\$1.5M	\$8.5M
Grand Total:		<u>\$193M</u>	<u>\$93.5M</u>	<u>\$286.5M</u>

The total dollars outlined above are based upon historical data and projected usage. In order to be prepared for possible unscheduled events and occurrences, the Railroads further seek approval to reallocate funds between OEMs under the following limitation; any reallocated amount may not exceed the grand total approved for each railroad herein.

These purchase agreements are funded by each Railroad's Operating Budget.

Schedules Requiring Majority Vote:

G. Miscellaneous Service Contracts

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

2. Arkansas Industrial Computing, Inc. \$92,840 (not-to-exceed)

Upgrade of and Preventative Maintenance and Inspection Services of Press Recorders

Approval is requested for a competitively solicited (one bid received) two year miscellaneous negotiated contract to the firm Arkansas Industrial Computing Inc. (AIC Rail) for the supply, installation and testing of a fully integrated Wheel Shop Management Suite software and hardware turnkey package. These services and system upgrades are for the Croton Harmon Wheel Shop. This package will serve as an upgrade to the current system which has become obsolete. The software shall interface with two existing 600 Ton Granite Fluid Power Wheel Presses and communicate data over an internet based network to meet Wheel Shop Integrated Data Management System requirements. In addition, the software shall also be integrated with existing contractor supplied software modules to communicate with multiple existing wheel shop inspection work stations such as the Wheel Presses, Wheel Boring Mills, Axle Lathes, Gear Box and Bearing Inspection Stations.

The contract also includes preventative maintenance and service to remotely support diagnostic and troubleshooting technical issues for the newly upgraded equipment package.

In accordance with MNR and MTA procurement guidelines, an advertisement for the required services was placed in the New York State Contract Reporter, The New York Post and the minority publications, El Diario and the Daily Challenge and posted on the MNR website. The pricing for this upgrade was deemed fair and reasonable for the level of effort required and compared favorably to MNR's internal estimate. Further, the all-inclusive pricing for the service agreement represents a 32% decrease in the prior prices paid and will be fixed for the two year duration. The total award for this contract is not-to-exceed \$92,840. This procurement is to be funded by the MNR Operating Budget.

Staff Summary

Item Number B					
Dept & Dept Head Name: Procurement & Material Management, Al Muir, Acting Sr. Director					
Division & Division Head Name: Executive - Executive Vice President, Catherine Rinaldi					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	M-N Comm.Mtg.	2-23-15	X		
2	MTA Board Mtg.	2-25-15	X		
Internal Approvals					
Order	Approval	Order	Approval		
X	President	X	V.P. & General Counsel		
X	Sr. V.P. Operations		V.P. Planning		
X	V.P. Finance & IT				
	V.P. Capital Programs				

SUMMARY INFORMATION	
Vendor Name TBD	Contract Number TBD
Description Design, Assembly, and Delivery of an Advanced Metering Infrastructure (AMI) for Heating Fuel	
Total Amount TBD	
Contract Term (including Options, if any) TBD	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

Narrative

I. PURPOSE/RECOMMENDATION:

Approval is requested to use the Request for Proposals (RFP) process to solicit and evaluate proposals from prospective vendors for the design, assembly, and delivery of an Advanced Metering Infrastructure (AMI) for Heating Fuel.

II. DISCUSSION:

To enhance energy efficiency under NYS Executive Order 88 (EO88), MNR is already working with the New York Power Authority to implement an Energy Management Platform (Platform) and an Automated Metering Infrastructure at three MNR facilities (Beacon, Brewster, Grand Central Terminal). The Platform and AMI will meter electric, natural gas, and steam; however, heating fuel sub-meters are not covered, and each agency is responsible for installing its own meters for heating fuel at facilities which meet the criteria for EO88.

Consequently, this solicitation provides for installation of sub-meters for heating fuel at 13 MNR facilities located in New York. The adaptation of this system to the locomotive fueling tanks throughout MNR's operating territory, including those located in the State of Connecticut, shall also be considered under this project as an option. This solicitation will serve as a test/pilot for future MNR AMI projects.

Currently, MNR does not have the ability to track consumption of heating fuel at its facilities and the only means of tracking is through fuel deliveries. However, fuel deliveries only provide information on the quantity of fuel delivered and not the fuel consumed for heat and domestic hot water (DHW). The installation of an AMI would benefit MNR in the following ways:

- Improve MNR's operational efficiency and reduce cost through remote transmission and central retrieval of interval data from underground and aboveground storage fuel storage tanks meter reads. In addition, the system would provide ancillary notifications of high consumption, low consumption, leaks, monitor and piping systems, tampering, and theft of services as well as trending and analysis features for user patterns with time stamp logs.
- Provide MNR with the ability to receive email and text notifications, thereby empowering MNR to control utility usage and cost.

Staff Summary

Overall project work includes engineering surveys, engineering design, procurement, assembly, installation of meters at the tank, piping, testing and commissioning. The adaptation of this system to the locomotive fueling tanks will also be considered under this project as an option.

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

III. D/M/WBE INFORMATION:

TBD-once the scope of work and technical specifications are completed, MNR Procurement will submit them to MTA Department of Diversity & Civil Rights (DDCR) for assignment of any possible goals.

IV. IMPACT ON FUNDING:

TBD - However, this project is projected to realize savings thorough the efficiencies of electronically monitoring and managing of heating fuel.

V. ALTERNATIVES:

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

FEBRUARY 2015

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. | Tutor Perini Corporation
Contract No. CQ032
Modification No. 59 | \$2,200,000 | <u>Staff Summary Attached</u> |
|-----------|--|--------------------|--------------------------------------|

Pursuant to Article IX of the MTA All-Agency Procurement Guidelines, MTACC requests Board ratification of a contract modification to add the construction of a duct bench in the Bellmouth Tunnel.

Schedule K: Ratification of Computed Procurement Actions



Item Number 1

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) 1,653 days
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:
Requesting Dept/Div & Dept/Div Head Name: East Side Access, W. Goodrich, P.E.

Contract Number	AWO/Modification #
CQ032	59
Original Amount:	\$ 147,377,000
Prior Modifications:	\$ 76,108,574
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 223,485,574
This Request	\$ 2,200,000
% of This Request to Current Amount:	% 0.98%
% of Modifications (including This Request) to Original Amount:	% 53.13%

Discussion:

The work under this Contract is for the structural and architectural rehabilitation to existing facilities along the existing 63rd Street Tunnel as well as construction of 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 ratification of a contract modification to add the construction of a duct bench in the Bellmouth Tunnel. This is a scope and budget transfer.

The construction of the duct bench (from (STA 1172+21 to STA 1173+51) in the Bellmouth was originally planned as part of future Contract CM012A. However, the CS179 Contractor is scheduled to begin the installation of cables in the conduits and troughs of the duct bench in the Bellmouth in June 2015 so the duct benches must be constructed now.

The work cannot be added to the CS179 Contract because that contract does not have duct bench civil work in its scope and the contractor will not be mobilized in the Bellmouth in time to perform this work. Conversely, the CQ032 contractor is currently mobilized on-site in the Bellmouth, is performing duct bench work under its Contract and can complete the work in time for the CS179 contractor to perform its installation work in the Bellmouth.

The Contractor submitted a cost proposal in the amount of \$2,391,852 while MTACC’s estimate for the Work is \$2,137,945. Negotiations were held and the parties agreed to the amount of \$2,200,000 which is considered to be fair and reasonable. There is no time impact to the Contract. The budget for this work will be transferred from CM012A.

To maintain the scheduled installation of cables in the conduits and troughs of the duct bench in the Bellmouth, a retroactive memorandum was approved by the MTACC President and on January 28, 2015, and the CQ032 Contractor was directed to proceed with installation of the duct bench at a not-to-exceed amount of \$750,000. Authorization to proceed with the remainder of the work under this modification will be given upon Board ratification of this modification.



LONG ISLAND RAIL ROAD

A graphic featuring a grid of dotted lines. A large, bold, black text "MONTHLY OPERATING REPORT" is centered within the grid. The text has a slight drop shadow. The grid lines are also dotted and form a rectangular frame around the text.

MONTHLY OPERATING REPORT

January 2015

Patrick Nowakowski
President

02/23/15 *****



**OPERATING REPORT
FOR MONTH OF JANUARY 2015**

Performance Summary			2015 Data			2014 Data	
			Annual	YTD thru		YTD thru	
			Goal	Jan	Jan	Jan	Jan
On Time Performance	System	Overall	94.0%	90.3%	90.3%	87.9%	87.9%
	<i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>						
		AM Peak		84.5%	84.5%	85.8%	85.8%
		PM Peak		83.6%	83.6%	77.6%	77.6%
		Total Peak		84.0%	84.0%	81.9%	81.9%
		Off Peak Weekday		89.8%	89.8%	87.1%	87.1%
		Weekend		96.7%	96.7%	95.7%	95.7%
	Babylon Branch	Overall	93.9%	89.9%	89.9%	84.5%	84.5%
		AM Peak		85.4%	85.4%	85.4%	85.4%
		PM Peak		81.6%	81.6%	63.8%	63.8%
		Total Peak		83.6%	83.6%	75.7%	75.7%
		Off Peak Weekday		89.6%	89.6%	84.2%	84.2%
		Weekend		98.4%	98.4%	96.9%	96.9%
	Far Rockaway Branch	Overall	96.6%	94.1%	94.1%	93.6%	93.6%
		AM Peak		83.7%	83.7%	86.6%	86.6%
		PM Peak		91.2%	91.2%	87.7%	87.7%
		Total Peak		87.1%	87.1%	87.1%	87.1%
		Off Peak Weekday		94.3%	94.3%	93.7%	93.7%
		Weekend		99.2%	99.2%	98.9%	98.9%
	Huntington Branch	Overall	92.5%	88.0%	88.0%	86.7%	86.7%
		AM Peak		81.4%	81.4%	88.1%	88.1%
		PM Peak		79.3%	79.3%	77.1%	77.1%
		Total Peak		80.4%	80.4%	82.8%	82.8%
		Off Peak Weekday		85.9%	85.9%	84.0%	84.0%
		Weekend		94.9%	94.9%	92.9%	92.9%
	Hempstead Branch	Overall	96.5%	94.0%	94.0%	92.7%	92.7%
		AM Peak		89.5%	89.5%	91.6%	91.6%
		PM Peak		91.2%	91.2%	84.8%	84.8%
		Total Peak		90.3%	90.3%	88.4%	88.4%
		Off Peak Weekday		92.9%	92.9%	91.9%	91.9%
		Weekend		98.4%	98.4%	97.2%	97.2%
	Long Beach Branch	Overall	95.9%	90.4%	90.4%	90.8%	90.8%
		AM Peak		85.1%	85.1%	89.0%	89.0%
		PM Peak		84.7%	84.7%	85.7%	85.7%
		Total Peak		84.9%	84.9%	87.4%	87.4%
		Off Peak Weekday		89.4%	89.4%	89.0%	89.0%
		Weekend		96.9%	96.9%	97.5%	97.5%
	Montauk Branch	Overall	90.8%	88.3%	88.3%	86.4%	86.4%
		AM Peak		84.2%	84.2%	82.9%	82.9%
		PM Peak		80.9%	80.9%	80.1%	80.1%
		Total Peak		82.5%	82.5%	81.5%	81.5%
		Off Peak Weekday		86.1%	86.1%	85.7%	85.7%
		Weekend		96.5%	96.5%	92.0%	92.0%
	Oyster Bay Branch	Overall	94.1%	92.7%	92.7%	88.1%	88.1%
		AM Peak		91.7%	91.7%	88.7%	88.7%
		PM Peak		81.6%	81.6%	74.6%	74.6%
		Total Peak		87.0%	87.0%	82.2%	82.2%
		Off Peak Weekday		93.3%	93.3%	89.7%	89.7%
		Weekend		97.7%	97.7%	91.5%	91.5%

Performance Summary		2015 Data			2014 Data	
		Annual	YTD thru		YTD thru	
		Goal	Jan	Jan	Jan	Jan
Port Jefferson Branch	Overall	90.9%	86.1%	86.1%	82.9%	82.9%
	AM Peak		78.3%	78.3%	82.2%	82.2%
	PM Peak		85.0%	85.0%	74.4%	74.4%
	Total Peak		81.4%	81.4%	78.6%	78.6%
	Off Peak Weekday		84.3%	84.3%	79.2%	79.2%
	Weekend		93.3%	93.3%	94.0%	94.0%
Port Washington Branch	Overall	95.3%	91.6%	91.6%	90.4%	90.4%
	AM Peak		87.7%	87.7%	85.4%	85.4%
	PM Peak		80.1%	80.1%	78.7%	78.7%
	Total Peak		83.8%	83.8%	81.9%	81.9%
	Off Peak Weekday		91.0%	91.0%	90.2%	90.2%
	Weekend		98.9%	98.9%	98.6%	98.6%
Ronkonkoma Branch	Overall	91.6%	86.8%	86.8%	83.8%	83.8%
	AM Peak		78.7%	78.7%	79.2%	79.2%
	PM Peak		85.2%	85.2%	82.9%	82.9%
	Total Peak		81.7%	81.7%	81.0%	81.0%
	Off Peak Weekday		88.0%	88.0%	81.4%	81.4%
	Weekend		90.6%	90.6%	92.8%	92.8%
West Hempstead Branch	Overall	95.8%	93.8%	93.8%	91.2%	91.2%
	AM Peak		87.4%	87.4%	91.6%	91.6%
	PM Peak		88.6%	88.6%	83.3%	83.3%
	Total Peak		88.0%	88.0%	87.1%	87.1%
	Off Peak Weekday		94.4%	94.4%	93.5%	93.5%
	Weekend		99.0%	99.0%	100.0%	100.0%
Operating Statistics	Trains Scheduled		20,225	20,225	20,237	20,237
	Avg. Delay per Late Train (min) <small>excluding trains canceled or terminated</small>		-13.1	-13.1	-12.8	-12.8
	Trains Over 15 min. Late <small>excluding trains canceled or terminated</small>		381	381	465	465
	Trains Canceled		310	310	146	146
	Trains Terminated		124	124	115	115
	Percent of Scheduled Trips Completed		97.9%	97.9%	98.7%	98.7%
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>	AM Peak		98.4%			
	PM Peak		97.5%			
	Total Peak		97.9%			



**OPERATING REPORT
FOR MONTH OF JANUARY 2015**

Categories Of Delay		2015 Data			2014 Data		YTD 2014 Vs 2015
		December	January	YTD Thru January	January	YTD Thru January	
Late Train Incidents	National Rail Passenger Corp	236	222	222	326	326	(104)
	Capital Programs	138	1	1	37	37	(36)
	Engineering	111	214	214	317	317	(103)
	Penn Station Central Control	57	7	7	50	50	(43)
	Maintenance of Equipment	104	164	164	113	113	51
	* Other / Miscellaneous	255	136	136	219	219	(83)
	**Public	790	406	406	558	558	(152)
	Transportation	52	13	13	15	15	(2)
	Vandalism	74	28	28	45	45	(17)
	Weather and Environmental	58	769	769	765	765	4
	Maintenance of Way (Sched.)	36	6	6	4	4	2

** Other/Miscellaneous includes incidents that were a direct result of external factors causing disruption to LIRR operations*

*** Public includes incidents that were a direct result of factors involving the following: Trespassers, Motor Vehicles, Loading, Disorderly or Dispute Situations, etc.*

EVENTS RESULTING IN 10 or MORE LATE (L), CANCELED (C) OR TERMINATED (T) 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
1/6	Tues	Signal trouble at Lead Interlocking due to extreme cold weather	15	1								15	1	
1/6	Tues	Signal trouble at Lead Interlocking due to extreme cold weather	15	1								15	1	
1/6	Tues	Train 1103 assisting wheel chair customer	12									12		
1/6	Tues	Slow weather loading system wide				11			12			23		
1/7	Wed	Unable to close Wreck Lead Bridge due to extreme cold									11			11
1/7	Wed	Slow weather loading system wide				6			6			12		
1/7	Wed	Switch trouble at Brook Interlocking due to extreme cold weather				14	1	1	5			19	1	1
1/8	Thurs	Tipped third rail east of Rocky Interlocking	34	7	1				29	1		63	8	1
1/8	Thurs	Defective insulated joint west of Divide Interlocking	22									22		
1/9	Fri	Train 5761 canceled in Babylon with equipment trouble				15	4		7	2	1	22	6	1
1/9	Fri	Broken crossing gate at New Hyde Park Road	21						12			33		
1/12	Mon	Switch trouble in Brook 1 and Brook 2 Interlocking	9		1				6			15		1
1/13	Tues	Amtrak related Fire at the west end of Penn Station	28	1	9				9			37	1	9
1/14	Wed	Switch trouble in Harold Interlocking	2						8			10		
1/15	Thurs	Amtrak pull box obstruction in Line 3				38	13		11	2	14	49	15	14
1/16	Fri	Bridge strike east of Merillon Avenue Station				7			5			12		
1/21	Wed	Amtrak related power outage in Harold Interlocking				31	3		10			41	3	
1/26	Mon	Winter storm Juno				57	10		96	26		153	36	
1/27	Tues	Winter storm Juno							35	105	28	35	105	28
1/28	Wed	Winter storm Juno	98	11	4	1	1		77	16	11	176	28	15
1/28	Wed	Switch trouble at Harold Interlocking				47	4		8			55	4	
1/29	Thurs	Track circuit failure west of CI Interlocking due to a broken rail	5						4	3	4	9	3	4
1/29	Thurs	Residual snow damage system wide	1			1	1	1	9			11	1	1
1/30	Fri	Train 1056 struck debris at Seaford Station				10	3		3	2		13	5	
1/31	Sat	Train 8094 struck debris in Divide Interlocking							11	7		11	7	
TOTAL FOR MONTH			262	21	15	238	40	2	363	164	69	863	225	86
												1174		

Long Island Rail Road

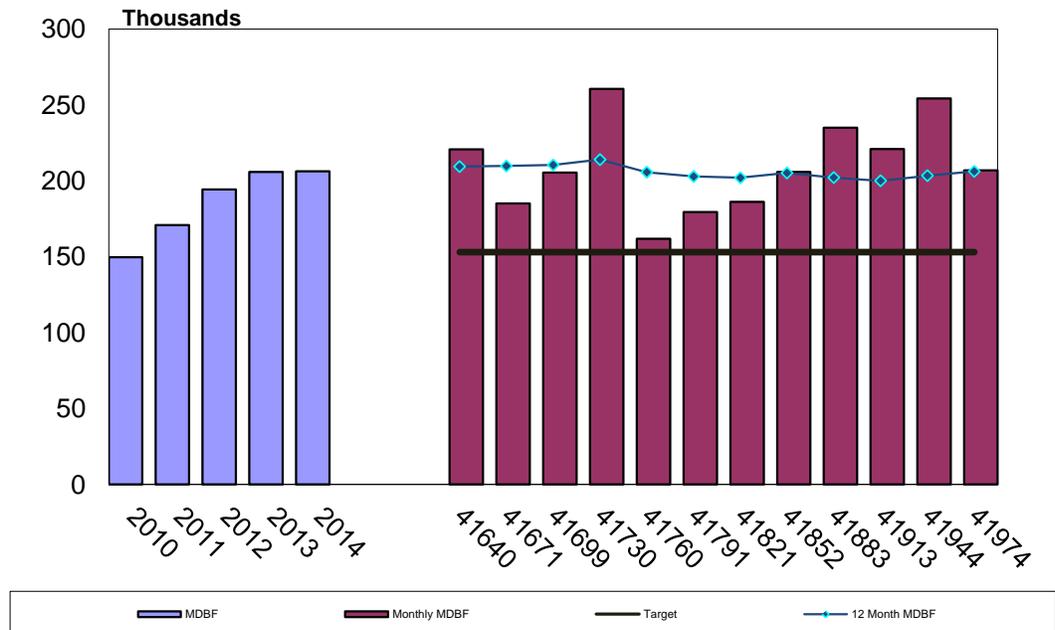
MEAN DISTANCE BETWEEN FAILURES

	Equip- ment Type	Total Fleet Size	2014 Data					2013 Data		
			MDBF Goal (miles)	December MDBF (miles)	December No. of Primary Failures	YTD MDBF thru December (miles)	12 month MDBF Rolling Avg (miles)	December MDBF (miles)	December No. of Primary Failures	YTD MDBF thru December (miles)
Mean	M-3	150	55,000	75,226	8	94,557	94,557	73,419	8	91,468
Distance	M-7	836	355,000	486,968	11	483,122	483,122	515,409	10	467,673
Between Failures	DM	21	18,000	73,780	1	24,839	24,839	17,698	4	24,534
	DE	24	18,000	12,877	7	23,700	23,700	17,889	5	19,608
	C-3	134	75,000	118,370	6	83,040	83,040	67,800	10	104,731
	Diesel	179	45,000	62,438	14	57,100	57,100	44,118	19	59,945
Fleet	1,165	153,000	207,048	33	206,226	206,226	177,829	37	205,890	

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

2010 - 2014





Standee Report

East Of Jamaica

			2014 Data	
			January	
			AM Peak	PM Peak
Daily	Babylon Branch	Program Standees	0	0
		Add'l Standees	6	14
Average		Total Standees	6	14
	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Huntington Branch	Program Standees	60	0
		Add'l Standees	17	7
		Total Standees	77	7
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	21	0
		Total Standees	21	0
	Long Beach Branch	Program Standees	0	0
		Add'l Standees	1	0
		Total Standees	1	0
	Montauk Branch	Program Standees	0	0
		Add'l Standees	5	0
		Total Standees	5	0
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Port Jefferson Branch	Program Standees	0	0
		Add'l Standees	6	0
		Total Standees	6	0
	Port Washington Branch	Program Standees	0	0
		Add'l Standees	32	81
		Total Standees	32	81
	Ronkonkoma Branch	Program Standees	0	0
		Add'l Standees	24	59
		Total Standees	24	59
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
System Wide PEAK			172	160

Definitions

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

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

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

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

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



Standee Report

West Of Jamaica

		2014 Data		
		January		
		AM Peak	PM Peak	
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	30	33
		Total Standees	30	33
	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	1	0
		Total Standees	1	0
	Huntington Branch	Program Standees	0	0
		Add'l Standees	6	105
		Total Standees	6	105
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	16	47
		Total Standees	16	47
	Long Beach Branch	Program Standees	18	0
		Add'l Standees	13	0
		Total Standees	31	0
	Montauk Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Port Jefferson Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Port Washington Branch	Program Standees	0	0
		Add'l Standees	32	81
		Total Standees	32	81
	Ronkonkoma Branch	Program Standees	0	0
		Add'l Standees	25	58
		Total Standees	25	58
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	8	0
		Total Standees	8	0
		System Wide PEAK	149	323

Definitions

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

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

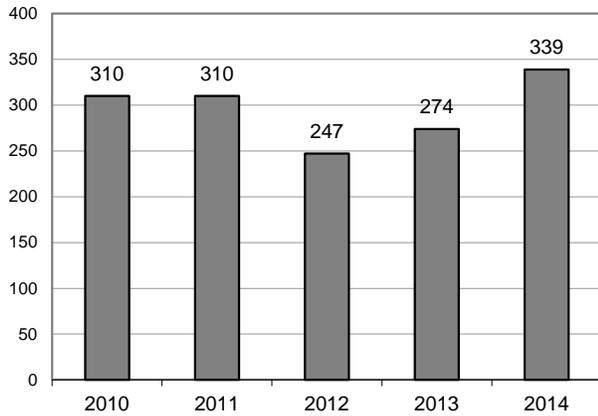
"Additional Standees" reflect the impact of reduced train car consists (as reported in the weekday equipment reports).

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

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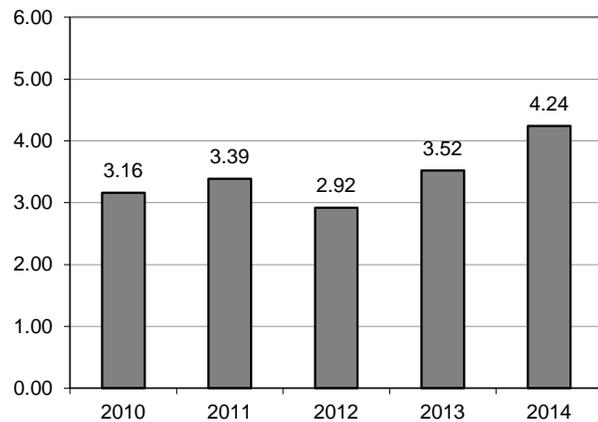
MTA Long Island Rail Road Summary of Employee Injuries through December 2014



Total Employee Injuries

Year	Total
2010	310
2011	310
2012	247
2013	274
2014	339

% change from last year: 23.7%



Employee FRA Reportable Injuries

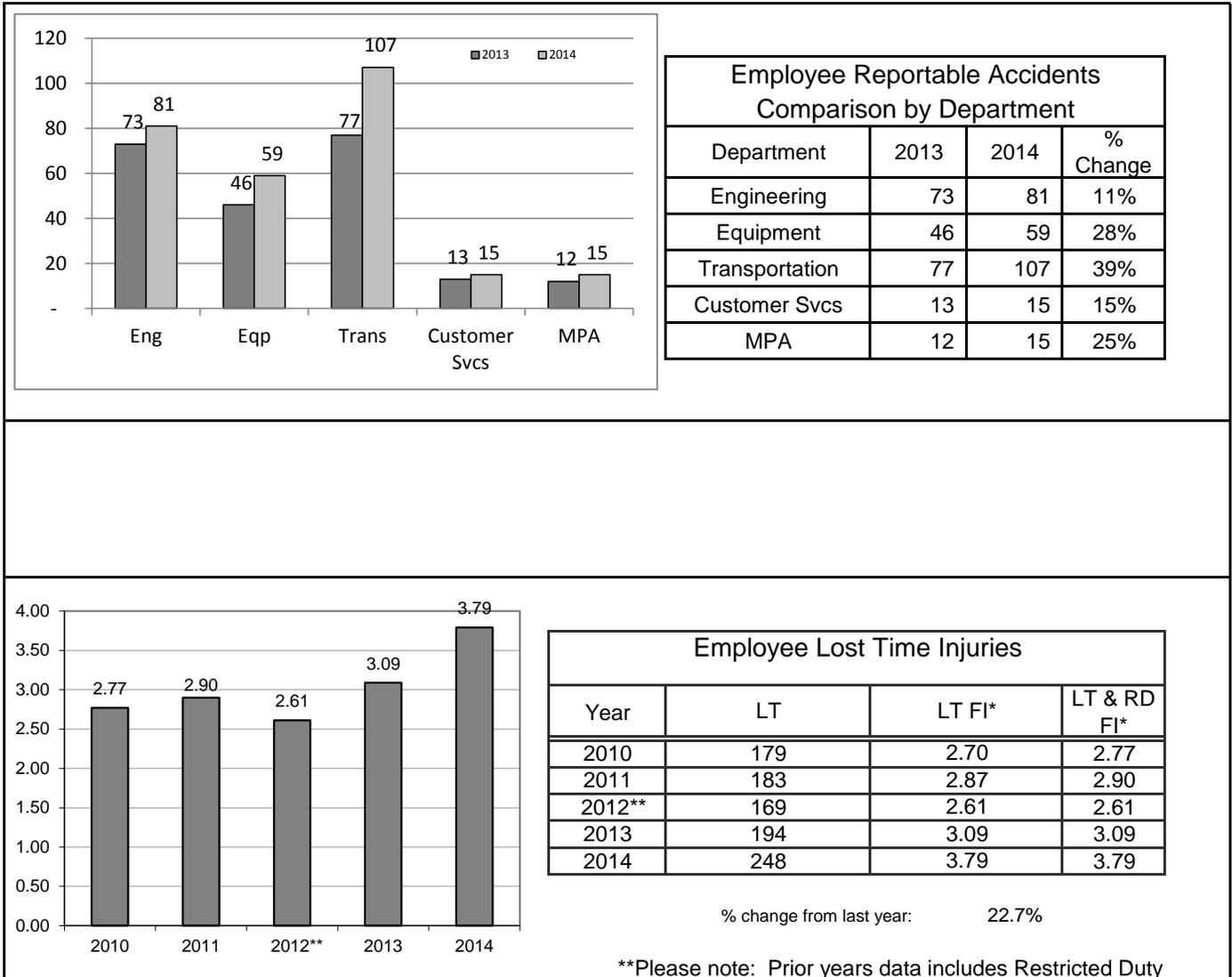
Year	Total	FRA FI*
2010	210	3.16
2011	216	3.39
2012	189	2.92
2013	221	3.52
2014	277	4.24

% change from last year: 20.5%

* Federal Railroad Administration Frequency Index

* - Injuries per 200,000 hours worked

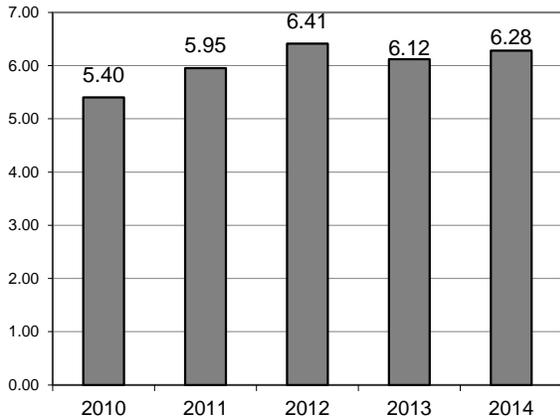
MTA Long Island Rail Road Summary of Employee Injuries through December 2014



* - Injuries per 200,000 hours worked



MTA Long Island Rail Road Summary of Customer Injuries through December 2014

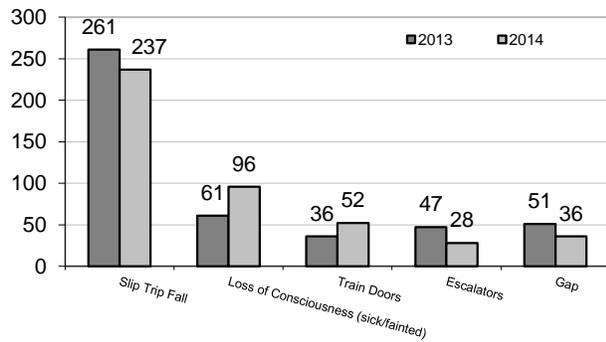


Total Customer Injuries

Year	Total	FI**
2010	440	5.40
2011	483	5.95
2012	524	6.41
2013	510	6.12
2014	539	6.28

% change from last year: 2.6%

**Injuries per 1,000,000 rides



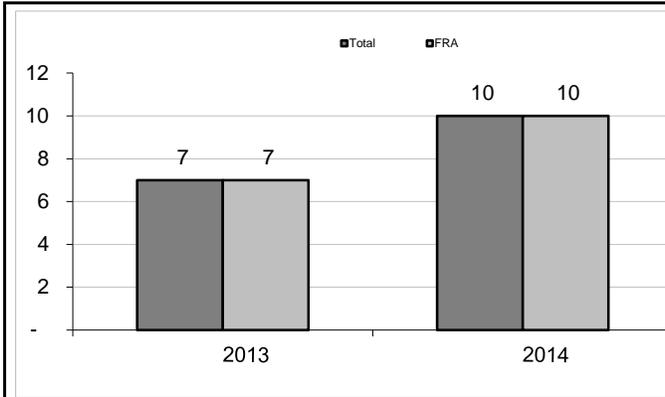
Top 5 Customer Injuries by Type

Year	Slip Trip Fall	Loss of Consciousness (sick/fainted)	Train Doors	Escalators	Gap
2013	261	61	36	47	51
2014	237	96	52	28	36



MTA Long Island Rail Road

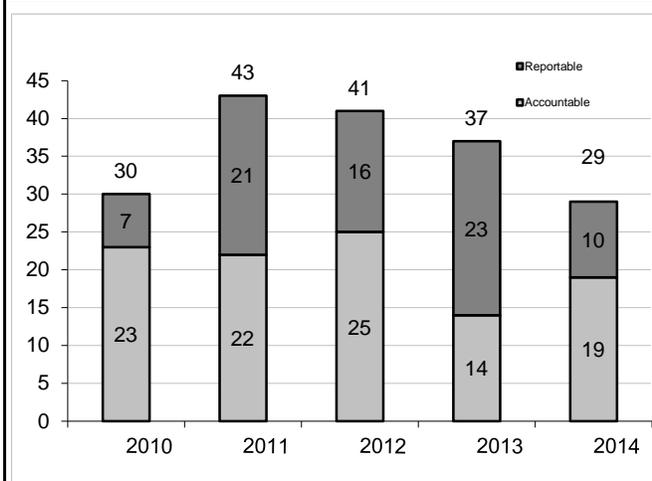
Summary of Contractor Injuries, Train Accidents & T.R.A.C.K.S. through December 2014



Contractor Injuries

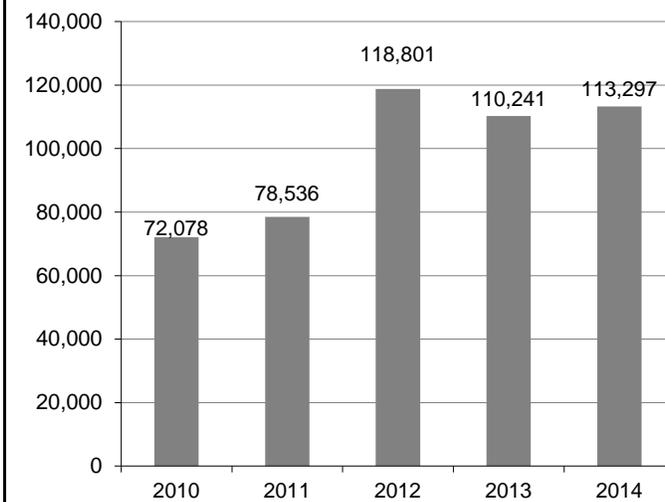
Year	Total	FRA Rpt.
2013	7	7
2014	10	10

% change from last year: 42.9%



Train Accidents

Year	Accountable	Reportable
2010	23	7
2011	22	21
2012	25	16
2013	14	23
2014	19	10



Community Education and Outreach
(Including T.R.A.C.K.S.)
2010 - 2014 Year to Date January - December

Total Participants

Year	Total
2010	72,078
2011	78,536
2012	118,801
2013	110,241
2014	113,297



Long Island Rail Road

Monthly Financial Report

2014 FINAL ESTIMATE VS. PRELIMINARY ACTUAL

MTA LONG ISLAND RAIL ROAD

December Ridership and Financial Report

Executive Summary

Ridership

- During the month of December, total ridership was 7.6 million, which was 3.1% higher than December 2014 (adjusted for same number of work days) and 3.1% above the final estimate.
 - 2014 total ridership through December was 85.9 million. This was 3.0% higher than 2013 (adjusted for same number of calendar work days) and 0.9% higher than the 2014 final estimate.
 - Through December 2014, commutation ridership was 2.6% higher than 2013 (work day adjusted) and 0.9% higher than the 2014 final estimate.
 - Through December 2014, non-commutation ridership was 3.5% higher than 2013 and 0.9% above the final estimate.
-

Revenues

- Farebox revenue through December totaling \$658.8 million was \$3.6 million above the final estimate due to higher ridership, partially offset by lower yield per passenger.
- Capital & Other Revenue of \$330.0 million was \$16.2 million higher than the final estimate due to capital and other reimbursements associated with retroactive wage adjustments and timing of capital activity, partially offset by other operating revenue and vacant reimbursable positions.
- In summary, total LIRR revenue of \$988.8 million was \$19.8 million higher than the final estimate.

Expenses

- Through December, total expenses of \$2,104.2 million were \$82.9 million less than the final estimate.
- Straight-time payroll spending was \$15.7 million less than final estimate due to the existence of vacant positions, lower accruals for retroactive wage adjustments and lower rates. At the end of December, 153 of 7,061 positions were vacant. These vacancies consisted primarily of management/supervisory.
- Year-to-date overtime hours worked was 2.1%, or 49,125 hours higher than the final estimate primarily as a result of reimbursable, which was 80,700 hours over final estimate, and maintenance, which were 32,225 over final estimate. This was partially offset by lower weather-related, which was 41,800 below final estimate, and unscheduled service, which was 36,000 below final estimate.
- Year-to-date overtime hours increased by 11.4% in 2014 compared to 2013 due to weather, maintenance and reimbursable overtime.
- Other variances are primarily timing related.

Financial Performance Measures

- Through December, the Adjusted Farebox Operating Ratio was 55.6%, which is favorable to final estimate due to lower expenses and higher revenue.
- Through December, the Adjusted Cost per Passenger was \$14.83, which is lower than final estimate due to lower expenses and higher ridership.
- Through December, the Revenue per Passenger was \$7.70, which is slightly lower than final estimate.

FINANCIAL REPORT
(\$ In Millions)
For the Month Ending December 31, 2014

REVENUE

Year-end **Total Revenues** (including Capital and Other Reimbursements) of \$988.8 were \$19.8 million or 2.0% favorable to the final estimate.

- Year-end **Farebox Revenues** were \$3.6 favorable to the final estimate due to higher ridership, partially offset by lower yield per passenger.
- Year-end **Other Operating Revenues** were \$(1.3) unfavorable due to timing of federal reimbursements for NEMO.
- Year-end **Capital and Other Reimbursements** were \$17.5 favorable to the final estimate due to retroactive wage adjustments and timing of capital activity.

OPERATING EXPENSES

Year-end **Total Expenses** (including depreciation and other) of \$2,104.2 were favorable to the final estimate by \$82.9 or 3.8%.

Labor Expenses, \$31.6 favorable to the final estimate.

- **Payroll**, \$15.7 favorable (primarily vacant positions, lower Retroactive Wage Adjustment accruals, rates and lower retiree/sick payments).
- **Overtime**, \$(3.6) unfavorable (primarily capital project activity, Retroactive Wage Adjustments, higher right-of-way maintenance and vacancy/absentee coverage, partially offset by lower weather-related overtime, unscheduled service and revenue service vehicle maintenance).
- **Health & Welfare**, \$0.2 favorable (primarily vacant positions).
- **OPEB Current Payment**, \$1.9 favorable (fewer retirees/beneficiaries).
- **Pension**, \$14.3 favorable (currently understated and will be adjusted closer to final estimate in future post close).
- **Other Fringe**, \$3.1 favorable for the month (lower FELA Indemnity payments and Railroad Retirement Taxes).

Non-Labor Expenses, \$40.6 favorable to the final estimate.

- **Electric Power**, \$7.2 favorable (primarily lower rates).
- **Fuel**, \$1.8 favorable (lower rates and consumption).
- **Insurance**, \$0.3 favorable (lower Force Account Insurance, partially offset by higher Property Insurance).
- **Claims**, \$0.1 favorable (timing).
- **Maintenance and Other Operating Contracts**, \$2.2 favorable (primarily timing of security related expenses, parking garage, elevator/escalator maintenance, communications, joint facilities and general maintenance).
- **Professional Services**, \$5.9 favorable (primarily lower and timing of IT related expenses, outside services, various professional service contracts and MTA chargebacks).
- **Materials and Supplies**, \$21.0 favorable (primarily delayed rolling stock modifications, reliability centered maintenance activity, lower running repair and timing of capital project activity and miscellaneous inventory adjustments).
- **Other Business Expenses**, \$2.1 favorable (primarily prior period accrual reversals for Superstorm Sandy and timing of miscellaneous expenses).

Depreciation and Other, \$10.7 favorable (primarily favorable depreciation and Other Post Employee Benefits).

FAREBOX OPERATING RATIO

The year-end Farebox Operating Ratio was 45.9%, 0.4 percentage points above year-to-date November and 2.9 percentage points above the final estimate resulting from lower expenses and higher revenue. The adjusted year-end Farebox Operating Ratio was 55.6%. 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.

MTA LONG ISLAND RAIL ROAD
2014 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
(\$ in millions)

	2014			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	2014 Adopted Budget		Final Estimate	
				\$	%	\$	%
NON-REIMBURSABLE							
Revenue							
Farebox Revenue	\$647.391	\$655.181	\$658.781	\$11.390	1.8	\$3.600	0.5
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	54.399	50.797	49.543	(4.856)	(8.9)	(1.254)	(2.5)
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	-	0.000	-
Total Revenue	\$701.790	\$705.978	\$708.324	\$6.534	0.9	\$2.346	0.3
Expenses							
Labor:							
Payroll	\$452.200	\$565.970	\$545.157	(\$92.957)	(20.6)	\$20.813	3.7
Overtime	92.755	128.835	125.468	(32.713)	(35.3)	3.367	2.6
Health and Welfare	103.356	93.500	92.340	11.016	10.7	1.160	1.2
OPEB Current Payment	66.731	58.563	56.653	10.078	15.1	1.910	3.3
Pensions	171.753	180.416	162.056	9.697	5.6	18.360	10.2
Other Fringe Benefits	116.353	121.275	116.576	(0.223)	(0.2)	4.699	3.9
Reimbursable Overhead	(26.094)	(27.313)	(28.307)	2.213	8.5	0.994	3.6
Total Labor Expenses	\$977.054	\$1,121.246	\$1,069.943	(\$92.889)	(9.5)	\$51.303	4.6
Non-Labor:							
Electric Power	\$103.755	\$108.848	\$101.661	\$2.094	2.0	\$7.187	6.6
Fuel	30.707	29.335	27.553	3.154	10.3	1.782	6.1
Insurance	25.343	23.073	23.378	1.965	7.8	(0.305)	(1.3)
Claims	4.156	3.863	3.734	0.422	10.2	0.129	3.3
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	71.551	61.736	59.482	12.069	16.9	2.254	3.7
Professional Service Contracts	39.583	33.403	25.521	14.062	35.5	7.882	23.6
Materials & Supplies	126.508	121.696	104.471	22.037	17.4	17.225	14.2
Other Business Expenses	15.667	12.238	9.984	5.683	36.3	2.254	18.4
Total Non-Labor Expenses	\$417.270	\$394.192	\$355.784	\$61.486	14.7	\$38.408	9.7
Other Expense Adjustments:							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenses Before Depreciation	\$1,394.324	\$1,515.438	\$1,425.727	(\$31.403)	(2.3)	\$89.711	5.9
Depreciation	\$311.549	\$333.377	\$323.849	(\$12.300)	(3.9)	\$9.528	2.9
Other Post Employee Benefits	84.513	71.780	70.128	14.385	17.0	1.652	2.3
Environmental Remediation	2.000	3.600	4.070	(2.070)	*	(0.470)	(13.1)
Total Expenses	\$1,792.386	\$1,924.195	\$1,823.775	(\$31.389)	(1.8)	\$100.420	5.2
Net Surplus/(Deficit) <i>(Excluding Subsidies and Debt Service)</i>	(\$1,090.596)	(\$1,218.217)	(\$1,115.451)	(\$24.855)	(2.3)	\$102.766	8.4
<i>Cash Depreciation Adjustments</i>							
Depreciation	311.549	333.377	323.849	\$12.300	3.9	(\$9.528)	(2.9)
Operating/Capital	(33.575)	(13.525)	(14.973)	18.602	55.4	(1.447)	(10.7)
Other Cash Adjustments	79.000	100.952	(3.745)	(82.745)	*	(104.697)	*
Total Cash Conversion Adjustments	\$356.974	\$420.804	\$305.132	(\$51.842)	(14.5)	(\$115.672)	(27.5)
Net Cash Surplus/(Deficit)	(\$733.622)	(\$797.413)	(\$810.319)	(\$76.697)	(10.5)	(\$12.906)	(1.6)

Totals may not add due to rounding

MTA LONG ISLAND RAIL ROAD
2014 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
(\$ in millions)

REIMBURSABLE	2014			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	2014 Adopted Budget		Final Estimate	
				\$	%	\$	%
Revenue							
Farebox Revenue							
Vehicle Toll Revenue							
Other Operating Revenue							
Capital and Other Reimbursements	280.084	262.957	280.445	0.361	0.1	17.488	6.7
Total Revenue	\$280.084	\$262.957	\$280.445	\$0.361	0.1	\$17.488	6.7
Expenses							
Labor:							
Payroll	\$90.101	\$84.192	\$89.342	\$0.759	0.8	(\$5.150)	(6.1)
Overtime	15.326	20.806	27.778	(12.452)	(81.2)	(6.972)	(33.5)
Health and Welfare	16.152	17.082	18.020	(1.868)	(11.6)	(0.938)	(5.5)
OPEB Current Payment	0.000	0.000	0.000	0.000	-	0.000	-
Pensions	21.505	27.184	31.202	(9.697)	(45.1)	(4.018)	(14.8)
Other Fringe Benefits	19.453	18.335	19.984	(0.531)	(2.7)	(1.649)	(9.0)
Reimbursable Overhead	26.094	27.313	28.307	(2.213)	(8.5)	(0.994)	(3.6)
Total Labor Expenses	\$188.631	\$194.912	\$214.632	(\$26.001)	(13.8)	(\$19.720)	(10.1)
Non-Labor:							
Electric Power	\$0.046	\$0.544	\$0.545	(\$0.499)	*	(\$0.001)	(0.2)
Fuel	0.000	0.000	0.000	0.000	-	0.000	-
Insurance	5.598	5.010	4.418	1.180	21.1	0.592	11.8
Claims	0.000	0.000	0.000	0.000	-	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	13.890	12.165	12.176	1.714	12.3	(0.011)	0.0
Professional Service Contracts	8.335	5.449	7.416	0.919	11.0	(1.967)	(36.1)
Materials & Supplies	62.178	44.215	40.391	21.787	35.0	3.824	8.6
Other Business Expenses	1.406	0.662	0.866	0.540	38.4	(0.204)	(30.8)
Total Non-Labor Expenses	\$91.453	\$68.045	\$65.813	\$25.640	28.0	\$2.232	3.3
Other Expense Adjustments:							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenses Before Depreciation	\$280.084	\$262.957	\$280.445	(\$0.361)	(0.1)	(\$17.488)	(6.7)
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Other Post Employee Benefits	0.000	0.000	0.000	0.000	-	0.000	-
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenses	\$280.084	\$262.957	\$280.445	(\$0.361)	(0.1)	(\$17.488)	(6.7)
Net Surplus/(Deficit) <i>(Excluding Subsidies and Debt Service)</i>	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
<i>Cash Depreciation Adjustments</i>							
Depreciation	0.000	0.000	0.000	\$0.000	-	\$0.000	-
Operating/Capital	0.000	0.000	0.000	0.000	-	0.000	-
Other Cash Adjustments	0.000	0.000	0.000	0.000	-	0.000	-
Total Cash Conversion Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Net Cash Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-

Totals may not add due to rounding

MTA LONG ISLAND RAIL ROAD
2014 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
(\$ in millions)

NON-REIMBURSABLE/ REIMBURSABLE	2014			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	2014 Adopted Budget		Final Estimate	
				\$	%	\$	%
Revenue							
Farebox Revenue	\$647.391	\$655.181	\$658.781	\$11.390	1.8	\$3.600	0.5
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	54.399	50.797	49.543	(4.856)	(8.9)	(1.254)	(2.5)
Capital and Other Reimbursements	280.084	262.957	280.445	0.361	0.1	17.488	6.7
Total Revenue	\$981.874	\$968.935	\$988.769	\$6.895	0.7	\$19.834	2.0
Expenses							
Labor:							
Payroll	\$542.301	\$650.162	\$634.498	(\$92.197)	(17.0)	\$15.664	2.4
Overtime	108.081	149.641	153.246	(45.165)	(41.8)	(3.605)	(2.4)
Health and Welfare	119.508	110.582	110.360	9.148	7.7	0.222	0.2
OPEB Current Payment	66.731	58.563	56.653	10.078	15.1	1.910	3.3
Pensions	193.258	207.600	193.258	0.000	0.0	14.342	6.9
Other Fringe Benefits	135.806	139.610	136.560	(0.754)	(0.6)	3.050	2.2
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
Total Labor Expenses	\$1,165.685	\$1,316.158	\$1,284.575	(\$118.890)	(10.2)	\$31.583	2.4
Non-Labor:							
Electric Power	\$103.801	\$109.392	\$102.206	\$1.595	1.5	\$7.186	6.6
Fuel	30.707	29.335	27.553	3.154	10.3	1.782	6.1
Insurance	30.941	28.083	27.796	3.145	10.2	0.287	1.0
Claims	4.156	3.863	3.734	0.422	10.2	0.129	3.3
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	85.441	73.901	71.658	13.783	16.1	2.243	3.0
Professional Service Contracts	47.918	38.852	32.937	14.981	31.3	5.915	15.2
Materials & Supplies	188.686	165.911	144.862	43.824	23.2	21.049	12.7
Other Business Expenses	17.073	12.900	10.850	6.223	36.4	2.050	15.9
Total Non-Labor Expenses	\$508.723	\$462.237	\$421.597	\$87.126	17.1	\$40.640	8.8
Other Expense Adjustments:							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenses Before Depreciation	\$1,674.408	\$1,778.395	\$1,706.173	(\$31.765)	(1.9)	\$72.222	4.1
Depreciation	\$311.549	\$333.377	\$323.849	(\$12.300)	(3.9)	\$9.528	2.9
Other Post Employee Benefits	84.513	71.780	70.128	14.385	17.0	1.652	2.3
Environmental Remediation	2.000	3.600	4.070	(2.070)	*	(0.470)	(13.1)
Total Expenses	\$2,072.470	\$2,187.152	\$2,104.220	(\$31.750)	(1.5)	\$82.932	3.8
Net Surplus/(Deficit) <i>(Excluding Subsidies and Debt Service)</i>	(\$1,090.596)	(\$1,218.217)	(\$1,115.451)	(\$24.855)	(2.3)	\$102.766	8.4
<i>Cash Depreciation Adjustments</i>							
Depreciation	311.549	333.377	323.849	\$12.300	3.9	(\$9.528)	(2.9)
Operating/Capital	(33.575)	(13.525)	(14.973)	18.602	55.4	(1.447)	(10.7)
Other Cash Adjustments	79.000	100.952	(3.745)	(82.745)	*	(104.697)	*
Total Cash Conversion Adjustments	\$356.974	\$420.804	\$305.132	(\$51.842)	(14.5)	(\$115.672)	(27.5)
Net Cash Surplus/(Deficit)	(\$733.622)	(\$797.413)	(\$810.319)	(\$76.697)	(10.5)	(\$12.906)	(1.6)

Totals may not add due to rounding

MTA LONG ISLAND RAIL ROAD
Explanation of Variances Between 2014 Final Estimate and Preliminary Actual
December 2014 Year To Date

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%	
Revenue				
Farebox Revenue	Non Reimb.	\$3.600	0.5%	Higher ridership \$5.879, partially offset by a lower yield per passenger \$(2.279).
Other Operating Revenue	Non Reimb.	(\$1.254)	-2.5%	Primarily due to timing of federal reimbursements for NEMO and partial payment for Hurricane Irene.
Capital and Other Reimbursements	Reimb.	\$17.488	6.7%	Retroactive Wage Adjustments and timing of capital activity.
Expenses				
Payroll	Non Reimb.	\$20.813	3.7%	Primarily vacant positions, lower Retroactive Wage Adjustment accruals, rates and lower retiree/sick payments. Retroactive Wage payments, partially offset by lower project activity and work performed on overtime instead of straight time.
	Reimb.	(\$5.150)	-6.1%	
Overtime	Non Reimb.	\$3.367	2.6%	Primarily due to lower weather-related overtime, unscheduled service and rates, partially offset by higher maintenance overtime. Primarily due to Retroactive Wage Payments, the timing of East Side Access related activities and more project activity on overtime instead of straight-time.
	Reimb.	(\$6.972)	-33.5%	
Health & Welfare	Non Reimb.	\$1.160	1.2%	Primarily vacant positions. Timing of project activity.
	Reimb.	(\$0.938)	-5.5%	
OPEB Current Payment	Non Reimb.	\$1.910	3.3%	Fewer retirees/beneficiaries.
Pension	Non Reimb.	\$18.360	10.2%	Pension expenses currently understated and will be adjusted in a later post close. In addition, the estimated percentage of pension allocated to reimbursable was under-estimated. The estimated percentage of pension allocated to reimbursable was under-estimated.
	Reimb.	(\$4.018)	-14.8%	
Other Fringe Benefits	Non Reimb.	\$4.699	3.9%	Primarily lower FELA Indemnity payments and lower Railroad Retirement taxes. Primarily due to Retroactive Wage payments.
	Reimb.	(\$1.649)	-9.0%	
Electric Power	Non Reimb.	\$7.187	6.6%	Primarily lower rates
	Reimb.	(\$0.001)	-0.2%	
Fuel	Non Reimb.	\$1.782	6.1%	Lower rates and consumption.
Insurance	Non Reimb.	(\$0.305)	-1.3%	Higher property insurance. Force Account Insurance associated with project activity.
	Reimb.	\$0.592	11.8%	
Claims	Non Reimb.	\$0.129	3.3%	Timing of expenses.

MTA LONG ISLAND RAIL ROAD
Explanation of Variances Between 2014 Final Estimate and Preliminary Actual
December 2014 Year To Date

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%	
Maintenance and Other Operating Contracts	Non Reimb.	\$2.254	3.7%	Primarily due to lower payments for security related contracts, building and parking garage maintenance, joint facilities, elevator/escalator maintenance, communications, non-revenue vehicle repairs and toilet servicing, partially offset by higher HVAC maintenance payments.
	Reimb.	(\$0.011)	0.0%	
Professional Service Contracts	Non Reimb.	\$7.882	23.6%	Primarily lower activity and payments of IT related expenses, MTA chargebacks, legal fees, consultants and various other professional services.
	Reimb.	(\$1.967)	-36.1%	
Materials & Supplies	Non Reimb.	\$17.225	14.2%	Lower corporate inventory adjustments, lower usage of running repair material in the Support Shops, lower usage of running repair and lower fleet modification material in MU Car Shop, partially offset by higher charges for various Engineering materials.
	Reimb.	\$3.824	8.6%	
Other Business Expenses	Non Reimb.	\$2.254	18.4%	Prior period accrual reversals for Superstorm Sandy, lower metro mobility tax payments and bad debt expenses, partially offset by lower restitution for property damages and higher credit card fees.
	Reimb.	(\$0.204)	-30.8%	
Depreciation	Non Reimb.	\$9.528	2.9%	Revised estimate based on certain capital assets being fully depreciated.
Other Post Employment Benefits	Non Reimb.	1.652	2.3%	Primarily due to timing.
Environmental Remediation	Non Reimb.	(0.470)	-13.1%	Primarily due to timing.

MTA LONG ISLAND RAIL ROAD
2014 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL
CASH RECEIPTS AND EXPENDITURES
December Year-to-Date
(\$ in millions)

	2014			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	2014 Adopted Budget		Final Estimate	
				\$	%	\$	%
Receipts							
Farebox Revenue	\$671.391	\$679.634	\$679.005	\$7.614	1.1	(\$0.629)	0.0
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	45.976	45.534	42.605	(3.371)	(7.3)	(2.929)	(6.4)
Capital and Other Reimbursements	240.887	264.173	245.168	4.281	1.8	(19.005)	(7.2)
Total Receipts	\$958.254	\$989.341	\$966.778	\$8.524	0.9	(\$22.563)	(2.3)
Expenditures							
Labor:							
Payroll	\$539.589	\$639.389	\$612.927	(\$73.338)	(13.6)	\$26.462	4.1
Overtime	108.081	149.641	151.509	(43.428)	(40.2)	(1.868)	(1.2)
Health and Welfare	119.508	111.131	117.315	2.193	1.8	(6.184)	(5.6)
OPEB Current Payment	66.731	58.710	59.213	7.518	11.3	(0.503)	(0.9)
Pensions	193.258	194.006	222.166	(28.908)	(15.0)	(28.160)	(14.5)
Other Fringe Benefits	135.806	142.072	137.134	(1.328)	(1.0)	4.938	3.5
GASB Account	13.346	5.733	5.733	7.613	57.0	0.000	0.0
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
Total Labor Expenditures	\$1,176.319	\$1,300.682	\$1,305.997	(\$129.678)	(11.0)	(\$5.315)	(0.4)
Non-Labor:							
Electric Power	\$103.801	\$114.994	\$105.810	(\$2.009)	(1.9)	\$9.184	8.0
Fuel	30.707	30.511	27.982	2.725	8.9	2.529	8.3
Insurance	30.751	29.632	28.048	2.703	8.8	1.584	5.3
Claims	2.346	2.313	2.810	(0.464)	(19.8)	(0.497)	(21.5)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	85.441	88.612	76.628	8.813	10.3	11.984	13.5
Professional Service Contracts	44.568	38.755	32.675	11.893	26.7	6.080	15.7
Materials & Supplies	177.602	145.771	162.765	14.837	8.4	(16.994)	(11.7)
Other Business Expenses	16.341	13.734	12.700	3.641	22.3	1.034	7.5
Total Non-Labor Expenditures	\$491.557	\$464.322	\$449.419	\$42.138	8.6	\$14.903	3.2
Other	24.000	21.750	21.835	2.165	9.0	(0.085)	(0.4)
Total Other Expenditure Adjustments	\$24.000	\$21.750	\$21.835	\$2.165	9.0	(\$0.085)	(0.4)
Total Expenditures	\$1,691.876	\$1,786.754	\$1,777.251	(\$85.375)	(5.0)	\$9.503	0.5
Cash Timing and Availability Adjustment	0.000	0.000	0.153	0.153	-	0.153	-
Operating Cash Deficit	(\$733.622)	(\$797.413)	(\$810.319)	(\$76.697)	(10.5)	(\$12.906)	(1.6)

Totals may not add due to rounding

MTA LONG ISLAND RAIL ROAD
Explanation of Variances Between 2014 Final Estimate and Preliminary Actual Cash Basis
December 2014 Year-to-Date

Generic Revenue or Expense Category	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%	
Receipts			
Farebox Revenue	(0.629)	0.0	Lower advance sales impact \$(3.479), lower yields \$(2.279) and lower Metrocard/AirTrain sales \$(0.750), partially offset by higher ridership \$5.879.
Other Operating Revenue	(2.929)	(6.4)	Primarily the timing of miscellaneous revenue, NEMO reimbursement, intercompany receipts and freight revenue, partially offset by the timing of rental receipts and higher special services.
Capital and Other Reimbursements	(19.005)	(7.2)	Primarily the timing of Retroactive Wage Rate reimbursements and the timing of activity and reimbursement for capital and other reimbursements.
Expenditures			
Labor:			
Payroll	26.462	4.1	Primarily lower headcount, lower retiree payments and lower rates.
Overtime	(1.868)	(1.2)	Primarily due to higher project overtime, partially offset by lower weather emergencies.
Health and Welfare	(6.184)	(5.6)	Primarily advance payments, partially offset by lower headcount.
OPEB Current Payment	(0.503)	(0.9)	Primarily advance payments, partially offset by fewer retirees /beneficiaries.
Pensions	(28.160)	(14.5)	Primarily due to accelerated Pension payments and the latest actuarial estimates.
Other Fringe Benefits	4.938	3.5	Primarily lower FELA Claim and Railroad Retirement Tax payments, partially offset by higher payments for meals.
Non-Labor:			
Electric Power	9.184	8.0	Primarily lower rates and consumption.
Fuel	2.529	8.3	Primarily lower revenue fuel consumption, lower rates and the timing of payments.
Insurance	1.584	5.3	Timing of payments.
Claims	(0.497)	(21.5)	Higher claim payments.
Maintenance and Other Operating Contracts	11.984	13.5	Primarily the timing of Joint Facilities payments and lower services.
Professional Service Contracts	6.080	15.7	Primarily lower payments for professional service contracts and the timing of and lower MTA Chargeback payments.
Material and Supplies	(16.994)	(11.7)	Timing of material payments.
Other Business Expenses	1.034	7.5	Primarily lower payments.
Other Expenditure Adjustments	(0.085)	(0.4)	Higher Metrocard/AirTrain pass through payments.

MTA LONG ISLAND RAIL ROAD
2014 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL
CASH CONVERSION (CASH FLOW ADJUSTMENTS)
(\$ in millions)

	2014			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	2014 Adopted Budget		Final Estimate	
				\$	%	\$	%
Receipts							
Farebox Revenue	\$24.000	\$24.453	\$20.224	(\$3.776)	(15.7)	(\$4.229)	(17.3)
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	(8.423)	(5.263)	(6.938)	1.485	17.6	(1.675)	(31.8)
Capital and Other Reimbursements	(39.197)	1.216	(35.277)	3.920	10.0	(36.493)	*
Total Receipts	(\$23.620)	\$20.406	(\$21.991)	\$1.629	6.9	(\$42.397)	*
Expenditures							
Labor:							
Payroll	\$2.712	\$10.773	\$21.571	\$18.859	*	\$10.798	*
Overtime	0.000	0.000	1.737	1.737	-	1.737	-
Health and Welfare	0.000	(0.549)	(6.955)	(6.955)	-	(6.406)	*
OPEB Current Payment	0.000	(0.147)	(2.559)	(2.559)	-	(2.412)	*
Pensions	0.000	13.594	(28.908)	(28.908)	-	(42.502)	*
Other Fringe Benefits	0.000	(2.462)	(0.574)	(0.574)	-	1.888	76.7
GASB Account	(13.346)	(5.733)	(5.733)	7.613	57.0	0.000	0.0
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
Total Labor Expenditures	(\$10.634)	\$15.476	(\$21.421)	(\$10.787)	*	(\$36.897)	*
Non-Labor:							
Electric Power	\$0.000	(\$5.602)	(\$3.605)	(\$3.605)	-	\$1.997	35.7
Fuel	0.000	(1.176)	(0.429)	(0.429)	-	0.747	63.6
Insurance	0.190	(1.549)	(0.252)	(0.442)	*	1.297	83.7
Claims	1.810	1.550	0.924	(0.886)	(49.0)	(0.626)	(40.4)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	0.000	(14.711)	(4.970)	(4.970)	-	9.741	66.2
Professional Service Contracts	3.350	0.097	0.262	(3.088)	(92.2)	0.165	*
Materials & Supplies	11.084	20.140	(17.902)	(28.986)	*	(38.042)	*
Other Business Expenses	0.732	(0.834)	(1.850)	(2.582)	*	(1.016)	*
Total Non-Labor Expenditures	\$17.166	(\$2.085)	(\$27.822)	(\$44.988)	*	(\$25.737)	*
Other Expense Adjustments:							
Other	(24.000)	(21.750)	(21.835)	2.165	9.0	(0.085)	(0.4)
Total Other Expenditure Adjustments	(\$24.000)	(\$21.750)	(\$21.835)	\$2.165	9.0	(\$0.085)	(0.4)
Total Expenditures Before Depreciation	(\$17.468)	(\$8.359)	(\$71.078)	(\$53.610)	*	(\$62.719)	*
Depreciation	\$311.549	\$333.377	\$323.849	\$12.300	3.9	(\$9.528)	(2.9)
Other Post Employee Benefits	84.513	71.780	70.128	(14.385)	(17.0)	(1.652)	(2.3)
Environmental Remediation	2.000	3.600	4.070	2.070	*	0.470	13.1
Total Expenditures	\$380.594	\$400.398	\$326.969	(\$53.625)	(14.1)	(\$73.429)	(18.3)
Cash Timing and Availability Adjustment	0.000	0.000	0.153	0.153	-	0.153	-
Baseline Total Cash Conversion Adjustments	\$356.974	\$420.804	\$305.132	(\$51.842)	(14.5)	(\$115.672)	(27.5)

Totals may not add due to rounding

MTA LONG ISLAND RAIL ROAD
Preliminary 2014 Overtime Results
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	2014 Adopted Budget		2014 Final Estimate		Preliminary Actual		2014 Adopted Budget vs. Actuals		2014 Final Estimate vs. Actuals	
	Hours	\$	Hours	\$	Hours	\$	Var. - Fav/(Unfav)	Var. - Fav/(Unfav)	Var. - Fav/(Unfav)	Var. - Fav/(Unfav)
							Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME										
<u>Scheduled Service</u> ¹	374,970	\$19.509	384,699	\$20.127	385,537	\$19.883	(10,567) -2.8%	(\$0.374) -1.9%	(838) -0.2%	\$0.244 1.2%
<u>Unscheduled Service</u>	119,205	6.704	138,797	8.475	102,294	6.012	16,911 14.2%	0.692 10.3%	36,503 26.3%	2.463 29.1%
<u>Programmatic/Routine Maintenance</u>	539,373	25.862	608,566	29.011	640,791	30.961	(101,418) -18.8%	(5.098) -19.7%	(32,225) -5.3%	(1.949) -6.7%
<u>Unscheduled Maintenance</u>	6,229	0.284	9,137	0.420	8,698	0.396	(2,469) -39.6%	(0.112) -39.3%	439 4.8%	0.024 5.6%
<u>Vacancy/Absentee Coverage</u>	644,837	31.963	629,500	30.925	637,482	31.078	7,355 1.1%	0.885 2.8%	(7,982) -1.3%	(0.153) -0.5%
<u>Weather Emergencies</u>	143,533	7.618	215,713	11.728	173,897	8.805	(30,364) -21.2%	(1.187) -15.6%	41,817 19.4%	2.923 24.9%
<u>Safety/Security/Law Enforcement</u> ²	-	-	-	-	-	-	-	-	-	-
<u>All Other</u> ³	18,164	0.814	22,344	28.149	28,481	28.333	(10,317) -56.8%	(27.519) *	(6,137) -27.5%	(0.184) -0.7%
TOTAL NON-REIMBURSABLE OVERTIME	1,846,311	\$92.755	2,008,755	\$128.835	1,977,179	\$125.468	(130,868)	(\$32.713)	31,577	\$3.367
REIMBURSABLE OVERTIME	294,728	\$15.326	380,284	\$20.806	460,986	\$27.778	(166,258) -56.4%	(\$12.452) -81.2%	(80,701) -21.2%	(\$6.972) -33.5%
TOTAL OVERTIME	2,141,038	\$108.081	2,389,040	\$149.641	2,438,164	\$153.246	(297,126) -13.9%	(\$45.165) -41.8%	(49,125) -2.1%	(\$3.605) -2.4%

1 Includes Tour Length and Holiday overtime.

2 Not Applicable

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

* Exceeds 100%

MTA LONG ISLAND RAIL ROAD
Preliminary 2014 Overtime Results
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	Var. - Fav./(Unfav)		December 2014 Year-to-Date
	Hours	\$	Explanations
NON-REIMBURSABLE OVERTIME			
<u>Scheduled Service</u> ¹	(838) -0.2%	\$0.244 1.2%	
<u>Unscheduled Service</u>	36,503 26.3%	\$2.463 29.1%	Due to lower than forecasted outside of assignment penalty payments and weather-related incidents.
<u>Programmatic/Routine Maintenance</u>	(32,225) -5.3%	(\$1.949) -6.7%	Due to higher than anticipated general Right of Way maintenance needs, corrective measures for defective rails and track rail inspections, replacement of defective rails and testing of high security switches, partially offset by lower than anticipated running repair on revenue vehicles.
<u>Unscheduled Maintenance</u>	439 4.8%	\$0.024 5.6%	
<u>Vacancy/Absentee Coverage</u>	(7,982) -1.3%	(\$0.153) -0.5%	Due to vacancies within Maintenance of Equipment Department, lower tours within Transportation and greater position coverage within Engineering, partially offset by better availability in Engineering.
<u>Weather Emergencies</u>	41,817 19.4%	\$2.923 24.9%	Due to lower than forecasted weather related expenses.
<u>Safety/Security/Law Enforcement</u> ²	-	-	
<u>All Other</u> ³	(6,137) -27.5%	(\$0.184) -0.7%	Due to variance between actual and forecasted wage rates including double-time payments and contractual retroactive pay.
TOTAL NON-REIMBURSABLE OVERTIME	31,577 1.6%	\$3.367 2.6%	
REIMBURSABLE OVERTIME	(80,701) -21.2%	(\$6.972) -33.5%	Due to retroactive wage adjustments and various components of East Side Access, East Rail yard, increased flagging tours and Queens bridge costs.
TOTAL OVERTIME	(49,125) -2.1%	(\$3.605) -2.4%	

1 Includes Tour Length and Holiday overtime.

2 Not Applicable

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

* Exceeds 100%

MTA LONG ISLAND RAIL ROAD
Preliminary 2014 Overtime Results
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

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.

2014 Final Estimate vs. Preliminary Actual
Total Full-Time Positions & FTEs by Function and Department
December 2014

	Final Estimate	Actual	Favorable (Unfavorable) Variance	Reason For Variance
Administration				
Executive VP	5	7	(2)	
Labor Relations	18	15	3	
Procurement & Logistics (excl. Stores)	82	82	0	
Human Resources	32	31	1	
Sr VP Administration	2	2	0	
Strategic Investments	32	28	4	
President	4	5	(1)	
VP & CFO	5	2	3	
Information Technology	164	145	19	
Controller	46	42	4	
Management and Budget	19	19	0	
Process Re-Engineering	7	7	0	
VP - East Side Access & Special Projects	28	23	5	
Market Dev. & Public Affairs	70	69	1	
Gen. Counsel & Secretary	31	30	1	
Diversity Management	2	2	0	
Security	12	12	0	
System Safety	93	80	13	
Service Planning	22	22	0	
Sr. VP Operations	2	2	0	
Total Administration	676	625	51	
Operations				
Train Operations	2,089	2,027	62	
Customer Service	299	295	4	
Total Operations	2,388	2,322	66	
Maintenance				
Engineering	1,736	1,731	5	
Equipment	2,015	1,997	18	
Procurement (Stores)	93	98	(5)	
Total Maintenance	3,844	3,826	18	
Engineering/Capital				
Department of Project Management	153	135	18	
Total Engineering/Capital	153	135	18	
Baseline Total Positions	7,061	6,908	153	
<i>Non-Reimbursable</i>	6,184	6,062	122	NON-REIMBURSABLE POSITIONS - Favorable 122 positions primarily due to timing of hiring for safety and service investments and train service personnel and vacant management/supervisory positions company-wide.
<i>Reimbursable</i>	877	846	31	REIMBURSABLE POSITIONS - Favorable 31 positions primarily due to timing of project activity.
Total Full-Time	7,061	6,908	153	
Total Full-Time-Equivalents	0	0	0	

MTA LONG ISLAND RAIL ROAD
2014 Final Estimate vs. Preliminary Actual
Total Positions by Function and Occupational Group
December 2014

	Final Estimate	Actual	Favorable (unfavorable) Variance
Administration			
Managers/Supervisors	342	304	38
Professional, Technical, Clerical	334	321	13
Operational Hourlies	0	0	0
Total Administration	676	625	51
Operations			
Managers/Supervisors	306	287	19
Professional, Technical, Clerical	183	185	(2)
Operational Hourlies	1,899	1,850	49
Total Operations	2,388	2,322	66
Maintenance			
Managers/Supervisors	760	691	69
Professional, Technical, Clerical	291	273	18
Operational Hourlies	2,793	2,862	(69)
Total Maintenance	3,844	3,826	18
Engineering/Capital			
Managers/Supervisors	116	98	18
Professional, Technical, Clerical	37	37	0
Operational Hourlies	0	0	0
Total Engineering/Capital	153	135	18
Baseline Total Positions			
Managers/Supervisors	1,524	1,380	144
Professional, Technical, Clerical	845	816	29
Operational Hourlies	4,692	4,712	(20)
Total Baseline	7,061	6,908	153

MTA LONG ISLAND RAIL ROAD
2014 FEBRUARY ADOPTED BUDGET AND FINAL ESTIMATE vs. ACTUAL (December Preliminary)
UTILIZATION
(in millions)

	Year-to-Date as of December 2014			Variance Favorable/(Unfavorable)			
	Adopted Budget	Final Estimate	Actual (Prelim)	vs. Budget		vs. Final Estimate	
	\$	%	\$	%	%	\$	%
Farebox Revenue							
Monthly	\$317.924	\$319.131	\$321.403	\$3.478	1.1	\$2.271	0.7
Weekly	16.414	18.104	18.470	2.056	12.5	0.367	2.0
Total Commutation	\$334.339	\$337.235	\$339.873	\$5.534	1.7	\$2.638	0.8
One Way Full	\$84.199	\$84.923	\$85.404	\$1.204	1.4	\$0.481	0.6
One Way Off Peak	160.857	162.440	161.982	1.125	0.7	(0.458)	(0.3)
All Other	67.996	70.584	71.522	3.526	5.2	0.938	1.3
Total Non Commutation	\$313.052	\$317.947	\$318.908	\$5.856	1.9	\$0.961	0.3
Total Farebox Revenue	\$647.391	\$655.181	\$658.781	11.390	1.8	\$3.599	0.5
Ridership							
Monthly	46.678	46.902	47.312	0.634	1.4	0.410	0.9
Weekly	1.797	1.984	2.021	0.224	12.5	0.038	1.9
Total Commutation	48.476	48.886	49.334	0.858	1.8	0.448	0.9
One Way Full	8.211	8.197	8.270	0.059	0.7	0.073	0.9
One Way Off Peak	17.857	17.867	17.943	0.086	0.5	0.077	0.4
All Other	9.728	10.149	10.314	0.586	6.0	0.166	1.6
Total Non Commutation	35.796	36.212	36.528	0.732	2.0	0.316	0.9
Total Ridership	84.272	85.097	85.861	1.590	1.9	0.764	0.9

MTA LONG ISLAND RAIL ROAD
2014 FINAL ESTIMATE vs PRELIMINARY ACTUALS
MONTHLY PERFORMANCE INDICATORS
December 2014

	<u>YEAR-TO-DATE</u>			<u>VARIANCE</u>	
	<u>Preliminary Actual</u>	<u>Final Estimate</u>	<u>2013</u>	<u>vs. Final Estimate</u>	<u>vs. 2013</u>
Farebox Operating Ratio					
Standard ⁽¹⁾	45.9%	43.0%	47.9%	2.9%	-2.0%
Adjusted ⁽²⁾	55.6%	52.4%	61.8%	3.2%	-6.2%
Cost Per Passenger					
Standard ⁽¹⁾	\$16.78	\$17.97	\$15.89	\$1.19	(\$0.89)
Adjusted ⁽²⁾	\$14.83	\$15.84	\$13.45	\$1.00	(\$1.38)
Passenger Revenue/Passenger ⁽³⁾	\$7.70	\$7.73	\$7.61	(\$0.03)	\$0.09

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

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

(3) Passenger Revenue/Passenger includes Bar Car Services

MTA LONG ISLAND RAIL ROAD

MONTHLY RIDERSHIP REPORT

DECEMBER 2014

DECEMBER 2014 RIDERSHIP AND REVENUE REPORT MTA LONG ISLAND RAIL ROAD EXECUTIVE SUMMARY

December

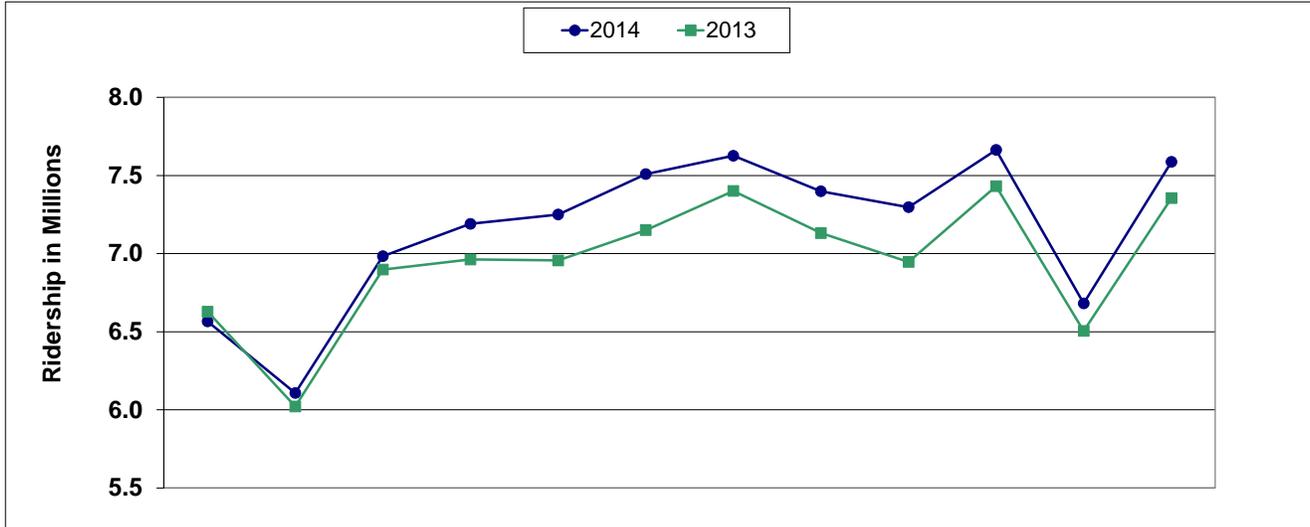
- December 2014 total ridership was 7.587 million vs. 7.356 million in December 2013 (calendar adjusted for one more work day this year), resulting in an increase of 231,669 passengers, or a 3.1% increase compared to December 2013.
- December 2014 commutation ridership was 4.262 million vs. 4.106 million in December 2013 (calendar adjusted), resulting in an increase of 155,796 passengers, or an increase of 3.8%.
- December 2014 non-commutation ridership was 3.325 million vs. 3.250 million in December 2013, an increase of 75,873 passengers, or an increase of 2.3%. Factors contributing to this growth include: discretionary travel to New York City; performances/games at the Barclays Center & MSG and record ticket sales to Holiday shows(Radio City Christmas Spectacular and The Grinch).
- December 2014 revenue was \$56.8 million vs. \$55.3 million, an increase of \$1,527,027 or an increase of 2.8% compared to December 2013.

Year-To-Date

- 2014 YTD total ridership was 85.9 million vs. 83.4 million in 2013, an increase of 2,474,346 or a 3.0% increase compared to 2013, and 1.5% above mid-year forecast. This marks the 3rd highest ridership since the post war record of 91.8 million ridership and the highest ridership since the modern record in 2008 of 87.4 million ridership.
- 2014 YTD commutation ridership was 49.3 million vs. 48.1 million in 2013, an increase of 1,241,481 or a 2.6% increase compared to 2013, and 1.1% above mid-year forecast.
- 2014 YTD non-commutation ridership was 36.5 million vs. 35.3 million in 2013, an increase of 1,232,865 or an increase of 3.5% compared to 2013, and 2.0% above mid-year forecast.
- 2014 YTD revenue was \$658.8 million vs. \$632.1 million in 2013, an increase of \$26,691,696 or an increase of 4.2% compared to 2013 and 1.2% above mid-year forecast.

DECEMBER RIDERSHIP

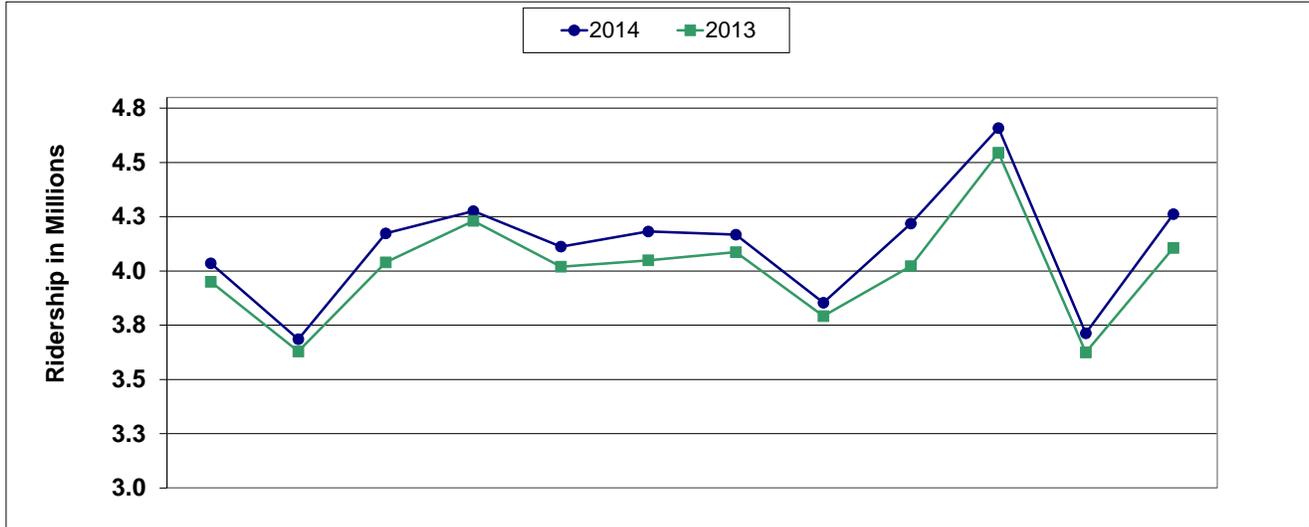
•December's Total Ridership was 3.1% above '13 and 3.1% above Mid Year Forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2014	6.6	6.1	7.0	7.2	7.3	7.5	7.6	7.4	7.3	7.7	6.7	7.6	85.9
2013	6.6	6.0	6.9	7.0	7.0	7.2	7.4	7.1	6.9	7.4	6.5	7.4	83.4
PCT CHG.	-0.9%	1.4%	1.2%	3.3%	4.2%	5.0%	3.0%	3.8%	5.0%	3.1%	2.7%	3.1%	3.0%

DECEMBER COMMUTATION RIDERSHIP

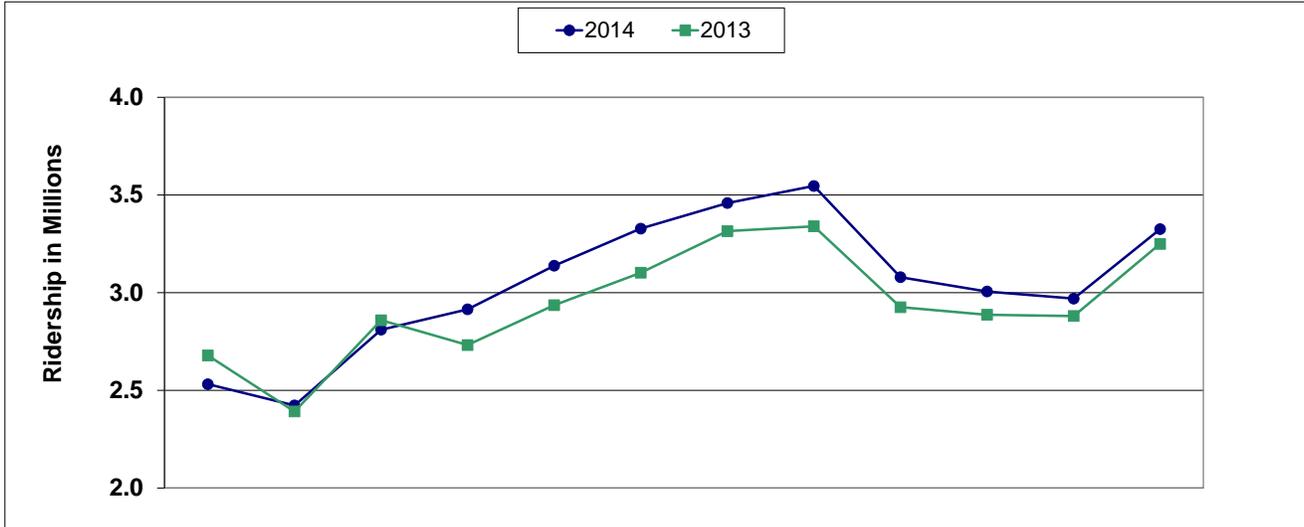
•December's Commutation Ridership was 3.8% above '13 and 2.3% above Mid Year Forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2014	4.0	3.7	4.2	4.3	4.1	4.2	4.2	3.9	4.2	4.7	3.7	4.3	49.3
2013	3.9	3.6	4.0	4.2	4.0	4.0	4.1	3.8	4.0	4.5	3.6	4.1	48.1
PCT CHG.	2.2%	1.6%	3.3%	1.1%	2.3%	3.3%	2.0%	1.6%	4.9%	2.5%	2.4%	3.8%	2.6%

DECEMBER NON-COMMUTATION RIDERSHIP

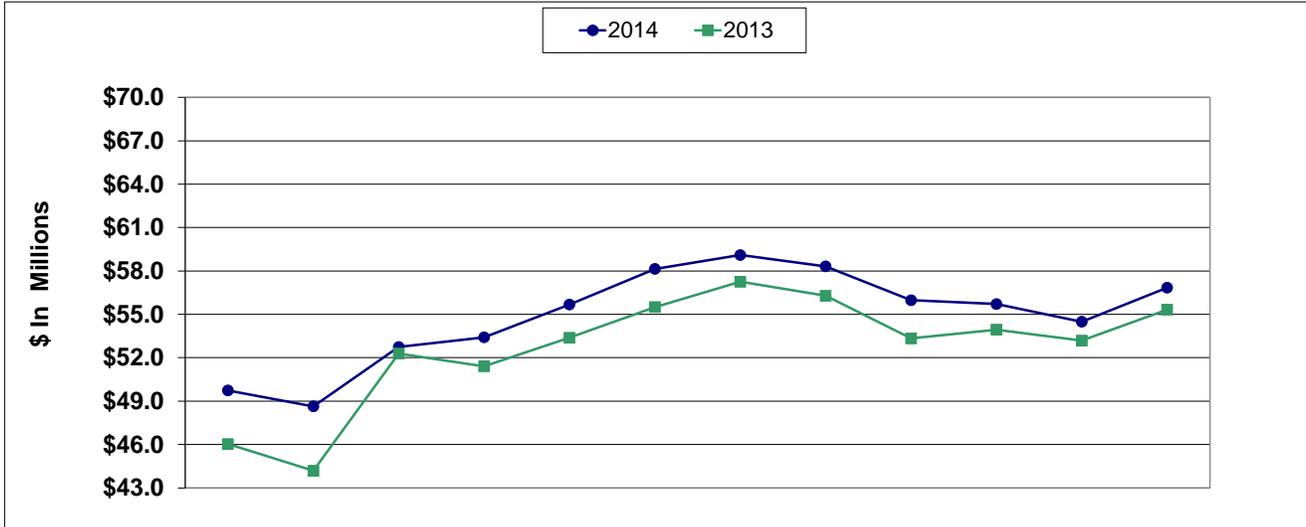
•December's Non-Commutation Ridership was 2.3% above '13 and 4.2% above Mid Year Forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2014	2.5	2.4	2.8	2.9	3.1	3.3	3.5	3.5	3.1	3.0	3.0	3.3	36.5
2013	2.7	2.4	2.9	2.7	2.9	3.1	3.3	3.3	2.9	2.9	2.9	3.2	35.3
PCT CHG.	-5.5%	1.3%	-1.7%	6.7%	6.9%	7.3%	4.3%	6.2%	5.3%	4.1%	3.1%	2.3%	3.5%

DECEMBER REVENUE

•December's Total Revenue was 2.8% above '13 and 2.8% above Mid Year Forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2014	\$49.7	\$48.6	\$52.7	\$53.4	\$55.7	\$58.1	\$59.1	\$58.3	\$56.0	\$55.7	\$54.5	\$56.8	\$658.8
2013	\$46.0	\$44.2	\$52.3	\$51.4	\$53.4	\$55.5	\$57.3	\$56.3	\$53.3	\$53.9	\$53.2	\$55.3	\$632.1
PCT CHG.	8.1%	10.1%	0.9%	3.9%	4.3%	4.8%	3.2%	3.6%	5.0%	3.3%	2.5%	2.8%	4.2%

**MTA LONG ISLAND RAIL ROAD
RIDERSHIP SUMMARY
DECEMBER 2014**

TICKET TYPE/SERVICE	DECEMBER 2014	DECEMBER 2013	CHANGE VS. 2013	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	4,261,776	4,105,980	155,796	3.8%
NON-COMMUTATION RIDERSHIP	3,325,409	3,249,536	75,873	2.3%
TOTAL RIDERSHIP	7,587,185	7,355,516	231,669	3.1%

**MTA LONG ISLAND RAIL ROAD
RIDERSHIP SUMMARY
2014 YEAR-TO-DATE**

TICKET TYPE/SERVICE	DECEMBER 2014	DECEMBER 2013	CHANGE VS. 2013	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	49,333,541	48,092,060	1,241,481	2.6%
NON-COMMUTATION RIDERSHIP	36,527,534	35,294,669	1,232,865	3.5%
TOTAL RIDERSHIP	85,861,075	83,386,729	2,474,346	3.0%

* 2013 ridership numbers were adjusted using 2014 factors.

**MTA LONG ISLAND RAIL ROAD
REVENUE SUMMARY
DECEMBER 2014**

REVENUE	DECEMBER 2014	DECEMBER 2013	CHANGE VS. 2013	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$28,102,952	\$27,253,931	\$849,021	3.1%
NON-COMMUTATION REVENUE	\$28,744,003	\$28,065,997	\$678,006	2.4%
TOTAL REVENUE	\$56,846,955	\$55,319,928	\$1,527,027	2.8%

**MTA LONG ISLAND RAIL ROAD
REVENUE SUMMARY
2014 YEAR-TO-DATE**

REVENUE	DECEMBER 2014	DECEMBER 2013	CHANGE VS. 2013	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$339,872,915	\$327,271,151	\$12,601,764	3.9%
NON-COMMUTATION REVENUE	\$318,907,957	\$304,818,025	\$14,089,932	4.6%
TOTAL REVENUE	\$658,780,872	\$632,089,176	\$26,691,696	4.2%



Long Island Rail Road

CAPITAL PROGRAM REPORT

**LONG ISLAND RAIL ROAD
CAPITAL PROGRAM HIGHLIGHTS & UPDATES
JANUARY 2015**

HIGHLIGHTS

PN-BF: ATLANTIC BRANCH – NOSTRAND AVENUE STATION

Project Budget: \$26.36M

Milestone: Design Completion

Design for the rehabilitation of Nostrand Avenue Station on the Atlantic Branch in Brooklyn is complete. The work will include replacement of the 2 elevated 6-car side platforms and the platform substructure, railings, stairs, pedestrian walkways, canopies, station lighting, electrical and communication systems, and signage. The rehabilitation also includes installation of 2 new elevators from platform level to the street to improve station accessibility and comply with the Americans with Disabilities Act [ADA]. Construction is planned to commence in the 4th Quarter 2015.

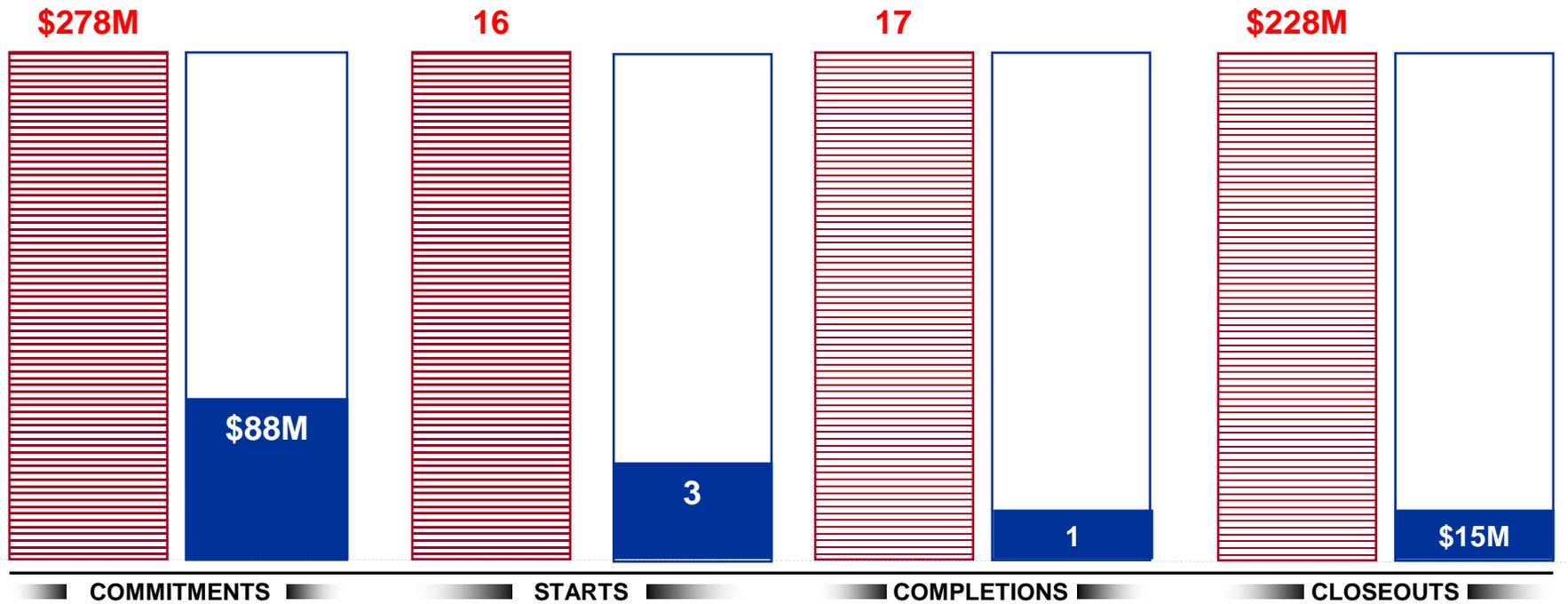
MID-SUFFOLK TRAIN YARD INFORMATION CENTER OPENS

LIRR customers and members of the community were invited to visit the Mid-Suffolk Train Yard Information Center at Ronkonkoma Station on January 29 and 30, 2015. The Information Center was located opposite the Ronkonkoma ticket office and was manned with LIRR personnel who could answer questions related to the future expansion of the existing Ronkonkoma Train Yard. The yard expansion plan includes use of undeveloped property already owned by the LIRR on the south side of the existing yard that will provide the train capacity to improve service on the LIRR Main Line Track and support future East Side Access service to Grand Central Terminal.

MENTORING ACTIVITIES

- Woodside / Merrick Elevator Replacement: Site work at Woodside and Merrick continued.
- Jamaica HR Building Improvements: Work continued.
- Harold Tower Rehabilitation: Work continued.
- Sandy Roof Replacement [Hillside] and Shelter Shed Replacement [Westbury]: Procurement continued.
- Long Beach Branch Equipment Platforms: Procurement continued and award forthcoming.
- Hillside Support Facility HVAC / Fire Alarm: Procurement commenced.

2015 LIRR Capital Program Goals



2015 PLAN



ACTUAL as of January 31, 2015



FORECAST through December 31, 2015



Metro-North Railroad

Operations Report February 2015



MONTHLY OPERATING REPORT

January 2015

Date Issued:
Friday, February 06, 2015

Performance Summary			2015 Data			2014 Data		
			Annual Goal	January	YTD thru January	January	YTD thru January	
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	System	Overall	93.0%	93.0%	93.0%	89.0%	89.0%	
		AM Peak	93.0%	85.3%	85.3%	82.9%	82.9%	
		AM Reverse Peak	93.0%	91.3%	91.3%	87.7%	87.7%	
		PM Peak	93.0%	94.7%	94.7%	87.4%	87.4%	
		Total Peak	93.0%	90.1%	90.1%	85.4%	85.4%	
		Off Peak Weekday	92.0%	92.5%	92.5%	87.8%	87.8%	
		Weekend	92.0%	97.0%	97.0%	96.7%	96.7%	
		Hudson Line	Overall	93.0%	94.7%	94.7%	90.9%	90.9%
		AM Peak	93.0%	84.3%	84.3%	89.5%	89.5%	
		AM Reverse Peak	93.0%	94.4%	94.4%	88.3%	88.3%	
		PM Peak	93.0%	98.0%	98.0%	87.9%	87.9%	
		Total Peak	93.0%	91.3%	91.3%	88.7%	88.7%	
		Off Peak Weekday	92.0%	95.7%	95.7%	89.3%	89.3%	
		Weekend	92.0%	97.4%	97.4%	96.9%	96.9%	
		Harlem Line	Overall	93.0%	94.8%	94.8%	91.2%	91.2%
		AM Peak	93.0%	88.3%	88.3%	86.8%	86.8%	
		AM Reverse Peak	93.0%	90.9%	90.9%	93.9%	93.9%	
		PM Peak	93.0%	97.7%	97.7%	91.9%	91.9%	
		Total Peak	93.0%	92.6%	92.6%	90.0%	90.0%	
		Off Peak Weekday	92.0%	95.3%	95.3%	88.6%	88.6%	
		Weekend	92.0%	96.7%	96.7%	98.4%	98.4%	
	New Haven Line	Overall	93.0%	90.7%	90.7%	86.2%	86.2%	
	AM Peak	93.0%	83.4%	83.4%	76.0%	76.0%		
	AM Reverse Peak	93.0%	89.9%	89.9%	82.1%	82.1%		
	PM Peak	93.0%	90.3%	90.3%	83.7%	83.7%		
	Total Peak	93.0%	87.2%	87.2%	79.9%	79.9%		
	Off Peak Weekday	92.0%	88.7%	88.7%	86.3%	86.3%		
	Weekend	92.0%	97.0%	97.0%	95.4%	95.4%		
Operating Statistics	Trains Scheduled		18,498	18,498	18,498	18,922	18,922	
	Avg. Delay per Late Train (min) <small>excluding trains canceled or terminated</small>		10.9	10.9	10.9	14.9	14.9	
	Trains Over 15 min. Late <small>excluding trains canceled or terminated</small>		1,800	165	165	448	448	
	Trains Canceled		220	27	27	134	134	
	Trains Terminated		220	34	34	28	28	
	Percent of Scheduled Trips Completed		99.7%	99.7%	99.7%	99.1%	99.1%	
Consist Compliance	System	Overall	99.8%	99.5%	99.5%	98.3%	98.3%	
<i>(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)</i>		AM Peak	99.8%	99.5%	99.5%	96.6%	96.6%	
		AM Reverse Peak	99.8%	100.0%	100.0%	99.2%	99.2%	
		PM Peak	99.8%	98.0%	98.0%	96.9%	96.9%	
		Total Peak	99.8%	99.0%	99.0%	97.1%	97.1%	
		Off Peak Weekday	99.8%	99.8%	99.8%	98.8%	98.8%	
		Weekend	99.8%	100.0%	100.0%	99.7%	99.7%	
		Hudson Line	AM Peak	99.8%	100.0%	100.0%	98.1%	98.1%
		PM Peak	99.8%	99.3%	99.3%	99.3%	99.3%	
		Harlem Line	AM Peak	99.8%	99.2%	99.2%	97.9%	97.9%
		PM Peak	99.8%	98.4%	98.4%	99.3%	99.3%	
		New Haven Line	AM Peak	99.8%	99.3%	99.3%	94.8%	94.8%
		PM Peak	99.8%	96.9%	96.9%	94.1%	94.1%	

SYSTEM Category of Delay

Delay Minutes / Delay Threshold	% Total	December	2015 Data		2014 Data		YTD 2015 Vs 2014
			January	YTD thru January	January	YTD thru January	
Maintenance of Way	55.4%	1,296	1,235	1,235	1,931	1,931	-696
Maintenance of Equipment	19.5%	297	436	436	576	576	-140
Transportation	1.3%	62	28	28	1,188	1,188	-1,160
Capital Projects	0.0%	0	0	0	6	6	-6
Weather and Environmental	6.4%	70	142	142	566	566	-424
Police	7.8%	186	174	174	76	76	98
Customers	3.6%	64	80	80	94	94	-14
Other	6.1%	304	136	136	320	320	-184
3rd Party Operations	0.0%	2	0	0	2	2	-2
TOTAL	100.0%	2,281	2,231	2,231	4,759	4,759	-2,528

HUDSON LINE	% Total	December	January	YTD thru January	January	YTD thru January	YTD 2015 Vs 2014
Maintenance of Way	48.6%	310	204	204	367	367	-163
Maintenance of Equipment	29.0%	71	122	122	96	96	26
Transportation	1.2%	16	5	5	311	311	-306
Capital Projects	0.0%	0	0	0	2	2	-2
Weather and Environmental	2.9%	8	12	12	84	84	-72
Police	3.6%	14	15	15	24	24	-9
Customers	2.1%	9	9	9	30	30	-21
Other	12.6%	26	53	53	63	63	-10
3rd Party Operations	0.0%	0	0	0	0	0	0
TOTAL	100.0%	454	420	420	977	977	-557

HARLEM LINE	% Total	December	January	YTD thru January	January	YTD thru January	YTD 2015 Vs 2014
Maintenance of Way	35.6%	252	186	186	663	663	-477
Maintenance of Equipment	21.5%	75	112	112	96	96	16
Transportation	0.4%	5	2	2	381	381	-379
Capital Projects	0.0%	0	0	0	0	0	0
Weather and Environmental	7.3%	21	38	38	146	146	-108
Police	18.0%	37	94	94	10	10	84
Customers	2.3%	27	12	12	9	9	3
Other	14.9%	63	78	78	59	59	19
3rd Party Operations	0.0%	0	0	0	0	0	0
TOTAL	100.0%	480	522	522	1,364	1,364	-842

NEW HAVEN LINE	% Total	December	January	YTD thru January	January	YTD thru January	YTD 2015 Vs 2014
Maintenance of Way	65.6%	735	846	846	902	902	-56
Maintenance of Equipment	15.7%	151	202	202	385	385	-183
Transportation	1.6%	42	21	21	497	497	-476
Capital Projects	0.0%	0	0	0	4	4	-4
Weather and Environmental	7.2%	40	93	93	337	337	-244
Police	5.0%	135	65	65	42	42	23
Customers	4.6%	28	59	59	54	54	5
Other	0.3%	216	4	4	198	198	-194
3rd Party Operations	0.0%	2	0	0	2	2	-2
TOTAL	100.0%	1,349	1,290	1,290	2,421	2,421	-1,131



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

Date	Day	DESCRIPTION OF EVENT	Number of Late Trains																	
			AM Peak			AM Reverse			PM Peak			Off Peak			Weekend			TOTAL		
			L	C	T	L	C	T	L	C	T	L	C	T	L	C	T	Late	Cxld Term	
01/06	Tue	Operating restrictions at various locations on all three lines.	11	0	0	1	0	0	3	0	0	26	0	0	0	0	0	41	0	0
01/06	Tue	Matching bridgeplates from CP212 - CP215.	0	0	0	0	0	0	3	0	0	16	0	0	0	0	0	19	0	0
01/06	Tue	Congestion account train 2325 struck a trespasser at CP112 on track 1 at Wakefield.	27	1	0	6	0	0	0	0	0	2	0	0	0	0	0	35	1	0
01/07	Wed	Delays at various locations due to programmed Track Work on all three lines.	0	0	0	0	0	0	6	0	0	9	0	0	0	0	0	15	0	0
01/07	Wed	A ground in overhead wire on track 2 at CP 216 and Mamaroneck, causing delays.	0	0	0	0	0	0	9	0	0	4	0	0	0	0	0	13	0	0
01/08	Thu	Congestion account Code Yellow in effect on the Harlem Line, unable to make Northbound station stops at Bronxville and Tuckahoe.	30	0	1	4	0	1	0	0	0	1	0	0	0	0	0	35	0	2
01/08	Thu	Trains were held due to scheduled trains ahead.	6	0	0	2	0	0	0	0	0	13	0	0	0	0	0	21	0	0
01/08	Thu	Delays at various locations due to programmed Track Work on all three lines.	7	0	0	2	0	0	0	0	0	13	0	0	0	0	0	22	0	0
01/09	Fri	Trains were held due to scheduled trains ahead.	3	0	0	3	0	0	1	0	0	13	0	0	0	0	0	20	0	0
01/09	Fri	Train 836 was disabled on track 5 at CP5, unable to take power.	6	0	0	5	0	0	0	0	0	0	0	0	0	0	0	11	0	0
01/09	Fri	Delays at various locations due to programmed Track Work on all three lines.	2	0	0	1	0	0	1	0	0	11	0	0	0	0	0	15	0	0

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

Date	Day	DESCRIPTION OF EVENT	Number of Late Trains																	
			AM Peak			AM Reverse			PM Peak			Off Peak			Weekend			TOTAL		
			L	C	T	L	C	T	L	C	T	L	C	T	L	C	T	Late	Cxld	Term
01/10	Sat	Delays at various locations due to programmed Track Work on all three lines.	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	12	0	0
01/13	Tue	Delays at various locations due to programmed Track Work on all three lines.	0	0	0	0	0	0	0	0	0	12	0	0	0	0	0	12	0	0
01/13	Tue	Operating restrictions at various locations on all three lines.	8	0	0	0	0	0	0	0	0	10	0	0	0	0	0	18	0	0
01/14	Wed	Trains were held due to scheduled trains ahead.	0	0	0	0	0	0	1	0	0	10	0	0	0	0	0	11	0	0
01/14	Wed	Delays at various locations due to programmed Track Work on all three lines.	0	0	0	0	0	0	1	0	0	9	0	0	0	0	0	10	0	0
01/14	Wed	Operating restrictions at various locations on all three lines.	16	0	0	3	0	0	0	0	0	6	0	0	0	0	0	25	0	0
01/15	Thu	Congestion due to broken rail on track 3 west of 13 Switch in CP 212 interlocking.	21	0	0	11	0	0	0	0	0	3	0	0	0	0	0	35	0	0
01/15	Thu	Operating restrictions at various locations on all three lines.	6	0	0	1	0	0	0	0	0	4	0	0	0	0	0	11	0	0
01/16	Fri	Delays at various locations due to programmed Track Work on all three lines.	0	0	0	0	0	0	1	0	0	12	0	0	0	0	0	13	0	0
01/16	Fri	Trains were held due to scheduled trains ahead.	1	0	0	0	0	0	0	0	0	9	0	0	0	0	0	10	0	0
01/16	Fri	Operating restrictions at various locations on all three lines.	5	0	0	1	0	0	0	0	0	21	0	0	0	0	0	27	0	0
01/18	Sun	Operating restrictions at various locations on all three lines.	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0	13	0	0

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

Date	Day	DESCRIPTION OF EVENT	Number of Late Trains																	
			AM Peak			AM Reverse			PM Peak			Off Peak			Weekend			TOTAL		
			L	C	T	L	C	T	L	C	T	L	C	T	L	C	T	Late	Cxld	Term
01/20	Tue	Train 716 struck debris on track 4 north of Hastings, causing delays.	24	1	0	2	0	0	0	0	0	0	0	0	0	0	0	26	1	0
01/21	Wed	Delays at various locations due to programmed Track Work on all three lines.	0	0	0	0	0	0	1	0	0	12	0	0	0	0	0	13	0	0
01/21	Wed	Train 908 disabled on track 1 at 125th Street Station, unable to take power.	13	0	1	10	0	0	0	0	0	1	0	0	0	0	0	24	0	1
01/21	Wed	A broken joint bar on track 4 at CAT 37 between Mt. Vernon East and Pelham.	0	0	0	0	0	0	3	0	0	17	0	0	0	0	0	20	0	0
01/21	Wed	Trains were held due to scheduled trains ahead.	0	0	0	0	0	0	1	0	0	10	0	0	0	0	0	11	0	0
01/22	Thu	Operating restrictions at various locations on all three lines.	5	0	0	0	0	0	1	0	0	10	0	0	0	0	0	16	0	0
01/22	Thu	Delays at various locations due to programmed Track Work on all three lines.	2	0	0	1	0	0	2	0	0	14	0	0	0	0	0	19	0	0
01/26	Mon	Heavy travel and slow loading account weather conditions.	0	0	0	0	0	0	9	2	0	55	2	0	0	0	0	64	4	0
01/27	Tue	Trains were held due to scheduled trains ahead.	0	0	0	0	0	0	3	0	0	7	0	0	0	0	0	10	0	0
01/28	Wed	Operating restrictions at various locations on all three lines.	24	0	0	3	0	0	2	0	0	8	0	0	0	0	0	37	0	0
01/28	Wed	Switch issues at CP 12, the 42 switch stuck on center, and CP 117, the 52 switch unable to normal, causing delays.	41	1	1	2	0	0	0	0	0	5	0	0	0	0	0	48	1	1
01/28	Wed	Train 953 derailed over the 409 switch on the Upper Level Track 18.	0	0	0	0	0	0	22	7	1	19	1	1	0	0	0	41	8	2

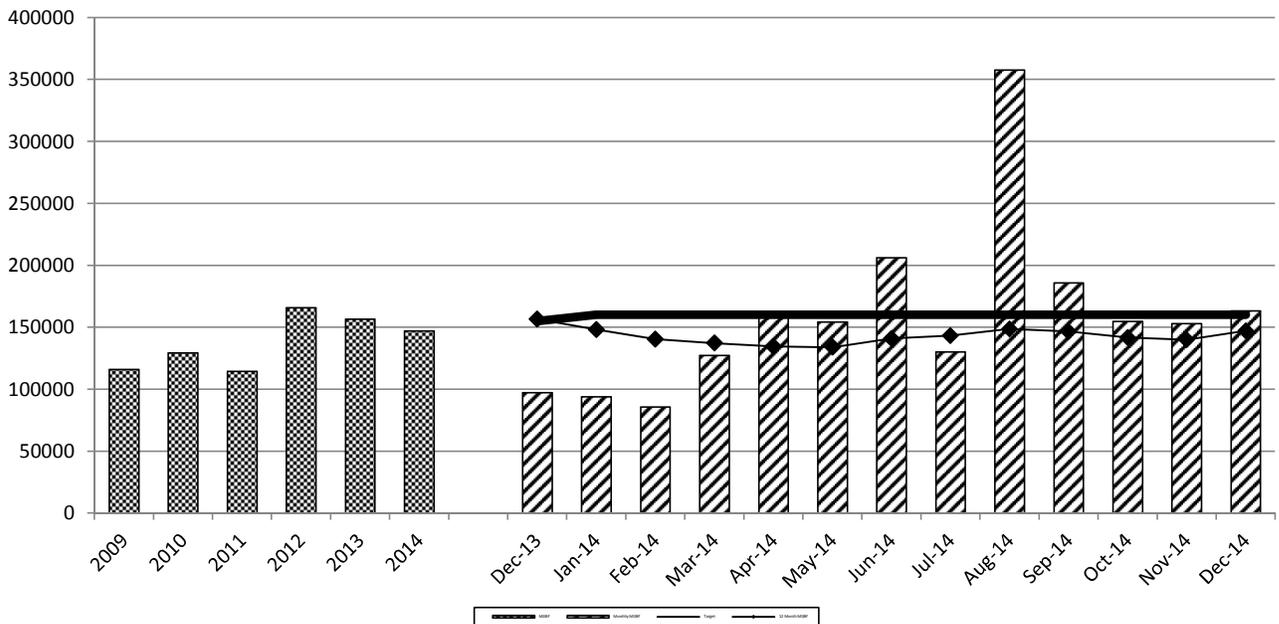
EVENTS RESULTING IN 10 or MORE LATE (L), CANCELED (C) or TERMINATED (T) TRAINS

Date	Day	DESCRIPTION OF EVENT	Number of Late Trains																	
			AM Peak			AM Reverse			PM Peak			Off Peak			Weekend			TOTAL		
			L	C	T	L	C	T	L	C	T	L	C	T	L	C	T	Late	Cxld	Term
01/29	Thu	Operating restrictions at various locations on all three lines.	47	0	0	4	0	0	0	0	0	21	0	0	0	0	0	72	0	0
01/29	Thu	Train 874 was disabled north of Yonkers Station, had an open angle cock in cars 6179 and 6238 and unable to correct air leak problem.	6	0	0	0	0	0	0	0	0	8	0	1	0	0	0	14	0	1
01/29	Thu	Heavy travel and slow loading account weather conditions.	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0
01/29	Thu	Trains were held due to scheduled trains ahead.	0	0	0	0	0	0	7	0	0	8	0	0	0	0	0	15	0	0
01/29	Thu	Residual delays from Wednesday derailment of train 953 over the 409 switch on the Upper Level Track 18.	64	0	0	5	0	0	10	5	0	23	0	0	0	0	0	102	5	0
01/30	Fri	Trains were held due to scheduled trains ahead.	0	0	0	0	0	0	0	0	0	15	0	0	0	0	0	15	0	0
01/30	Fri	Residual delays from Wednesday derailment of train 953 over the 409 switch on the Upper Level Track 18.	5	0	0	0	0	0	0	0	0	9	0	0	0	0	0	14	0	0
01/30	Fri	Operating restrictions at various locations on all three lines.	21	0	0	0	0	0	0	0	0	17	0	0	0	0	0	38	0	0
01/30	Fri	Delays at various locations due to programmed Track Work on all three lines.	0	0	0	0	0	0	0	0	0	23	0	0	0	0	0	23	0	0
TOTAL FOR MONTH			414	3	3	67	0	1	87	14	1	486	3	2	25	0	0	1079	20	7
																	1106			

			2014 Data						2013 Data		
	Equipment Type	Total Fleet Size	MDBF Goal (miles)	Dec MDBF (miles)	Primary Failure Goal	Dec No. of Primary Failures	YTD MDBF thru Dec (miles)	12 month MDBF Rolling Avg (miles)	Dec MDBF (miles)	Dec No. of Primary Failures	YTD MDBF thru Dec (miles)
Mean Distance Between Failures	M246	91	60,000	23,848	7	12	32,408	32,408	21,369	31	58,414
	M8	380	280,000	361,654	9	7	221,076	221,076	176,057	11	216,490
	M3	140	135,000	147,142	2	2	151,934	151,934	173,920	2	229,300
	M7	336	460,000	512,612	4	4	382,422	382,422	326,858	6	614,654
	Coach	213	295,000	487,118	5	3	266,970	266,970	197,692	7	329,562
	P-32	31	35,000	17,414	5	11	23,632	23,632	22,962	8	29,959
	BL-20	12	12,000	13,597	3	3	17,343	17,343	18,741	2	13,143
	Fleet	1203	160,000	163,243	35	42	147,063	147,063	97,210	67	156,617
	M2/4/6/8		140,000	148,303	16	19	118,231	118,231	61,883	42	106,124
	M3/7		320,000	390,789	6	6	315,088	315,088	288,624	8	495,545
Diesel/Coach		120,000	99,629	13	17	107,035	107,035	94,413	17	126,132	

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 2009 - 2014



West of Hudson Performance Summary			2015 Data			2014 Data	
			Annual Goal	January	YTD thru January	January	YTD thru January
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	95.5%	93.2%	93.2%	93.1%	93.1%
		AM Peak	95.5%	93.9%	93.9%	94.0%	94.0%
		PM Peak	95.5%	91.5%	91.5%	91.9%	91.9%
		Total Peak	95.5%	92.8%	92.8%	93.0%	93.0%
		Off Peak Weekday	95.5%	93.8%	93.8%	96.1%	96.1%
		Weekend	95.5%	92.9%	92.9%	89.1%	89.1%
	Pascack Line	Overall	96.5%	93.8%	93.8%	93.1%	93.1%
	Valley Line	AM Peak	96.5%	95.0%	95.0%	92.8%	92.8%
		PM Peak	96.5%	88.6%	88.6%	91.7%	91.7%
		Total Peak	96.5%	92.0%	92.0%	92.3%	92.3%
		Off Peak Weekday	96.5%	95.5%	95.5%	95.9%	95.9%
		Weekend	96.5%	93.2%	93.2%	90.0%	90.0%
	Port Jervis Line	Overall	95.0%	92.3%	92.3%	93.2%	93.2%
		AM Peak	95.0%	92.5%	92.5%	95.6%	95.6%
		PM Peak	95.0%	95.0%	95.0%	92.1%	92.1%
	Total Peak	95.0%	93.8%	93.8%	93.9%	93.9%	
	Off Peak Weekday	95.0%	91.1%	91.1%	96.2%	96.2%	
	Weekend	95.0%	92.3%	92.3%	87.6%	87.6%	
Operating Statistics	Trains Scheduled		1,680	1,680	1,664	1,664	
	Avg. Delay per Late Train (min) <small>excluding trains canceled or terminated</small>		21.3	21.3	16.5	16.5	
	Trains Over 15 min. Late <small>excluding trains canceled or terminated</small>	200	50	50	47	47	
	Trains Canceled	60	8	8	3	3	
	Trains Terminated	60	9	9	0	0	
	Percent of Scheduled Trips Completed	99.4%	99.0%	99.0%	99.8%	99.8%	

JANUARY 2015 STANDEE REPORT

East of Hudson

			JAN 2014	YTD 2014	JAN 2015	YTD 2015
Daily Average	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		Total Standees	0	0	0	0
AM Peak	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	3	3	11	11
		Total Standees	3	3	11	11
	New Haven Line	Program Standees	0	0	0	0
		Add'l Standees	192	192	11	11
		Total Standees	192	192	11	11
EAST OF HUDSON TOTAL - AM PEAK			195	195	22	22
Daily Average	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	3	3	9	9
		Total Standees	3	3	9	9
PM Peak	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	20	20	30	30
		Total Standees	20	20	30	30
	New Haven Line	Program Standees	0	0	0	0
		Add'l Standees	163	163	68	68
		Total Standees	163	163	68	68
EAST OF HUDSON TOTAL - PM PEAK			186	186	107	107

West of Hudson

			JAN 2014	YTD 2014	JAN 2015	YTD 2015
Daily Average	Port Jervis Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		Total Standees	0	0	0	0
AM Peak	Pascack Valley Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		Total Standees	0	0	0	0
WEST OF HUDSON TOTAL - AM PEAK			0	0	0	0
Daily Average	Port Jervis Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		Total Standees	0	0	0	0
PM Peak	Pascack Valley Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		Total Standees	0	0	0	0
WEST OF HUDSON TOTAL - PM PEAK			0	0	0	0

Definitions

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

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

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

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



Metro-North Railroad

Financial Report February 2015



FINANCIAL STATEMENTS

MONTH ENDED: DECEMBER 31, 2014

OFFICE OF VICE PRESIDENT OF FINANCE & INFORMATION SYSTEMS

MTA METRO-NORTH RAILROAD
DECEMBER 2014 PRELIMINARY FINANCIAL AND RIDERSHIP REPORT
EXECUTIVE SUMMARY

Preliminary December YTD financial results were favorable with a \$35.4 million lower net operating deficit as compared to the Final Estimate. These results were driven by Operating Revenues that reflect the highest ridership in Metro-North's history as well as lower expenses than forecasted (subject to change pending final year-end accounting adjustments and audit review).

Compared to the Final Estimate, Operating Revenues were \$3.1 million lower primarily due to slower than anticipated non-commutation ridership growth and holiday season utilization. Total Operating Expenses were \$38.5 million lower than the Final Estimate. This favorable variance was driven by lower non-labor expenses of \$27.9 million combined with \$10.6 million in lower labor costs. Preliminary results reflect the continuation of the Infrastructure Improvement Program and the initial implementation of strategic safety investment initiatives, which will continue in 2015.

Capital program expenditures (and reimbursements) were \$16.0 million lower than the Final Estimate primarily due to revised timing of several projects (Cyclical Track Program, Moodna/Woodbury viaducts, Harlem River Lift Bridge Cable and Devon Bridge Repairs) and lower reimbursable retroactive wage adjustment (RWA) accruals.

Ridership

For the year, total ridership was 84.7 million, 1.5% higher than 2013, and the highest in Metro-North's history. Compared to the 2014 Final Estimate, total ridership was slightly lower than projected (0.3%).

East of Hudson

- December ridership of 7.4 million was 2.6% lower than the Final Estimate but 3.6% higher than 2013. YTD ridership of 83 million was 0.3% lower than the Final Estimate, 1.4% above 2013 and reflects the highest East of Hudson ridership in the railroad's history.
- YTD Commutation ridership was slightly higher than the Final Estimate by 0.1% but 0.5% lower for the month. Compared to 2013, YTD commutation ridership was 0.5% higher.
- Non-commutation ridership YTD was 0.7% lower than the Final Estimate and 4.9% lower for December. Compared to 2013, YTD non-commutation ridership was 2.7% higher.

West of Hudson

- YTD ridership was 0.7% higher than the Final Estimate but 1.2% lower for December.

Revenue and Reimbursements

Total Revenue and Reimbursements of \$898.8 million through December was \$19.0 million, or 2.1% lower than the Final Estimate.

- Farebox Revenue of \$649.8 million was \$4.1 million lower than the Final Estimate primarily due to lower than projected growth in both commutation and non-commutation ridership.
- Other Operating Revenue of \$61.1 million was \$1.0 million higher than the Final Estimate primarily due to higher GCT net retail revenue.
- Capital and Other Reimbursements of \$187.9 million was \$16.0 million lower than the Final Estimate mainly due to scheduling changes in projects noted above.

Expenses

Total non-reimbursable and reimbursable expenses of \$1,712.2 million through December were \$54.4 million (3%) lower than the Final Estimate:

- Total Labor costs (non-reimbursable and reimbursable) were \$29.9 million (2.8%) below the Final Estimate primarily due to lower overtime and retroactive wage adjustments. Pensions and employee claims were also lower than projected and are subject to final year end actuarial review.
- \$19.5 million was attributable to lower non-labor costs. These were primarily driven by lower contract service expenditures and energy costs as well as timing of capital projects.

YTD Financial Performance Measures

The YTD performance indicators reflect lower overall expenses:

- Adjusted Farebox Operating Ratio of 60.9% through December was 1.4% higher than the Final Estimate (68.5% excluding retroactive wage settlement accruals).
- Adjusted Cost per Passenger of \$14.44 for the period was \$0.38 lower than the Final Estimate (\$12.84 excluding retroactive wage settlement accruals).
- Revenue per Passenger of \$7.91 for the period was slightly lower than the Final Estimate.

**MTA METRO-NORTH RAILROAD
DECEMBER 2014 FINANCIAL REPORT
PRELIMINARY ACTUALS VERSUS FINAL ESTIMATE**

REVENUE

Total Revenue – \$19.0 million (2.1%) lower than the Final Estimate through December.

- **Fare Box Revenue** – \$4.1 million (0.6%) lower than the Final Estimate for the year primarily due to slower than projected non-commutator ridership growth and lower holiday season utilization.
- **Other Operating Revenue** – \$1.0 million (1.6%) greater than forecasted due to higher net GCT retail revenue.
- **Capital and Other Reimbursements** – \$16.0 million (7.8%) lower than the Final Estimate primarily due to changes in the timing of several projects which resulted in lower reimbursements.

EXPENSES

Total Expenses – Preliminary year-to-date results were \$54.4 million (3.1%) lower than the Final Estimate.

Labor expenses (including fringes and overhead recoveries) were \$29.9 million (2.8%) lower than the Final Estimate for the year primarily due to lower than forecasted Annual Required Contribution (ARC) for Pensions and employee claims expenses (both of which may be adjusted based upon final year-end actuarial valuations), lower overtime, scheduling of forces for reimbursable project work and lower accrual estimates for retroactive wage settlements.

Non-Labor Expenses

Total non-labor expenses were \$19.5 million lower than the Final Estimate for the year.

- **Electric Power** – \$2.9 million lower than the Final Estimate due to lower traction power prices.
- **Fuel** – \$1.7 million lower than the Final Estimate reflecting lower rates and consumption across all lines.
- **Insurance** – Year-to-date, premiums were \$0.6 million lower than the Final Estimate.
- **Claims** – \$2.3 million lower than the Final Estimate mainly due to lower than expected passenger claims.
- **Maintenance & Other Operating Contracts** – year-to-date expenditures were \$2.8 million greater vs. the Final Estimate primarily due to higher reimbursable capital project activity (GCT Leaks Remediation, Overhead Bridge Program and Positive Train Control). These results were partially offset by lower operating expenses for utilities and service contracts.
- **Professional Services** – \$3.8 million lower than the Final Estimate due to lower IT related work, legal fees, and market share studies and timing of engineering services. These results were partially offset by higher reimbursable project activity for Positive Train Control, NHL Signal System and GCT Leaks Remediation.
- **Materials & Supplies** – year-to-date expenditures were \$10.4 million below the Final Estimate due to lower rolling stock maintenance, rescheduling of damaged car repairs, efficient material usage for the Infrastructure Improvement Program, timing of several power reliability projects and inventory valuation adjustments.
- **Other Business Expenses** – \$0.7 million lower than the Final Estimate primarily due to lower NJT subsidy payments (higher ridership revenues) partially offset by higher than budgeted material purchases for reimbursable capital projects.
- **Depreciation and Other Non Cash Liability Adjustments** - \$5.0 million less than the Final Estimate due to an updated actuarial OPEB estimate (\$7.0 million) and fewer projects requiring environmental remediation (\$1.5 million) partially offset by higher capitalization of assets (\$3.6 million).

CASH DEFICIT

The Cash Deficit through December was \$525.6 million, which is \$2.6 million (0.5%) lower than the Final Estimate due to the net effect of lower operating expenditures and timing differences in capital project reimbursements.

MTA METRO NORTH RAILROAD
2014 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL
DECEMBER YEAR-TO-DATE
(\$ in millions)

SCHEDULE I-A

NON-REIMBURSABLE

	2014			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	2014 Adopted Budget		Final Estimate	
				\$	%	\$	%
Revenue							
Farebox Revenue	\$660.112	\$653.883	\$649.800	(\$10.313)	(1.6)	(\$4.083)	(0.6)
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	56.389	60.111	61.098	4.709	8.4	0.987	1.6
MTA	0.000	0.000	0.000	0.000	-	0.000	-
CDOT	0.000	0.000	0.000	0.000	-	0.000	-
Other	0.000	0.000	0.000	0.000	-	0.000	-
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	-	0.000	-
Total Revenue	\$716.501	\$713.994	\$710.898	(\$5.603)	(0.8)	(\$3.096)	(0.4)
Expenses							
<u>Labor:</u>							
Payroll	\$431.522	\$513.919	\$512.992	(\$81.470)	(18.9)	\$0.927	0.2
Overtime	60.376	100.672	98.151	(37.775)	(62.6)	2.521	2.5
Health and Welfare	106.748	101.060	97.493	9.256	8.7	3.567	3.5
OPEB Current Payment	22.049	24.000	24.103	(2.054)	(9.3)	(0.103)	(0.4)
Pensions	75.961	95.527	90.589	(14.628)	(19.3)	4.938	5.2
Other Fringe Benefits	102.307	112.176	106.816	(4.509)	(4.4)	5.360	4.8
GASB Account				0.000	-	0.000	-
Reimbursable Overhead	(40.514)	(55.020)	(48.373)	7.859	19.4	(6.648)	(12.1)
Total Labor Expenses	\$758.450	\$892.333	\$881.771	(\$123.321)	(16.3)	\$10.562	1.2
<u>Non-Labor:</u>							
Electric Power	\$86.167	\$83.360	\$80.377	\$5.790	6.7	\$2.983	3.6
Fuel	26.606	29.082	27.367	(0.760)	(2.9)	1.715	5.9
Insurance	18.313	17.614	17.303	1.010	5.5	0.312	1.8
Claims	0.535	7.613	5.294	(4.759)	*	2.320	30.5
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	107.353	103.843	102.555	4.798	4.5	1.288	1.2
Professional Service Contracts	28.940	31.575	23.430	5.510	19.0	8.144	25.8
Materials & Supplies	72.718	74.976	70.208	2.509	3.5	4.768	6.4
Other Business Expenses	15.548	25.523	24.122	(8.574)	(55.1)	1.400	5.5
Total Non-Labor Expenses	\$356.180	\$373.587	\$350.656	\$5.524	1.6	\$22.931	6.1
<u>Other Expense Adjustments:</u>							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenses before Depreciation and GASB Adjs.	\$1,114.630	\$1,265.920	\$1,232.427	(\$117.797)	(10.6)	\$33.493	2.6
Depreciation	\$227.237	\$228.525	\$232.100	(\$4.863)	(2.1)	(\$3.575)	(1.6)
OPEB Obligation	65.098	65.098	58.097	7.001	10.8	7.001	10.8
Environmental Remediation	3.800	3.169	1.632	2.168	57.0	1.536	48.5
Total Expenses	\$1,410.766	\$1,562.712	\$1,524.257	(\$113.491)	(8.0)	\$38.455	2.5
Baseline Surplus/(Deficit)	(\$694.265)	(\$848.717)	(\$813.359)	(\$119.094)	(17.2)	\$35.358	4.2
Cash Conversion Adjustments:							
Depreciation	\$227.237	\$228.525	\$232.100	\$4.863	2.1	\$3.575	1.6
Operating/Capital	(44.697)	(26.382)	(21.231)	23.466	52.5	5.151	19.5
Other Cash Adjustments	51.550	118.361	76.846	25.296	49.1	(41.515)	(35.1)
Total Cash Conversion Adjustments	\$234.090	\$320.504	\$287.715	\$53.625	22.9	(\$32.789)	(10.2)
Baseline Cash Surplus/(Deficit)	(\$460.175)	(\$528.213)	(\$525.644)	(\$65.469)	(14.2)	\$2.569	0.5

-- Results are preliminary and subject to audit review.
-- Differences are due to rounding.

MTA METRO NORTH RAILROAD
2014 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL
DECEMBER YEAR-TO-DATE
(\$ in millions)

SCHEDULE I-B

REIMBURSABLE

	2014			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	2014 Adopted Budget		Final Estimate	
				\$	%	\$	%
Revenue							
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	0.000	0.000	0.000	0.000	-	0.000	-
MTA	128.954	114.748	93.985	(34.969)	(27.1)	(20.762)	(18.1)
CDOT	61.342	74.207	76.978	15.636	25.5	2.771	3.7
Other	16.278	14.940	16.980	0.702	4.3	2.040	13.7
Capital and Other Reimbursements	206.574	203.895	187.944	(18.631)	(9.0)	(15.951)	(7.8)
Total Revenue	\$206.574	\$203.895	\$187.944	(\$18.631)	(9.0)	(\$15.951)	(7.8)
Expenses							
<u>Labor:</u>							
Payroll	\$44.707	\$47.083	\$42.869	\$1.838	4.1	\$4.214	8.9
Overtime	15.862	25.877	20.813	(4.951)	(31.2)	5.064	19.6
Health and Welfare	15.025	13.583	12.454	2.572	17.1	1.130	8.3
OPEB Current Payment	0.000	0.000	0.000	0.000	-	0.000	-
Pensions	8.904	10.643	8.772	0.132	1.5	1.872	17.6
Other Fringe Benefits	10.370	11.075	10.282	0.088	0.8	0.792	7.2
GASB Account	-	-	-	0.000	-	0.000	-
Reimbursable Overhead	38.836	52.756	46.488	(7.652)	(19.7)	6.268	11.9
Total Labor Expenses	\$133.705	\$161.018	\$141.678	(\$7.973)	(6.0)	\$19.340	12.0
<u>Non-Labor:</u>							
Electric Power	\$0.000	\$0.000	\$0.059	(\$0.059)	-	(\$0.059)	-
Fuel	0.000	0.000	0.000	0.000	-	0.000	-
Insurance	3.818	3.691	3.405	0.413	10.8	0.286	7.8
Claims	0.000	0.000	0.000	0.000	-	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	12.010	8.778	12.901	(0.891)	(7.4)	(4.123)	(47.0)
Professional Service Contracts	20.559	8.908	13.257	7.303	35.5	(4.348)	(48.8)
Materials & Supplies	35.844	18.904	13.324	22.520	62.8	5.580	29.5
Other Business Expenses	0.638	2.597	3.322	(2.683)	*	(0.725)	(27.9)
Total Non-Labor Expenses	\$72.869	\$42.878	\$46.266	\$26.603	36.5	(\$3.388)	(7.9)
<u>Other Expense Adjustments:</u>							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenses before Depreciation	\$206.574	\$203.895	\$187.944	\$18.631	9.0	\$15.951	7.8
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
OPEB Obligation	0.000	0.000	0.000	0.000	-	0.000	-
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenses	\$206.574	\$203.895	\$187.944	\$18.631	9.0	\$15.951	7.8
Baseline Surplus/(Deficit)	(\$0.000)	\$0.000	\$0.000	\$0.000	100.0	\$0.000	-
Cash Conversion Adjustments:							
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Operating/Capital	0.000	0.000	0.000	0.000	-	0.000	-
Other Cash Adjustments	0.000	0.000	0.000	0.000	-	0.000	-
Total Cash Conversion Adjustments	0.000	0.000	0.000	\$0.000	-	\$0.000	-
Baseline Cash Surplus/(Deficit)	(\$0.000)	\$0.000	\$0.000	(\$0.000)	(100.0)	\$0.000	-

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

MTA METRO NORTH RAILROAD
2014 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL
DECEMBER YEAR-TO-DATE
(\$ in millions)

SCHEDULE I-C

NON-REIMBURSABLE/ REIMBURSABLE	2014			Favorable/(Unfavorable) Variance			
	<u>Adopted Budget</u>	<u>Final Estimate</u>	<u>Actual</u>	<u>2014 Adopted Budget</u>		<u>Final Estimate</u>	
				\$	%	\$	%
Revenue							
Farebox Revenue	\$660.112	\$653.883	\$649.800	(\$10.313)	(1.6)	(\$4.083)	(0.6)
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	56.389	60.111	61.098	4.709	8.4	0.987	1.6
MTA	128.954	114.748	93.985	(34.969)	(27.1)	(20.762)	(18.1)
CDOT	61.342	74.207	76.978	15.636	25.5	2.771	3.7
Other	16.278	14.940	16.980	0.702	4.3	2.040	13.7
Capital and Other Reimbursements	206.574	203.895	187.944	(18.631)	(9.0)	(15.951)	(7.8)
Total Revenue	\$923.076	\$917.889	\$898.842	(\$24.234)	(2.6)	(\$19.047)	(2.1)
Expenses							
<u>Labor:</u>							
Payroll	\$476.229	\$561.002	\$555.861	(\$79.632)	(16.7)	\$5.141	0.9
Overtime	76.239	126.549	118.964	(42.725)	(56.0)	7.585	6.0
Health and Welfare	121.774	114.643	109.946	11.827	9.7	4.697	4.1
OPEB Current Payment	22.049	24.000	24.103	(2.054)	(9.3)	(0.103)	(0.4)
Pensions	84.865	106.171	99.361	(14.496)	(17.1)	6.810	6.4
Other Fringe Benefits	112.678	123.251	117.098	(4.421)	(3.9)	6.153	5.0
GASB Account	0.000	0.000	0.000	0.000	-	0.000	-
Reimbursable Overhead	(1.678)	(2.265)	(1.885)	0.206	12.3	(0.380)	(16.8)
Total Labor Expenses	\$892.155	\$1,053.351	\$1,023.449	(\$131.294)	(14.7)	\$29.902	2.8
<u>Non-Labor:</u>							
Electric Power	\$86.167	\$83.360	\$80.436	\$5.731	6.7	\$2.924	3.5
Fuel	26.606	29.082	27.367	(0.760)	(2.9)	1.715	5.9
Insurance	22.131	21.305	20.707	1.423	6.4	0.598	2.8
Claims	0.535	7.613	5.294	(4.759)	*	2.320	30.5
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	119.363	112.621	115.455	3.908	3.3	(2.834)	(2.5)
Professional Service Contracts	49.499	40.483	36.687	12.813	25.9	3.796	9.4
Materials & Supplies	108.562	93.880	83.532	25.029	23.1	10.348	11.0
Other Business Expenses	16.187	28.119	27.444	(11.257)	(69.5)	0.675	2.4
Total Non-Labor Expenses	\$429.049	\$416.464	\$396.922	\$32.127	7.5	\$19.542	4.7
<u>Other Expense Adjustments:</u>							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenses before Depreciation and GASB Adjs.	\$1,321.205	\$1,469.815	\$1,420.371	(\$99.166)	(7.5)	\$49.444	3.4
Depreciation	\$227.237	\$228.525	\$232.100	(\$4.863)	(2.1)	(\$3.575)	(1.6)
OPEB Obligation	65.098	65.098	58.097	7.001	10.8	7.001	10.8
Environmental Remediation	3.800	3.169	1.632	2.168	57.0	1.536	48.5
Total Expenses	\$1,617.340	\$1,766.607	\$1,712.201	(\$94.861)	(5.9)	\$54.406	3.1
Net Surplus/(Deficit)	(\$694.265)	(\$848.717)	(\$813.359)	(\$119.094)	(17.2)	\$35.358	4.2
Cash Conversion Adjustments:							
Depreciation	\$227.237	\$228.525	\$232.100	\$4.863	2.1	\$3.575	1.6
Operating/Capital	(44.697)	(26.382)	(21.231)	23.466	52.5	5.151	19.5
Other Cash Adjustments	51.550	118.361	76.846	25.296	49.1	(41.515)	(35.1)
Total Cash Conversion Adjustments	234.090	320.504	287.715	\$53.625	22.9	(\$32.789)	(10.2)
Baseline Cash Surplus/(Deficit)	(\$460.175)	(\$528.213)	(\$525.644)	(\$65.469)	(14.2)	\$2.569	0.5

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

MTA METRO-NORTH RAILROAD
2014 ADOPTED BUDGET AND FINAL ESTIMATE VS. ACTUAL
DECEMBER YEAR-TO-DATE (PRELIMINARY RESULTS)
EXPLANATION OF VARIANCE BETWEEN ADOPTED BUDGET, FINAL ESTIMATE AND PRELIMINARY ACTUAL RESULTS
ACCURAL STATEMENT OF OPERATIONS BY CATEGORY
(\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Year to Date vs. Adopted Budget				Year to Date vs. Final Estimate			
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance		
		\$	%		\$	%			
OTHER OPERATING REVENUE	Non-Reimb	\$4.709	8.4%	Favorable variance reflects higher net GCT retail revenue from Vanderbilt Hall events, fewer tenant vacancies than projected and higher holiday fair revenues. In addition, higher reimbursements for storm restoration costs related to Tropical Storm Irene were received during the year (\$2.2 million).	\$0.987	1.6%			
CAPITAL AND OTHER REIMBURSEMENTS	Reimb	(\$18.631)	(9.0%)	Lower reimbursements reflect scheduling changes in capital project expenditures.	(\$15.951)	(7.8%)	Lower reimbursements reflect scheduling changes in capital project expenditures.		
PAYROLL	Non-Reimb	(\$81.470)	(18.9%)	Higher expenses due to retroactive wage adjustment (RWA) accruals (\$87.4 million), partly offset by vacancies.	\$0.927	0.2%	Favorable variance reflects lower reimbursable payroll retroactive wage adjustment (RWA) accruals (\$1.4 million) and timing differences for the following projects: Cyclical Track Program, Mainline High Speed Turnouts, Harmon Shop Improvement, Penn Station Access Study, Positive Train Control and the Hurricane Sandy - Mat Power.		
	Reimb	\$1.838	4.1%		\$4.214	8.9%			
OVERTIME	Non-Reimb	(\$37.775)	(62.6%)	Primarily due to retroactive wage adjustment (RWA) accruals (\$20.6 million) and higher requirements for FRA mandated MofE training, improved track maintenance program, station enhancements, train service coverage due to lower employee availability, the implementation of safety enhancements and safety responses (Cos Cob Fire and Danbury Branch grade crossing issues) and vacancy and sick time coverage.	\$2.521	2.5%	Reflects lower than forecasted activity for Moodna/Woodbury viaducts and Harlem River Lift Bridge Cable and timing of the Devon Bridge Repairs and the 2013 Cyclical Track Program.		
	Reimb	(\$4.951)	(31.2%)	Reflects retroactive wage adjustment (RWA) accruals (\$4.7 million) and higher activity on the Bridge Timbers, Mitre Rail - Walk Bridge and the Danbury Branch Signal System.	\$5.064	19.6%			
HEALTH AND WELFARE	Non-Reimb	\$9.256	8.7%	Reflects lower full year premium rates and vacancies.	\$3.567	3.5%	Reflects lower project activity.		
	Reimb	\$2.572	17.1%	Reflects lower project activity.	\$1.130	8.3%			

MTA METRO-NORTH RAILROAD
2014 ADOPTED BUDGET AND FINAL ESTIMATE VS. ACTUAL
DECEMBER YEAR-TO-DATE (PRELIMINARY RESULTS)
EXPLANATION OF VARIANCE BETWEEN ADOPTED BUDGET, FINAL ESTIMATE AND PRELIMINARY ACTUAL RESULTS
ACCRAUAL STATEMENT OF OPERATIONS BY CATEGORY
(\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Year to Date vs. Adopted Budget		Reason for Variance	Year to Date vs. Final Estimate		Reason for Variance
		Variance Fav (Unfav)			Variance Fav (Unfav)		
		\$	%		\$	%	
OPEB CURRENT PAYMENT	Non-Reimb	(\$2.054)	(9.3%)	Reflects larger than expected number of retirees receiving healthcare premiums.	(\$0.103)	(0.4%)	
PENSIONS	Non-Reimb	(\$14.628)	(19.3%)	Reflects retroactive wage adjustment (RWA) accruals.	\$4.938	5.2%	Favorable variance reflects a lower than forecasted increase in the Annual Required Contribution (ARC) for Pensions. Pension expenses will be further adjusted pending year-end Actuarial Valuation report. Reflects lower project activity.
	Reimb	\$0.132	1.5%		\$1.872	17.6%	
OTHER FRINGE BENEFITS	Reimb	\$0.088	0.8%		\$0.793	7.2%	Reflects rate differentials and project adjustments.
REIMBURSABLE OVERHEAD	Non-Reimb	\$7.859	19.4%	The non-reimbursable and reimbursable variances reflect higher activity due to reimbursable retroactive wage adjustment (RWA) accruals and higher activity on the following projects: Bridge Timbers, Mitre Rail - Walk Bridge, Danbury Branch Signal System, NHL Signal System and Hurricane Sandy Infrastructure.	(\$6.648)	(12.1%)	The non-reimbursable and reimbursable variances reflect lower activity on the following projects: Cyclical Track Program, Moodna/Woodbury viaducts, Harlem River Lift Bridge Cable, Devon Bridge Repairs. Also reflects a lower reimbursable retroactive wage adjustment (RWA) accruals.
	Reimb	(\$7.652)	(19.7%)		\$6.268	11.9%	
ELECTRIC POWER	Non-Reimb	\$5.790	6.7%	Lower consumption due to the rescheduling of 2014 service changes from July to November.	\$2.983	3.6%	
FUEL	Non-Reimb	(\$0.760)	(2.9%)		\$1.715	5.9%	Primarily reflects lower rates and consumption across all lines.
INSURANCE	Non-Reimb	\$1.010	5.5%	Insurance premiums were lower than budgeted.	\$0.312	1.8%	Reflects lower project activity.
	Reimb	\$0.413	10.8%	Reflects lower project activity.	\$0.286	7.8%	
CLAIMS	Non-Reimb	(\$4.759)	*	Reflects a \$5.4M claim settlement for NJT employees injured on MNR property	\$2.320	30.5%	Lower than expected passenger claims.

MTA METRO-NORTH RAILROAD
2014 ADOPTED BUDGET AND FINAL ESTIMATE VS. ACTUAL
DECEMBER YEAR-TO-DATE (PRELIMINARY RESULTS)
EXPLANATION OF VARIANCE BETWEEN ADOPTED BUDGET, FINAL ESTIMATE AND PRELIMINARY ACTUAL RESULTS
ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY
(\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Year to Date vs. Adopted Budget				Year to Date vs. Final Estimate			
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance		
		\$	%		\$	%			
MAINTENANCE AND OTHER OPERATING CONTRACTS	Non-Reimb	\$4.798	4.5%	Reflects the rescheduling of locomotive overhauls and lower costs for maintenance contracts, office space leases, and GCT utilities.	\$1.288	1.2%	Reflects higher than forecasted activity on the following projects: GCT Leaks Remediation, Newburg - Beacon and Haverstraw - Ossining Ferry, Overhead Bridge Program and Positive Train Control.		
	Reimb	(\$0.891)	(7.4%)	Reflects higher than budgeted activity on the Cos Cob West Substation.	(\$4.123)	(47.0%)			
PROFESSIONAL SERVICE CONTRACTS	Non-Reimb	\$5.510	19.0%	Lower expenses for IT related work, outside training, medical services, market share studies, and legal fees.	\$8.144	25.8%	Lower expenses for IT related work, legal fees, and market share studies and timing of engineering services.		
	Reimb	\$7.303	35.5%	Reflects timing of the Positive Train Control project.	(\$4.348)	(48.8%)	Reflects higher than forecasted activity on the following projects: Positive Train Control, NHL Signal System - CP229, GCT Leaks Remediation and the NHL - EMU Fleet Replacement - M8 Dev.		
MATERIAL AND SUPPLIES	Non-Reimb	\$2.509	3.5%	Lower expenses due to the rescheduling of damaged car repairs and M-7 Seat Replacement and lower rolling stock maintenance, partially offset by inventory valuation adjustments.	\$4.768	6.4%	Primarily due to lower rolling stock maintenance, rescheduling of damaged car repairs, efficient material usage for the Infrastructure Improvement Program, timing of several power reliability projects and inventory valuation adjustments.		
	Reimb	\$22.520	62.8%	Reflects timing of the following projects: Hurricane Sandy, Positive Train Control, Bronx Stations/Capacity Imp and lower activity on the MNR Technology Move.	\$5.580	29.5%	Reflects delay on the NH Rail Yard - Component Change Out Shop, Bronx Stations Capacity IMP, Cyclical Track Programs and System wide Security Initiatives. Also, lower than forecasted activity on the C-29 Track Program, GCT Turnout / Switch Renewal and the Yards Turnout Program.		
OTHER BUSINESS EXPENSES	Non-Reimb	(\$8.574)	(55.1%)	Primarily reflects the recovery for losses related to the 2013 Con Edison power outage not received. This was partially offset by lower subsidy payments to NJT for West-of-Hudson operations due to improved ridership.	\$1.400	5.5%	Favorable variance is primarily due to lower subsidy payment to NJT for West-of-Hudson operations due to improved ridership.		
	Reimb	(\$2.683)	-	Reflects higher than forecasted purchases for the following projects: PBX Equipment Upgrade, 525 N. Broadway, White Plains projects, NH Independent Wheel True Shop and MofW Equipment Program.	(\$0.725)	(27.9%)	Reflects higher than forecasted purchases for the PBX Equipment Upgrade, MNR Technology Move and MofW Equipment Program.		

MTA METRO-NORTH RAILROAD
2014 ADOPTED BUDGET AND FINAL ESTIMATE VS. ACTUAL
DECEMBER YEAR-TO-DATE (PRELIMINARY RESULTS)
EXPLANATION OF VARIANCE BETWEEN ADOPTED BUDGET, FINAL ESTIMATE AND PRELIMINARY ACTUAL RESULTS
ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY
(\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Year to Date vs. Adopted Budget			Year to Date vs. Final Estimate		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
OTHER POST EMPLOYMENT BENEFITS	Non-Reimb	\$7.001	10.8%	Reflects an updated actuarial estimate. OPEB obligation will be further adjusted pending the year-end Actuarial Valuation report.	\$7.001	10.8%	Reflects an updated actuarial estimate. OPEB obligation will be further adjusted pending the year-end Actuarial Valuation report.
ENVIRONMENTAL REMEDIATION	Non-Reimb	\$2.168	57.0%	Primarily due to fewer projects requiring remediation.	\$1.536	48.5%	Primarily due to fewer projects requiring remediation.
OPERATING CAPITAL	Non-Reim	\$23.466	52.5%	Reflects lower activity during the period on the Purchase of Snow Fighting Equipment, GCT Escalators Replacement, Locomotive Overhaul For 6 GP 35 Locos, Vehicle Fleet Replacement, Expand Real-Time Train Status Information - NYS, Hot Box And Wheel Impact Detector, M of W Equipment, Furniture For CCO Shop in New Haven, and Ticket Issuing Machines (TIMs) projects, partially offset by higher activity on the Upgrade Locomotive Simulators project.	\$5.151	19.5%	Reflects lower activity during the period on the NYPA Improvement Support, Purchase of Snowmelter Elements, Purchase 4 Prefab Bldgs. for Croton-Harmon, Employee Welfare Facility Improvements, RWA Accrual, Expand Real-Time Train Status Information - NYS, and Avaya Software Upgrade projects, partially offset by higher activity on the Roof Replacement of the North Wing at 525 North Broadway Building project.

MTA METRO-NORTH RAILROAD
Preliminary 2014 Overtime Results
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	2014 Adopted Budget		2014 Final Estimate		Preliminary Actual		2014 Adopted Budget vs. Actuals		2014 Final Estimate vs. Actuals	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
	Var. - Fav/(Unfav)		Var. - Fav/(Unfav)		Var. - Fav/(Unfav)		Var. - Fav/(Unfav)		Var. - Fav/(Unfav)	
NON-REIMBURSABLE OVERTIME										
<u>Scheduled Service</u> ¹	507,621	\$ 26.299	538,452	\$ 29.884	559,544	\$ 30.455	(51,923)	(\$4.156)	(21,092)	(\$0.571)
							-10.2%	-15.8%	-3.9%	-1.9%
<u>Unscheduled Service</u>	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -
<u>Programmatic/Routine Maintenance</u>	422,659	\$ 19.169	583,518	\$ 26.258	579,069	\$ 26.687	(156,410)	(\$7.518)	4,449	(\$0.429)
							-37.0%	-39.2%	0.8%	-1.6%
<u>Unscheduled Maintenance</u>	0	\$ -	34,022	\$ 1.531	23,847	\$ 1.505	(23,847)	(\$1.505)	10,175	\$0.026
									29.9%	1.7%
<u>Vacancy/Absentee Coverage</u>	253,215	\$ 11.347	315,141	\$ 14.181	315,354	\$ 14.355	(62,139)	(\$3.008)	(213)	(\$0.174)
							-24.5%	-26.5%	-0.1%	-1.2%
<u>Weather Emergencies</u>	49,855	\$ 2.294	141,461	\$ 6.366	95,241	\$ 4.423	(45,386)	(\$2.129)	46,220	\$1.943
							*	*	32.7%	30.5%
<u>Safety/Security/Law Enforcement</u> ²	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -
<u>All Other</u> ³	29,380	\$ 1.268	20,538	\$ 22.452	16,445	\$ 20.727	12,935	(\$19.458)	4,093	\$1.725
							44.0%	*	19.9%	7.7%
Subtotal	1,262,730	\$ 60.376	1,633,132	\$ 100.672	1,589,500	\$ 98.150	(326,770)	(\$37.774)	43,632	\$2.521
REIMBURSABLE OVERTIME	315,607	\$ 15.862	316,500	\$ 25.877	445,373	\$ 20.813	(129,766)	(\$4.951)	(128,873)	\$5.064
							-41.1%	-31.2%	-40.7%	19.6%
TOTAL OVERTIME	1,578,337	\$ 76.239	1,949,632	\$ 126.549	2,034,872	\$ 118.963	(456,535)	(\$42.724)	(85,240)	\$7.586
							-28.9%	-56.0%	-4.4%	6.0%

1 Includes Service Delay, Tour Length and Holiday overtime.

2 Not Applicable

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

* Exceeds 100%

**MTA Metro-North Railroad
Preliminary 2014 Overtime Results
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)**

	Final Estimate December Year-to-Date		Explanations
	Var. - Fav./(Unfav)		
	Hours	\$	
NON-REIMBURSABLE OVERTIME			
<u>Scheduled Service</u> ¹	(21,092)	(\$0.571)	Reflects service coverage versus available staff and train dispatchment needs.
	-3.9%	-1.9%	
<u>Unscheduled Service</u>	0	\$ -	
<u>Programmatic/Routine Maintenance</u>	4,449	(\$0.429)	Higher requirements to support Infrastructure Improvement and Station Enhancement programs.
	0.8%	-1.6%	
<u>Unscheduled Maintenance</u>	10,175	\$0.026	
	29.9%	1.7%	
<u>Vacancy/Absentee Coverage</u> ²	(213)	(\$0.174)	Reflects vacation and sick coverage for must-fill positions within MofE required to perform FRA mandated functions and periodic maintenance requirements.
	-0.1%	-1.2%	
<u>Weather Emergencies</u>	46,220	\$1.943	Milder final few months of 2014 than originally projected.
	32.7%	30.5%	
<u>Safety/Security/Law Enforcement</u> ³	0	\$ -	
<u>Other</u> ⁴	4,093	\$1.725	Accounting and payroll timing partially offset by retroactive wage adjustments.
	19.9%	7.7%	
Subtotal	43,632	\$2.521	
REIMBURSABLE OVERTIME	(128,873)	\$5.064	Reflects lower than forecasted activity for Moodna/Woodbury viaducts and Harlem River Lift Bridge Cable and timing of the Devon Bridge Repairs and the 2013 Cyclical Track Program.
	-40.7%	19.6%	
TOTAL OVERTIME	(85,240)	\$7.586	

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 Scheduled 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
2014 Overtime Report
Overtime Legend

REVISED OVERTIME DECOMPOSITION LEGEND DEFINITIONS

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

MTA METRO NORTH RAILROAD
2014 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL
CASH RECEIPTS AND EXPENDITURES
DECEMBER YEAR-TO-DATE
(\$ in millions)

SCHEDULE III

	2014			Favorable/(Unfavorable) Variance			
	<u>Adopted Budget</u>	<u>Final Estimate</u>	<u>Actual</u>	<u>2014 Adopted Budget</u>		<u>Final Estimate</u>	
				\$	%	\$	%
Receipts							
Farebox Revenue	\$666.414	\$659.527	\$655.977	(\$10.437)	(1.6)	(\$3.550)	(0.5)
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	71.957	90.834	86.530	14.573	20.3	(4.304)	(4.7)
MTA	128.195	94.602	80.068	(48.127)	(37.5)	(14.534)	(15.4)
CDOT	64.086	64.842	67.296	3.210	5.0	2.454	3.8
Other	16.707	13.272	13.070	(3.637)	(21.8)	(0.202)	(1.5)
Capital & Other Reimbursements	208.988	172.715	160.434	(48.554)	(23.2)	(12.281)	(7.1)
Total Receipts	\$947.359	\$923.076	\$902.941	(\$44.418)	(4.7)	(\$20.135)	(2.2)
Expenditures							
<u>Labor:</u>							
Payroll	\$487.892	\$500.244	\$496.996	(\$9.104)	(1.9)	\$3.248	0.6
Overtime	78.852	110.055	100.307	(21.455)	(27.2)	9.748	8.9
Health and Welfare	126.105	117.444	115.068	11.037	8.8	2.376	2.0
OPEB Current Payment	22.049	25.186	25.436	(3.387)	(15.4)	(0.250)	(1.0)
Pensions	85.856	78.426	113.236	(27.380)	(31.9)	(34.810)	(44.4)
Other Fringe Benefits	114.252	116.054	113.038	1.214	1.1	3.016	2.6
GASB Account	8.917	4.450	4.458	4.459	50.0	(0.008)	(0.2)
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
Total Labor	\$923.923	\$951.859	\$968.539	(\$44.616)	(4.8)	(\$16.680)	(1.8)
<u>Non-Labor:</u>							
Electric Power	\$88.161	\$84.832	\$85.389	\$2.772	3.1	(\$0.557)	(0.7)
Fuel	23.006	27.530	28.149	(5.143)	(22.4)	(0.619)	(2.2)
Insurance	22.406	22.375	20.781	1.625	7.3	1.594	7.1
Claims	0.681	33.882	27.461	(26.780)	*	6.421	19.0
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	119.979	129.251	111.664	8.315	6.9	17.587	13.6
Professional Service Contracts	60.611	44.270	38.715	21.896	36.1	5.555	12.5
Materials & Supplies	128.313	105.143	95.696	32.617	25.4	9.447	9.0
Other Business Expenditures	40.454	52.148	52.191	(11.737)	(29.0)	(0.043)	0.0
Total Non-Labor	\$483.611	\$499.430	\$460.046	\$23.565	4.9	\$39.384	7.9
<u>Other Expenditure Adjustments:</u>							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenditures	\$1,407.534	\$1,451.290	\$1,428.585	(\$21.051)	(1.5)	\$22.705	1.6
Baseline Cash Deficit	(\$460.175)	(\$528.213)	(\$525.644)	(\$65.469)	(14.2)	\$2.569	0.5
<u>Subsidies</u>							
MTA	\$369.548	\$430.857	\$425.094	55.546	15.0	(5.763)	(1.3)
CDOT	90.627	97.356	\$98.004	7.377	8.1	0.648	0.7
Total Subsidies	\$460.175	\$528.213	\$523.098	\$62.923	13.7	(\$5.115)	(1.0)
Opening Cash Balance	0.000	0.000	0.000	0.000	-	0.000	-
Cash Timing and Availability Adjustment	0.000	0.000	2.546	2.546	-	2.546	-
Closing Cash Balance	0.000	0.000	0.000	0.000	-	0.000	-

-- Results are preliminary and subject to audit review.

-- Differences are due to rounding.

* Variance exceeds 100%.

**MTA METRO-NORTH RAILROAD
CASH RECEIPTS AND EXPENDITURES
2014 ADOPTED BUDGET AND FINAL ESTIMATE vs. ACTUAL
DECEMBER YEAR-TO-DATE
EXPLANATION OF VARIANCE BETWEEN ADOPTED BUDGET, FINAL ESTIMATE, AND ACTUAL RESULTS
(\$ in millions)**

\$ Detail

Generic Receipt or Expense Category	Year-to-Date as of December 31, 2014 vs. Adopted Budget			Year-to-Date as of December 31, 2014 vs. 2014 Final Estimate		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
FARE REVENUE	(10.437)	(1.6%)		(3.550)	(0.5%)	
OTHER OPERATING REVENUE	14.573	20.3%	Includes reimbursement from FMTAC for the Spuyten Duyvil derailment claims in excess of the Self Insured Retention. In addition, higher receipts from GCT retail operations and higher Irene reimbursement for storm restoration costs. These increases were partially offset by lower advertising and miscellaneous revenues.	(4.303)	(4.7%)	
CAPITAL AND OTHER REIMBURSEMENTS:						
MTA	(48.137)	(37.5%)	Lower cash receipts due to lower capital related project activity combined with timing of payments.	(14.534)	(15.4%)	Lower cash receipts due to lower capital related project activity combined with timing of payments.
CDOT	3.210	5.0%	Higher cash receipts due to higher capital related project activity partially offset by timing of payments.	2.454	3.8%	
OTHER	(3.637)	(21.8%)	Lower cash receipts due to timing of payments.	(0.202)	(1.5%)	
PAYROLL	(9.104)	(1.9%)		3.248	0.6%	
OVERTIME	(21.455)	(27.2%)	Higher overtime necessitated by on-going infrastructure inspection, testing and repairs, FRA mandated/M8 training costs and catch-up on federally mandated scheduled maintenance, scheduled train service coverage due to high level of new hires in training, RWA payments, vacancy coverage, inclement weather and unscheduled maintenance.	9.748	8.9%	Timing of capital related projects (Moodna/Woodbury Viaducts, Harlem River Lift Bridge Cable, Devon Bridge Repairs and West of Hudson Signal Improvements), less spend on inclement weather and Overtime RWA.
HEALTH & WELFARE	11.038	8.8%	Combination of headcount and rate favorability.	2.377	2.0%	
OPEB CURRENT PAYMENT	(3.388)	(15.4%)	Higher retiree health benefit payments due to higher retirees than budgeted.	(0.251)	(1.0%)	
PENSIONS	(27.380)	(31.9%)	Timing of payments for Defined Pension Plan for 2015 made in 2014.	(34.810)	(44.4%)	Timing of payments for Defined Pension Plan for 2015 made in 2014 and true up of 2014 Contribution.
OTHER FRINGE BENEFITS	1.214	1.1%		3.016	2.6%	
GASB ACCOUNT	4.459	50.0%	Suspension of contributions to fund recent labor settlements with Transport Workers Union (TWU).	(0.008)	(0.2%)	
ELECTRIC POWER	2.772	3.1%		(0.557)	(0.7%)	
FUEL	(5.143)	(22.4%)	Change in NHL locomotive fueling procedures combined with timing of payments and higher consumption on Harlem/Hudson line.	(0.619)	(2.2%)	
INSURANCE	1.625	7.3%	Timing of premium payments for All Agency Property, All Agency Excess and Force Account partially offset by Excess Liability and Terrorism policies.	1.594	7.1%	Timing of premium payments for Force Account and Bio-Terrorism partially offset by Automobile premiums.

**MTA METRO-NORTH RAILROAD
CASH RECEIPTS AND EXPENDITURES
2014 ADOPTED BUDGET AND FINAL ESTIMATE vs. ACTUAL
DECEMBER YEAR-TO-DATE
EXPLANATION OF VARIANCE BETWEEN ADOPTED BUDGET, FINAL ESTIMATE, AND ACTUAL RESULTS
(\$ in millions)**

\$ Detail

Generic Receipt or Expense Category	Year-to-Date as of December 31, 2014 vs. Adopted Budget			Year-to-Date as of December 31, 2014 vs. 2014 Final Estimate		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
CLAIMS	(26.780)	*	Claim payments made for passenger injury settlements relating to the Spuyten Duyvil, West of Hudson and New Haven Line incidents.	6.421	19.0%	Delay in timing of passenger injury settlements relating to the Spuyten Duyvil incident and other passenger injury claims.
MAINTENANCE & OTHER OPERATING CONTRACTS	8.315	6.9%	Timing of payments for MTA Police, Carey's Hole Demolition, Steam, capital related projects (most notably Locomotive Overhaul) and Real Estate Rentals partially offset by Bus & Transfer Services (Danbury Emergency Bus services and Spuyten Duyvil incident) and lower Maintenance & Repair Costs.	17.587	13.6%	Timing of capital related projects (Upgrade of Locomotive Simulators, Vehicle Replacement Provision, GCT Leaks Remediation, Cos Cob West Substation, Overhead Bridge Program, C-30 Track Program, Employee Welfare Facility Improvements, West of Hudson Signal Improvements and Purchase of Prefab Bldgs. for Croton-Hudson), and MTA Police payments partially offset by Non-Vehicle Maintenance and Repair.
PROFESSIONAL SERVICE CONTRACTS	21.896	36.1%	Timing of capital related projects (PTC, West of Hudson Signal Improvements, Furniture for CCO Shop in New Haven and Ticket Issuing Machines), I.T. Costs, Locomotive Simulator, Data Center, Medical Services, Market Research and Outside Training.	5.555	12.5%	Lower spend on I.T. Maintenance & Repair, Professional Services, Advertising and Outside Training.
MATERIALS & SUPPLIES	32.617	25.4%	Timing of capital related projects (Hurricane Sandy Power and Infrastructure Resiliency, MNR Tech Move, Purchase of Snow Fighting Equipment, PTC, Bronx Station Improvements, Maintenance of Way Equipment, Cyclical Track Program, C-30 Track Program and Real Time Train Status Information expansion) partially offset by communication materials and equipment.	9.447	9.0%	Timing of capital related projects \$6.5M (Component Change Out Shop \$1.4M, C-29 Track Program (wood cross-ties and resurfacing) \$1.2M, Bronx Station Improvements \$0.9M, Snowmelter Elements \$0.8M, Real Time Train Status Expansion \$0.7M, Cyclical Track Program \$0.6M and GCT Switch Renewal \$0.5M) combined with lower spend on propulsion materials \$3.1M.
OTHER BUSINESS EXPENSES	(11.737)	(29.0%)	Unfavorable variance primarily due to budget recovery of Con Ed power failure damages not received.	(0.043)	(0.1%)	
MTA SUBSIDY RECEIPTS	55.546	15.0%	Higher subsidy draw due to higher net cash deficit (primarily RWA payments for settled unions) partially offset by higher CDOT subsidy receipts and impact of utilization of cash balances.	(5.764)	(1.3%)	
CDOT SUBSIDY RECEIPTS	7.377	8.1%	Timing of January 2015 deficit payment made in 2014 combined with higher deficit receipt for December than budgeted partially offset by short payments of November & December deficit bills paid in January '15.	0.648	0.7%	
TOTAL SUBSIDY RECEIPTS	62.923	13.7%		(5.116)	(1.3%)	

* Variance exceeds 100%

MTA METRO NORTH RAILROAD
2014 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL
CASH CONVERSION (CASH FLOW ADJUSTMENTS)
DECEMBER YEAR-TO-DATE
(\$ in millions)

	2014			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	2014 Adopted Budget		Final Estimate	
				\$	%	\$	%
Receipts							
Farebox Revenue	\$6.302	\$5.644	\$6.177	(\$0.124)	(2.0)	\$0.533	9.5
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	15.568	30.723	25.432	9.864	63.4	(5.291)	(17.2)
MTA	(0.759)	(20.146)	(13.917)	(13.158)	*	6.228	30.9
CDOT	2.744	(9.366)	(9.682)	(12.426)	*	(0.316)	(3.4)
Other	0.429	(1.668)	(3.910)	(4.339)	*	(2.242)	*
Capital & Other Reimbursements	2.414	(31.180)	(27.510)	(29.923)	*	3.670	11.8
Total Receipts	\$24.283	\$5.187	\$4.099	(\$20.184)	(83.1)	(\$1.088)	(21.0)
Expenditures							
<u>Labor:</u>							
Payroll	(\$11.662)	\$60.758	\$58.865	\$70.528	*	(\$1.893)	(3.1)
Overtime	(2.613)	16.493	18.657	21.270	*	2.164	13.1
Health and Welfare	(4.331)	(2.801)	(5.122)	(0.791)	(18.3)	(2.320)	(82.8)
OPEB Current Payment	0.000	(1.186)	(1.333)	(1.333)	-	(0.147)	(12.4)
Pensions	(0.991)	27.745	(13.875)	(12.884)	*	(41.620)	*
Other Fringe Benefits	(1.574)	7.197	4.060	5.635	*	(3.137)	(43.6)
GASB Account	(8.917)	(4.450)	(4.458)	4.459	50.0	(0.008)	(0.2)
Reimbursable Overhead	(1.678)	(2.265)	(1.885)	(0.206)	(12.3)	0.380	16.8
Total Labor	(\$31.767)	\$101.491	\$54.910	\$86.677	*	(\$46.581)	(45.9)
<u>Non-Labor:</u>							
Electric Power	(\$1.994)	(\$1.472)	(\$4.953)	(\$2.959)	*	(\$3.481)	*
Fuel	3.600	1.552	(0.782)	(4.383)	*	(2.334)	*
Insurance	(0.275)	(1.070)	(0.074)	0.202	73.2	0.996	93.1
Claims	(0.146)	(26.268)	(22.167)	(22.021)	*	4.101	15.6
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	(0.616)	(16.630)	3.791	4.407	*	20.421	*
Professional Service Contracts	(11.112)	(3.787)	(2.028)	9.083	81.7	1.759	46.4
Materials & Supplies	(19.751)	(11.263)	(12.164)	7.588	38.4	(0.901)	(8.0)
Other Business Expenditures	(24.267)	(24.029)	(24.747)	(0.480)	(2.0)	(0.719)	(3.0)
Total Non-Labor	(\$54.562)	(\$82.966)	(\$63.124)	(\$8.562)	(15.7)	\$19.842	23.9
<u>Other Expenditure Adjustments:</u>							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Other Post Employment Benefits	0.000	0.000	0.000	0.000	-	0.000	-
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Cash Conversion Adjustments before Non-Cash Liability Adj.	(\$62.046)	\$23.712	(\$4.115)	\$57.931	93.4	(\$27.827)	*
Depreciation	\$227.237	\$228.525	\$232.100	\$4.863	2.1	\$3.575	1.6
OPEB Obligation	65.098	65.098	58.097	(7.001)	(10.8)	(7.001)	(10.8)
Environmental Remediation	3.800	3.169	1.632	(2.168)	(57.0)	(1.536)	(48.5)
Baseline Total Cash Conversion Adjustments	\$234.090	\$320.504	\$287.715	\$53.625	22.9	(\$32.789)	(10.2)

-- Results are preliminary and subject to audit review.

-- Differences are due to rounding.

* Variance exceeds 100%.

MTA METRO-NORTH RAILROAD
2014 ADOPTED BUDGET AND FINAL ESTIMATE vs. ACTUAL
UTILIZATION
(in millions)

	Year-to-Date as of December 2014			Variance Favorable/(Unfavorable)			
	Budget	Final		vs. Budget		vs. Final Estimate	
		Estimate	Actual	\$	%	\$	%
Farebox Revenue							
Harlem Line	\$197.487	\$193.132	\$192.162	(\$5.324)	(2.7)	(\$0.969)	(0.5)
Hudson Line	\$142.990	\$141.324	\$140.416	(\$2.573)	(1.8)	(\$0.908)	(0.6)
New Haven Line	\$319.144	\$319.011	\$316.805	(\$2.339)	(0.7)	(\$2.206)	(0.7)
Total Farebox Revenue	\$659.620	\$653.467	\$649.384 ⁽¹⁾	(10.237)	(1.6)	(\$4.083)	(0.6)
Ridership							
Harlem Line	27.768	27.216	27.127	(0.641)	(2.3)	(0.089)	(0.3)
Hudson Line	16.401	16.278	16.237	(0.165)	(1.0)	(0.042)	(0.3)
New Haven Line	40.081	39.706	39.611	(0.470)	(1.2)	(0.095)	(0.2)
Total Ridership East of Hudson	84.250	83.200	82.975	(1.275)	(1.5)	(0.226)	(0.3)
West of Hudson	1.623	1.673	1.684	0.061	3.8	0.011	0.7
Total Ridership	85.873	84.873	84.659	(1.214)	(1.4)	(0.214)	(0.3)

(1) Excludes West of Hudson Mail & Ride revenue of \$0.416 million year-to-date.

Total Ridership:

For the year total ridership was 84.7 million, 1.5% higher than 2013, and the highest in Metro-North's history. Compared to the 2014 Final Estimate, total ridership was slightly lower than projected (0.3%).

East of Hudson:

East of Hudson YTD ridership of 82.3 million was 1.4% higher than 2013 (highest level in Metro-North history). Compared to plan, 2014 ridership was 1.5% lower than the Budget and 0.3% lower than the Final Estimate. Results lower than Budget were largely due to the severe winter weather in January through March, and overly optimistic growth rates associated with the difficulty in isolating the residual impact of Superstorm Sandy when the 2014 Budget Forecast was developed in 2013. As compared to the Final Estimate, ridership was lower primarily due to lower holiday season utilization in November and December attributed to unfavorable weather, as well as a slower than projected growth in ridership.

For the year, ridership on the Harlem Line was 2.3% lower than the budget and 0.3% lower than the Final Estimate, the Hudson Line was 1.0% lower and 0.3% lower, respectively, and on the New Haven Line, ridership was 1.2% lower and 0.2% lower respectively.

Overall commutation ridership was 0.1% higher from the Final Estimate and 0.5% higher compared to 2013. Non-commutation ridership was 0.7% below the Final Estimate, and 2.7% higher as compared to 2013.

West of Hudson:

West of Hudson ridership was 0.7% higher versus the 2014 Final Estimate reflecting non-commutation ridership that was 2.1% higher and commutation ridership that was 0.4% lower. Compared to the Adopted Budget ridership was 3.8% higher. As compared to 2013, ridership was 6.8% higher reflecting 6.7% higher commutation and 7.0% higher non-commutation ridership reflecting an improved regional economy and a significant recovery from the ridership losses experienced from Hurricane Irene and Superstorm Sandy.

MTA METRO-NORTH RAILROAD
2014 FINAL ESTIMATE VS. ACTUALS
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
December 31, 2014

<u>Department</u>	Final Estimate	Actual	Favorable (Unfavorable) Variance
Administration			
President	3	2	1
Labor Relations	10	7	3
Safety (1)	64	35	29
COS/Corporate & Public Affairs	17	15	2
Legal (2)	18	19	(1)
Claims Services	14	10	4
Environmental Compliance & Svce	8	7	1
VP Administration	2	2	-
VP Human Resources	7	6	1
Human Resources	31	25	6
Training (1)	77	50	27
Employee Relations & Diversity	5	5	-
VP Planning	2	2	-
Operations Planning & Analysis	19	15	4
Capital Planning & Programming	16	13	3
GCT & Corporate Development (3)	31	32	(1)
Long Range Planning	8	6	2
VP Finance & Information Systems	3	1	2
Controller (4)	81	75	7
Information Technology & Project Mgmt (4)	125	93	32
Budget	18	18	0
Customer Service	52	45	7
Procurement & Material Mgmt (4)	43	30	13
Corporate	-	-	0
Total Administration	654	512	142
Operations			
Operations Administration (1)	67	53	14
Operations Services (1)	1,474	1,454	20
Customer Service (4)	238	230	9
GCT & Corporate Development	38	33	5
Metro-North West	33	33	(0)
Total Operations	1,850	1,802	48
Maintenance			
GCT & Corporate Development (3)(4)	171	158	14
Maintenance of Equipment (4)	1,735	1,607	128
Maintenance of Way (4)	2,002	1,848	155
Procurement & Material Mgmt	124	119	6
Total Maintenance	4,032	3,731	301
Engineering/Capital			
Construction Management	43	31	13
Engineering & Design	70	60	10
Total Engineering/Capital	113	91	23
Total Positions	6,649	6,136	514
Non-Reimbursable	6,031	5,681	350
Reimbursable	618	455	164
Total Full-Time	6,648	6,135	514
Total Full-Time-Equivalents (of part-time positions)	1	1	-

(1) Variance reflects new and existing vacant positions.

(2) Variance reflects addition of temporary position.

(3) Variance reflects positions within the GCT & Corporate Development department that were transferred from a management center that performs a maintenance function to a management center that performs an administrative function. As a whole, the department possesses 19 existing vacant positions.

(4) Variance reflects existing vacant positions.

MTA METRO-NORTH RAILROAD
2014 FINAL ESTIMATE VS. ACTUALS
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
December 31, 2014

FUNCTION/OCCUPATION	Final Estimate	Actual	Favorable (Unfavorable) Variance
Administration (1)			
Managers/Supervisors	198	135	64
Professional, Technical, Clerical	455	378	78
Operational Hourlies	-	-	-
Total Administration	654	512	142
Operations (1)			
Managers/Supervisors	150	130	20
Professional, Technical, Clerical	259	223	36
Operational Hourlies	1,442	1,449	(8)
Total Operations	1,850	1,802	48
Maintenance (1)			
Managers/Supervisors	549	489	59
Professional, Technical, Clerical	507	509	(2)
Operational Hourlies	2,977	2,732	244
Total Maintenance	4,032	3,731	301
Engineering/Capital			
Managers/Supervisors	51	40	11
Professional, Technical, Clerical	62	51	12
Operational Hourlies	-	-	-
Total Engineering/Capital	113	91	23
Public Safety			
Managers/Supervisors	-	-	-
Professional, Technical, Clerical	-	-	-
Operational Hourlies	-	-	-
Total Public Safety	-	-	-
Total Positions			
Managers/Supervisors	948	794	154
Professional, Technical, Clerical	1,283	1,160	123
Operational Hourlies	4,418	4,182	237
Total Positions	6,649	6,136	514

Notes

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

**MTA METRO-NORTH RAILROAD
2014 FINAL ESTIMATE VS. ACTUALS**

December 31, 2014

Agency-wide (Non-Reimbursable and Reimbursable)	Final Estimate	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<i>Functional Classification:</i>				
Operations (1)	1,850	1,802	48	Reflects vacancies in Operation Services (train oversight staff), Operations Administration and Customer Service (custodians).
Maintenance (1)	4,032	3,731	301	Reflects vacancies in Maintenance of Way (trackmen, mechanics, vehicle & machine operators and signal maintainers) and Maintenance of Equipment (electricians, carmen, machinists and sheetmetal workers) of which approximately 70% are under active recruitment.
Administration (1)	654	512	142	Reflects vacancies in Information Technology (computer support analysts, application developers and network analysts) primarily due to the MTA Headquarter consolidation and reorganization of the department. In addition, the variance reflects timing differences in hiring newly created positions in the Training and Safety departments of which approximately 55% are under active recruitment.
Engineering / Capital	113	91	23	Reflects vacancies in Engineering & Design and Construction Management (structural and construction engineers).
Total Agency-wide Headcount	6,649	6,136	514	
Non-Reimbursable	6,031	5,681	350	
Reimbursable	618	455	164	

Notes

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

**MTA METRO-NORTH RAILROAD
2014 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL
MONTHLY PERFORMANCE INDICATORS ***

	YEAR-TO-DATE			VARIANCE	
	2014	FINAL ESTIMATE	2013	FINAL ESTIMATE	2013
Farebox Operating Ratio					
Standard ⁽¹⁾	53.9%	52.8%	58.7%	1.1%	-4.8%
Adjusted ⁽²⁾	60.9%	59.5%	66.8%	1.4%	-5.9%
Cost per Passenger					
Standard ⁽¹⁾	\$14.69	\$15.05	\$13.03	\$0.36	(\$1.66)
Adjusted ⁽²⁾	\$14.44	\$14.82	\$12.82	\$0.38	(\$1.62)
Passenger Revenue/Passenger ⁽⁴⁾	\$7.91	\$7.94	\$7.65	(\$0.03)	\$0.26
	YEAR-TO-DATE			VARIANCE	
	2014	ADOPTED BUDGET	2013	ADOPTED BUDGET	2013
Farebox Operating Ratio					
Standard ^{(1) (3)}	53.9%	59.1%	58.7%	-5.2%	-4.8%
Adjusted ^{(2) (3)}	60.9%	66.2%	66.8%	-5.3%	-5.9%
Cost per Passenger					
Standard ^{(1) (3)}	\$14.69	\$13.40	\$13.03	(\$1.29)	(\$1.66)
Adjusted ^{(2) (3)}	\$14.44	\$13.19	\$12.82	(\$1.25)	(\$1.62)
Passenger Revenue/Passenger ⁽⁴⁾	\$7.91	\$7.92	\$7.65	(\$0.01)	\$0.26

(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) Baseline projections also include the wage impact of the Commuter Rail Labor - July 17th Agreement with LIRR. Excluding prior period wage accruals adjustment, YTD December performance indicators would be as follows:

	Standard	Adjusted
Fare Operating Ratio	60.5%	68.5%
Cost per Passenger	\$13.09	\$12.84

(4) Includes Bar Car Services.

* Includes East and West of Hudson revenues and expenses.



Metro-North Railroad

Ridership Report February 2015

MTA METRO-NORTH RAILROAD

MONTHLY RIDERSHIP REPORT

DECEMBER 2014

Operations Planning & Analysis Department
February, 2015

DECEMBER 2014 RIDERSHIP REPORT MTA METRO-NORTH RAILROAD

EXECUTIVE SUMMARY

December

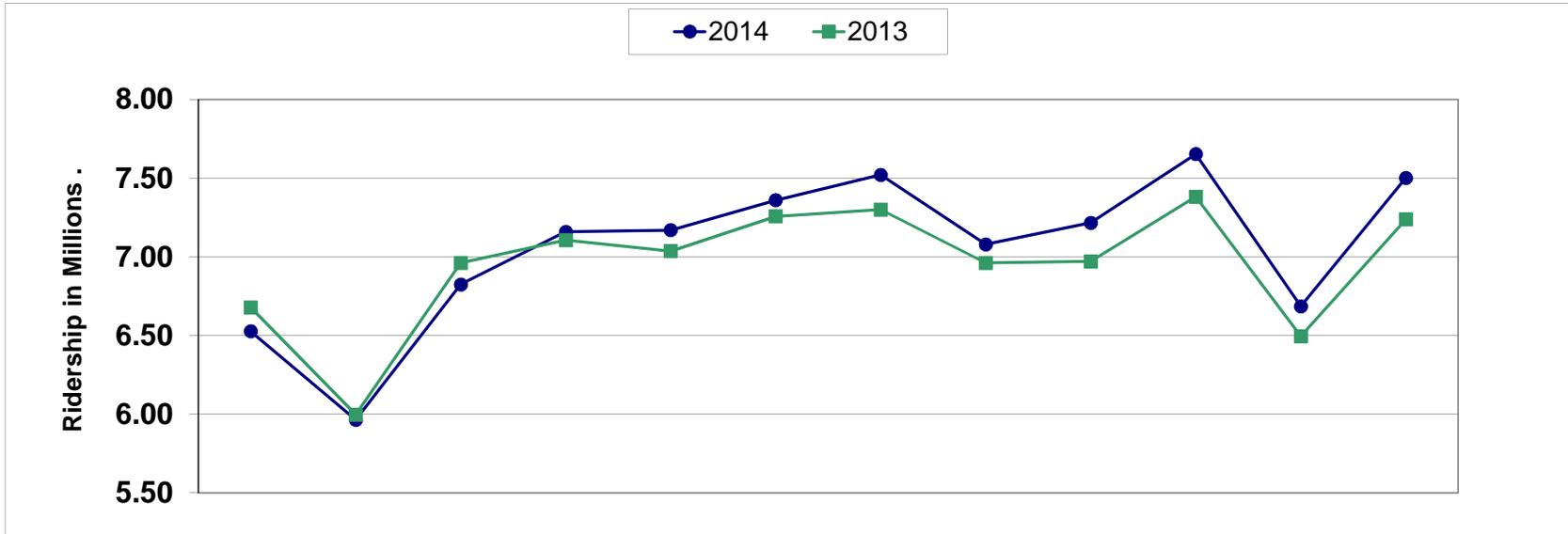
- December 2014 **Total MNR System Ridership** was 7.546 million vs. 7.277 million in December 2013, an increase of 268,632 passengers (+3.7%).
- December 2014 **Total Rail Ridership** was 7.502 million vs. 7.238 million in December 2013, an increase of 263,808 passengers (+3.6%).
 - **Rail Commutation Ridership** was +3.3% vs. 2013
 - **Rail Non-commutation Ridership** was +4.1% vs. 2013
- December 2014 **East of Hudson Ridership** was 7.356 million vs. 7.097 million in December 2013, an increase of 258,635 passengers (+3.6%).
- December 2014 **West of Hudson Ridership** was 0.146 million vs. 0.141 million in December 2013, an increase of 5,173 passengers (+3.7%).
- December 2014 **Connecting Services Ridership** was 0.044 million vs. 0.039 million in December 2013, an increase of 4,824 passengers (+12.3%).
- December 2014 **Rail Revenue** was \$58.4 million vs. \$56.5 million in December 2013, an increase of \$1,860,705 (+3.3%).

Year To Date

- 2014 YTD **Total MNR System Ridership** was 1.5% above 2013 and 0.2% below forecast.
- 2014 YTD **Total Rail Ridership** was 1.5% above 2013 and 0.3% below forecast.
- 2014 YTD **East of Hudson Ridership** was 1.4% above 2013 and 0.3% below forecast.
- 2014 YTD **West of Hudson ridership** was 6.8% above 2013 and 0.7% above forecast.
- 2014 YTD **Connecting Services Ridership** was 1.2% below 2013 and 1.6% above forecast.
- 2014 YTD **Rail Revenue** was 4.9% above 2013 and unchanged vs. forecast.

DECEMBER RAIL RIDERSHIP ⁽¹⁾

- December's Total Rail Ridership was 3.6% above 2013 and 2.5% below forecast.

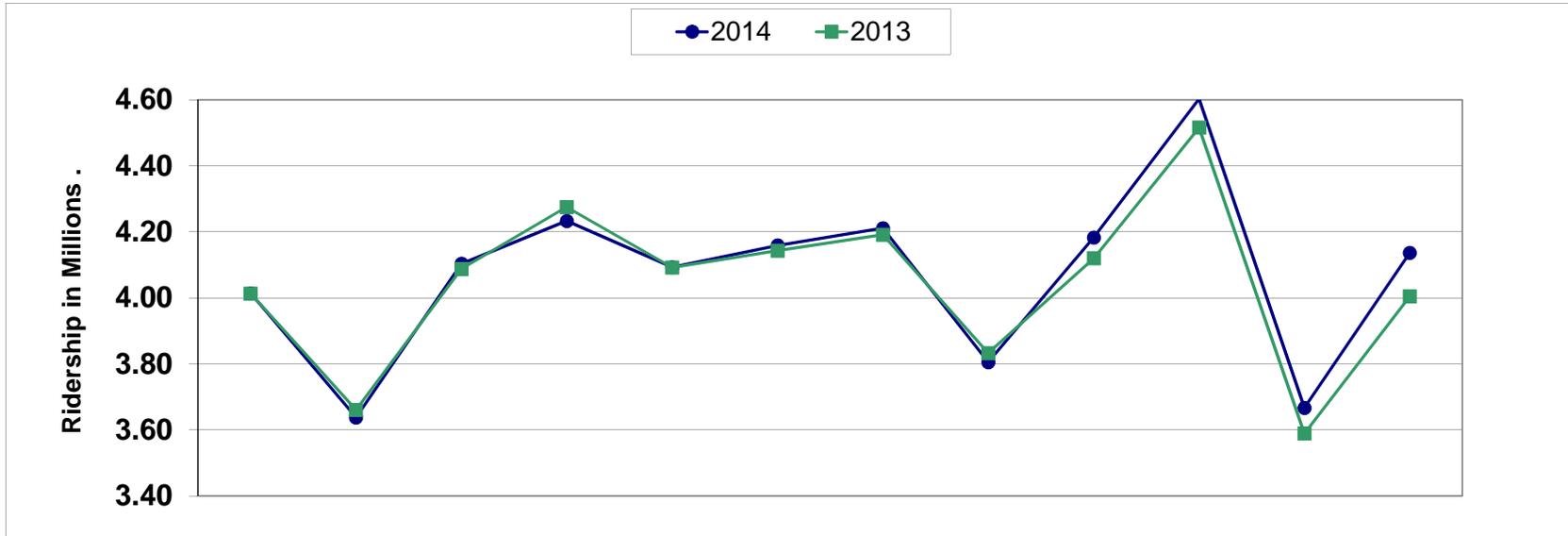


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2014	6.53	5.96	6.82	7.16	7.17	7.36	7.52	7.08	7.22	7.65	6.69	7.50	84.66
2013	6.68	6.00	6.96	7.11	7.04	7.26	7.30	6.96	6.97	7.38	6.49	7.24	83.38
PCT CHG.	-2.3%	-0.5%	-2.0%	0.7%	1.9%	1.4%	3.0%	1.7%	3.5%	3.7%	2.9%	3.6%	1.5%

1) Includes East and West of Hudson.

DECEMBER RAIL COMMUTATION RIDERSHIP ⁽¹⁾

- December's Rail Commutation Ridership was 3.3% above 2013 and 0.5% below forecast.

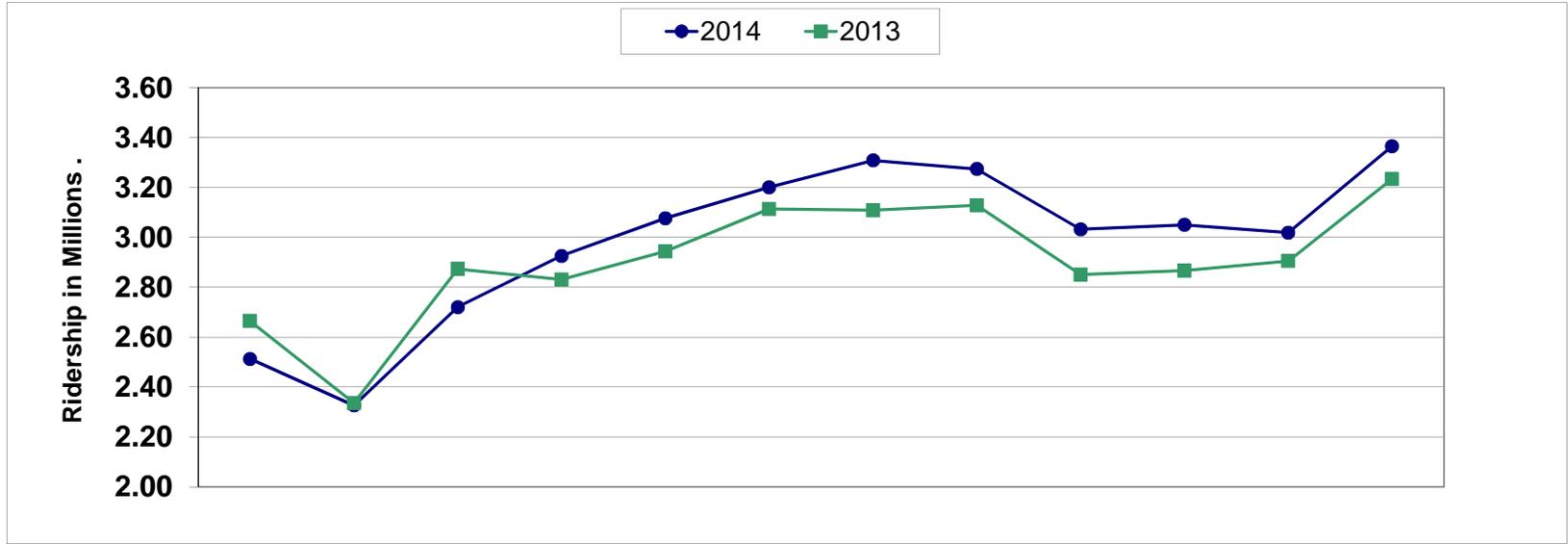


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2014	4.01	3.64	4.10	4.23	4.09	4.16	4.21	3.80	4.18	4.60	3.67	4.14	48.84
2013	4.01	3.66	4.09	4.27	4.09	4.14	4.19	3.83	4.12	4.52	3.59	4.00	48.52
PCT CHG.	0.0%	-0.6%	0.4%	-1.0%	0.0%	0.4%	0.5%	-0.7%	1.5%	1.9%	2.2%	3.3%	0.7%

1) Includes East and West of Hudson.

DECEMBER RAIL NON-COMMUTATION RIDERSHIP ⁽¹⁾

- December's Rail Non-Commutation Ridership was 4.1% above 2013 and 4.9% below forecast.

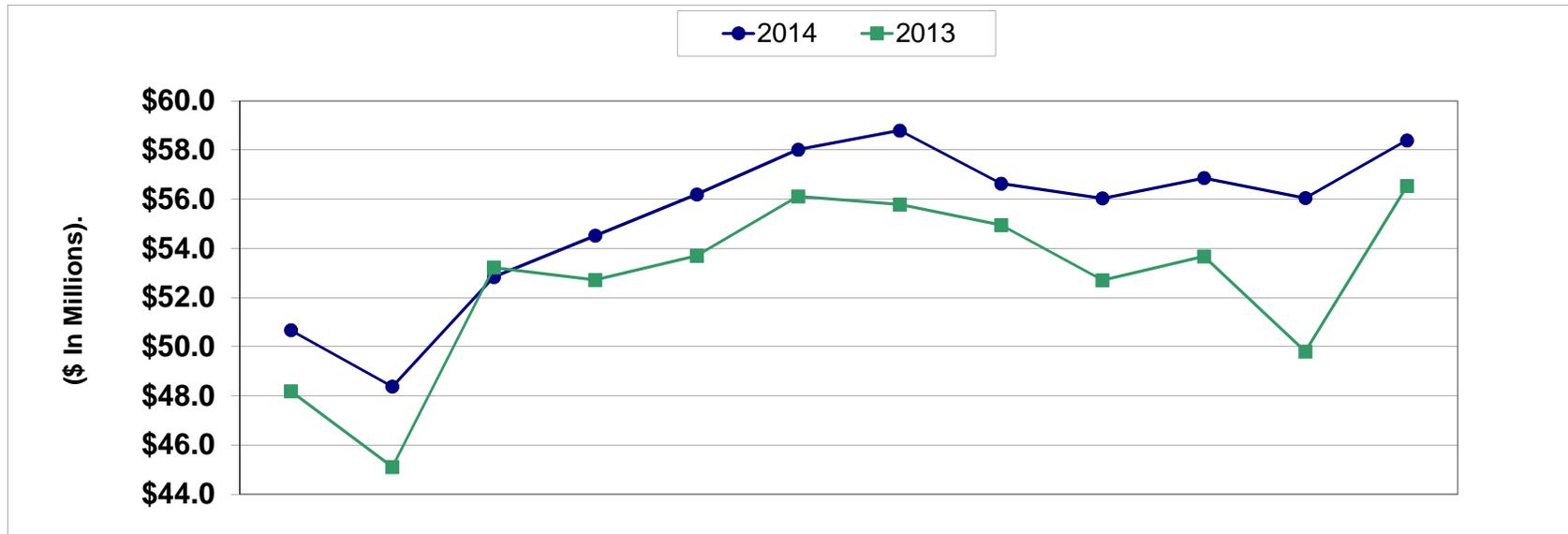


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2014	2.51	2.33	2.72	2.93	3.08	3.20	3.31	3.27	3.03	3.05	3.02	3.37	35.81
2013	2.66	2.34	2.87	2.83	2.94	3.11	3.11	3.13	2.85	2.87	2.91	3.23	34.86
PCT CHG.	-5.7%	-0.4%	-5.3%	3.3%	4.5%	2.8%	6.4%	4.6%	6.4%	6.4%	3.9%	4.1%	2.7%

1) Includes East and West of Hudson.

DECEMBER RAIL REVENUE⁽¹⁾

- December's Total Rail Revenue was 3.3% above 2013 and 3.0% below forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2014	\$50.7	\$48.4	\$52.8	\$54.5	\$56.2	\$58.0	\$58.8	\$56.6	\$56.0	\$56.9	\$56.0	\$58.4	\$663.4
2013	\$48.2	\$45.1	\$53.2	\$52.7	\$53.7	\$56.1	\$55.8	\$54.9	\$52.7	\$53.7	\$49.8	\$56.5	\$632.5
PCT CHG.	5.1%	7.3%	-0.7%	3.4%	4.7%	3.4%	5.4%	3.1%	6.3%	5.9%	12.5%	3.3%	4.9%

1) Includes East and West of Hudson.

**MTA METRO-NORTH RAILROAD
RIDERSHIP SUMMARY
DECEMBER 2014**

TICKET TYPE/SERVICE	DECEMBER 2014	DECEMBER 2013 (1)	CHANGE VS. 2013	
			AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP				
East of Hudson	4,054,842	3,928,026	126,816	3.2%
West of Hudson	81,432	76,002	5,430	7.1%
Total Rail Commutation Ridership	4,136,274	4,004,028	132,246	3.3%
RAIL NON-COMMUTATION RIDERSHIP				
East of Hudson	3,301,596	3,169,777	131,819	4.2%
West of Hudson	64,285	64,542	(257)	-0.4%
Total Rail Non-Commutation Ridership	3,365,881	3,234,319	131,562	4.1%
TOTAL RAIL RIDERSHIP				
East of Hudson	7,356,438	7,097,803	258,635	3.6%
West of Hudson	145,717	140,544	5,173	3.7%
TOTAL RAIL RIDERSHIP	7,502,155	7,238,347	263,808	3.6%
CONNECTING SERVICES RIDERSHIP (2)	43,984	39,160	4,824	12.3%
TOTAL MNR SYSTEM RIDERSHIP	7,546,139	7,277,507	268,632	3.7%

Notes:

1) 2013 ridership figures have been restated to eliminate calendar impacts on ridership.

2) Includes Hudson Rail Link, Haverstraw-Ossining Ferry and Newburgh-Beacon Ferry.

MTA METRO-NORTH RAILROAD RIDERSHIP SUMMARY 2014 YEAR-TO-DATE

TICKET TYPE/SERVICE	2014 YTD	2013 YTD (1)	CHANGE VS. 2013	
			AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP				
East of Hudson	47,877,440	47,616,656	260,784	0.5%
West of Hudson	966,949	906,583	60,366	6.7%
Total Rail Commutation Ridership	48,844,389	48,523,239	321,150	0.7%
RAIL NON-COMMUTATION RIDERSHIP				
East of Hudson	35,097,675	34,188,287	909,388	2.7%
West of Hudson	717,062	669,892	47,170	7.0%
Total Rail Non-Commutation Ridership	35,814,737	34,858,179	956,558	2.7%
TOTAL RAIL RIDERSHIP				
East of Hudson	82,975,115	81,804,943	1,170,172	1.4%
West of Hudson	1,684,011	1,576,475	107,536	6.8%
TOTAL RAIL RIDERSHIP	84,659,126	83,381,418	1,277,708	1.5%
CONNECTING SERVICES RIDERSHIP (2)	535,414	542,000	(6,586)	-1.2%
TOTAL MNR SYSTEM RIDERSHIP	85,194,540	83,923,418	1,271,122	1.5%

Notes:

1) 2013 ridership figures have been restated to eliminate calendar impacts on ridership.

2 Includes Hudson Rail Link, Haverstraw-Ossining Ferry and Newburgh-Beacon Ferry.

**MTA METRO-NORTH RAILROAD
RIDERSHIP BY LINE
DECEMBER 2014**

LINE	DECEMBER 2014 ACTUAL	DECEMBER 2014 FORECAST	VARIANCE VS. FORECAST		DECEMBER 2013 RESTATE ⁽¹⁾	CHANGE FROM 2013	
			AMOUNT	PERCENT		AMOUNT	PERCENT
EAST OF HUDSON							
Harlem Line	2,398,294	2,451,022	(52,728)	-2.2%	2,362,234	36,060	1.5%
Hudson Line	1,419,350	1,447,517	(28,167)	-1.9%	1,286,461	132,889	10.3%
New Haven Line	3,538,794	3,651,825	(113,031)	-3.1%	3,449,108	89,686	2.6%
Total East of Hudson	7,356,438	7,550,364	(193,926)	-2.6%	7,097,803	258,635	3.6%
WEST OF HUDSON							
Port Jervis Line	87,965	88,406	(441)	-0.5%	86,470	1,495	1.7%
Pascack Valley Line	57,752	59,126	(1,374)	-2.3%	54,074	3,678	6.8%
Total West of Hudson	145,717	147,532	(1,815)	-1.2%	140,544	5,173	3.7%
TOTAL RAIL RIDERSHIP	7,502,155	7,697,896	(195,741)	-2.5%	7,238,347	263,808	3.6%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS							
Hudson Rail Link	30,540	28,470	2,070	7.3%	26,593	3,947	14.8%
Haverstraw-Ossining Ferry	8,477	8,420	57	0.7%	7,673	804	10.5%
Newburgh-Beacon Ferry	4,967	4,926	41	0.8%	4,894	73	1.5%
Total Connecting Services	43,984	41,816	2,168	5.2%	39,160	4,824	12.3%
TOTAL MNR SYSTEM	7,546,139	7,739,712	(193,573)	-2.5%	7,277,507	268,632	3.7%

Notes:

1) 2013 ridership figures have been restated to eliminate calendar impacts on ridership.

**MTA METRO-NORTH RAILROAD
RIDERSHIP BY LINE
2014 YEAR-TO-DATE**

TICKET TYPE/SERVICE	2014 YTD ACTUAL	2014 YTD FORECAST	VARIANCE VS. FORECAST		2013 YTD RESTATE ⁽¹⁾	CHANGE FROM 2013	
			AMOUNT	PERCENT		AMOUNT	PERCENT
EAST OF HUDSON							
Harlem Line	27,127,447	27,216,289	(88,842)	-0.3%	26,951,900	175,547	0.7%
Hudson Line	16,236,555	16,278,060	(41,505)	-0.3%	15,875,430	361,125	2.3%
New Haven Line	39,611,113	39,705,911	(94,798)	-0.2%	38,977,613	633,500	1.6%
Total East of Hudson	82,975,115	83,200,260	(225,145)	-0.3%	81,804,943	1,170,172	1.4%
WEST OF HUDSON							
Port Jervis Line	1,018,332	1,016,256	2,076	0.2%	983,393	34,939	3.6%
Pascack Valley Line	665,679	656,517	9,162	1.4%	593,082	72,597	12.2%
Total West of Hudson	1,684,011	1,672,773	11,238	0.7%	1,576,475	107,536	6.8%
TOTAL RAIL RIDERSHIP	84,659,126	84,873,033	(213,907)	-0.3%	83,381,418	1,277,708	1.5%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS							
Hudson Rail Link	362,976	357,798	5,178	1.4%	350,293	12,683	3.6%
Haverstraw-Ossining Ferry	110,043	109,057	986	0.9%	124,346	(14,303)	-11.5%
Newburgh-Beacon Ferry	62,395	60,361	2,035	3.4%	67,361	(4,966)	-7.4%
Total Connecting Services	535,414	527,215	8,199	1.6%	542,000	(6,586)	-1.2%
TOTAL MNR SYSTEM	85,194,540	85,400,248	(205,708)	-0.2%	83,923,418	1,271,122	1.5%

Notes:

1) 2013 ridership figures have been restated to eliminate calendar impacts on ridership.



Metro-North Railroad

Capital Program Report
February 2015

CAPITAL PROGRAM

HIGHLIGHTS

February 23, 2015

STATIONS/PARKING/FACILITIES

North White Plains Station Access and Parking Garage (Design-Build)

Switchover of utilities to the new utility building is complete. Commissioning of the new utility building management system and decommissioning of existing utilities continue. Preparations for demolition of existing building and foundation work continue.

Poughkeepsie Station Improvements

Design consultant submitted 30% design documents and are under review by MNR stakeholders.

Fordham Station Improvements

Construction is 48% complete. Work continues on the inbound and outbound platforms including: canopy construction, electrical work, concrete work, and stair foundations.

Harlem Line Station Renewal for Select Components

Phase I Stations (Botanical Gardens, Williams Bridge, and Woodlawn): Phase I design is on hold and will resume upon the visit from the State Historical Preservation Office to the botanical garden canopy.

Phase II stations design (Wakefield, Mount Vernon West, Fleetwood, Bronxville, and Tuckahoe): Design has been put on hold at this time and will resume in the third quarter of 2016.

POWER

Power & Communication & Signals Infrastructure Restoration Phase I & II – Sandy

The procurement process to acquire a design-build team to perform the required infrastructure restoration services continues.

Power Infrastructure Restoration – Substations – Sandy

Project kickoff meeting is scheduled for February 2015.

Harlem & Hudson Lines Power Improvements

- *Construction of 86th and 110th street substations* - Submittal process and site coordination are underway. Mobilization at 110th street will commence in February 2015 with the installation of the negative reactor platform
- *Brewster Substation* – Project kickoff meeting is scheduled for February 2015.

Substation Replacement Bridge-23

Fabrication of the long lead equipment including New Rochelle's switchgear continues. Commissioning for Pelham balancing substation is anticipated to commence third quarter of 2015. Construction review of activities at Pelham, New Rochelle and Signal station S-14 continues on new vendor submittals, equipment procurement and design coordination. Request for proposals are under review for the Tower 31 installation work.

Harlem River Lift Bridge-Cable Replacement/Control System

Project coordination meetings, submittals, and procurement of long lead items are ongoing. Installation of Circuit Breaker Houses (CBH) #6 is complete. Installation of CBH #7 has commenced. Removal of existing ropes is complete. Installation of new electrical equipment continues.

TRACK AND STRUCTURES

2013 Cyclical Track Program

Surfacing on the Harlem and Hudson lines will continue for various locations in 2015, weather permitting. Installation of rail on the lower Hudson line continues.

Undergrade Bridges – East of Hudson

NH 20.39 (Mamaroneck Avenue, Mamaroneck) - Work is 95% complete; anticipate final completion by the end of the first quarter of 2015.

HU 3.41 over 110th Street: The commencement of the repairs is contingent upon the approval of roadway outages from NYCDOT and is forecasted to commence in the spring of 2015.

Undergrade Bridges – West of Hudson

Rehabilitation of JS 51.00 culvert at Highland Mills: Excavation is complete. Construction job site is shut down for the winter until mid-March.

SHOPS AND YARDS

Harmon Shop Improvements

- *Phase V Stage II Design* - Geotechnical borings and environmental sampling to facilitate the Preliminary Design work for the EMU Running Repair and Support Shop Facility continue.
- *Phase V, Stage I Design-Build* – Mobilization, site investigation, and final design have commenced.

Employee Welfare & Storage Facilities

Work is 100% complete for the replacement of the roofs for the Maintenance of Way building and the Maintenance of Equipment facility

GRAND CENTRAL TERMINAL

Grand Central Terminal Train Shed Rehabilitation

Mobilization has commenced and submittal process continues.

GCT Elevators Rehabilitation Phase 4

Mobilization, submittal process, and site coordination are underway. Construction commencement is anticipated in mid-February 2015.

GCT Utilities

Domestic Water System - Decommissioning of the 43rd Street tank commenced with demo of steel fencing and replacement of supply valves.

Fire Suppression Design – 100% design review is scheduled for completion in March 2015.

GCT Leaks Remediation

Removal of existing pavers in the former GCT Taxi Stand and asbestos abatement at 45th Street Bridge continue.

ROLLING STOCK

M-8 Car Program

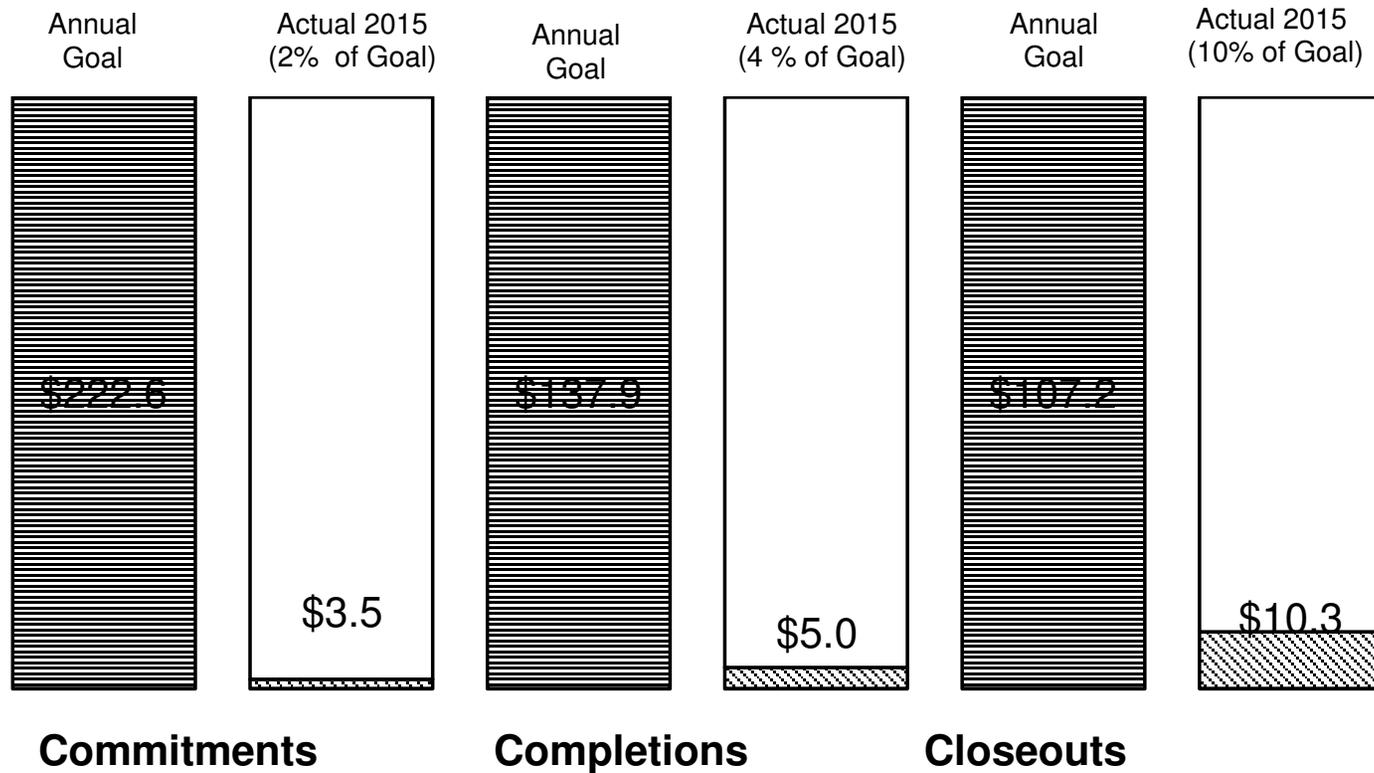
As of January 31, 2015, 380 cars have been conditionally accepted and placed into revenue service.

As of January 31, 2015, 3 Single Cars (S-Cars) have been conditionally accepted and placed into revenue service.

2014 MNR Capital Program Goals

As of January 31, 2015

In Millions



■ 2015 Goals

▣ Actual as of January 31, 2015

□ Forecast : January 31, 2015