



Metropolitan Transportation Authority

Meeting of Metro-North and Long Island Committees

February 2016

Members

J. Sedore, Chair, MNR Committee

M. Pally, Chair, LIRR Committee

F. Ferrer, MTA Vice Chairman

J. Ballan

R. Bickford

N. Brown

I. Greenberg

J. Kay

S. Metzger

J. Molloy

C. Moerdler

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, 2/22/2016

8:30 - 10:00 AM ET

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b. LIRR 2016 Work Plan

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4. AGENCY PRESIDENTS'/CHIEF'S REPORTS

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- **MNR Safety Report**

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b. LIRR Report (no material)

- **LIRR Safety Report**

c. MTA Capital Construction Report

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- **2015 Annual Operating Results**
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- **2015 Annual Fleet Maintenance Report**
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- **Ratifications (No Items)**

b. LIRR Procurements

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- **Competitive**
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c. MTA CC Procurements

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- **Non-Competitive (No Items)**
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Next Meeting: March 21, 2016 - MNR @ 8:30 am, LIRR @ 9:30 am

Minutes of the Regular Meeting
Metro-North Committee
Monday, January 25, 2016

Meeting held at
2 Broadway – 20th Floor
New York, New York 10004
8:30 a.m.

The following members were present:

Hon. Mitchell H. Pally, Chairman of the Long Island Rail Road Committee
Hon. Jonathan A. Ballan
Hon. Norman Brown
Hon. Susan G. Metzger
Hon. John J. Molloy
Hon. Charles G. Moerdler
Hon. Carl V. Wortendyke
Hon. Neal Zuckerman

Not Present:

Hon. Fernando Ferrer, Vice Chairman, MTA
Hon. James L. Sedore, Jr., Chairman of the Metro-North Committee
Hon. Robert C. Bickford
Hon. Ira Greenberg
Hon. Jeffrey A. Kay

Also Present:

Catherine Rinaldi – Executive Vice President
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
Glen Hayden – Vice President, Engineering
John Kennard – Vice President – Capital Programs
John Kesich – Senior Vice President, Operations
Joseph Pavone – Director, Budget
Susan Sarch – Acting General Counsel
Michael Shiffer – Vice President, Operations Planning and Analysis
Justin Vonashek – Vice President, System Safety

Board member Metzger called the meeting of the Metro-North Committee to order.

PUBLIC COMMENT

Three public speakers addressed the Committee.

Randy Glucksman, Chairman Metro-North Railroad Commuter Council and the Permanent Citizen's Advisory Committee for the MTA, commended Metro-North for quickly reinstating service following winter storm Juno. He thanked west of Hudson Superintendent Fred Chidester for keeping him well informed during and following the storm. Board member Metzger also commended the Metro-North team for their performance.

Orrin Getz also commended the railroad for its performance and for maintaining the platforms following winter storm Juno. He commented on the Capital Program, expressing his opinion that more improvements should be implemented in Rockland County. He expressed his opinion that Metro-North should work with New Jersey Transit to make the Suffern Station ADA compliant.

Murray Bodin expressed his opinion that train horns should not be blown at Harlem-125th Street Station.

Additional details of the comments made by the public speakers are contained in the video recording of the meeting produced by the MTA and maintained in the MTA records.

APPROVAL OF MINUTES AND 2016 WORK PLAN

Upon motion duly made and seconded, the Committee approved the minutes of the December 14, 2015 Metro-North Committee meeting. Upon motion duly made and seconded, the 2016 Metro-North Committee Work Plan was approved.

WINTER STORM JUNO

Senior Vice President Kesich provided a report on how Metro-North responded before, during and after the major winter storm that occurred the weekend of January 23, 2016. He noted that Metro-North was continuously monitoring weather reports. Snow fighting equipment was positioned strategically throughout the railroad to start operations as soon as snow conditions warranted. The fleet was prepared to reduce the impact from both snow and ice. Platforms, stairways, parking lots were treated before the storm began and crews were positioned at key locations to be ready when called upon.

Mr. Kesich noted that information regarding train service was available at all times via customer email alerts, website updates, social media, station announcements, platform display boards, as well as message boards at key terminals. On the afternoon of January 23, due to the increased severity of the storm, to ensure the safety of our customers and employees, Metro-North started to shut down train service at 4 p.m. Four trains suffered some extensive delays during that period, impacting a total of 400 customers; no customer was in distress during these incidents. Metro-North apologizes for the delays customers experienced.

During the night of January 23, Metro-North ran patrol trains to clear the tracks of snow in preparation for service restoration. The fleet and infrastructure were also readied for service. Employees continued to clear significant snow from the tracks and interlockings in the Bronx on January 24. Signals, switches and power systems that needed to be operational before resuming service were checked. Train and Engine Crews were positioning equipment to enable the start of service. Metro-North began restoring service at the outlying terminal stations after 12 noon on January 24 and was fully operational, operating on a regular Sunday schedule, in and out of Grand Central Terminal by 3 p.m. Crews worked around-the-clock to clear the infrastructure, especially in the Bronx where 25-30 inches of snow had fallen. Mr. Kesich noted that New Jersey Transit started train service on January 24 on the Pascack Valley and Port Jervis Lines after shutting down service on January 23. He recognized all the dedicated employees who worked to assist with the railroad's efforts before, during and after the storm. He thanked them for their vital role in making it possible for Metro-North to restore service within 24 hours following the first major snow storm of the season.

Further details concerning the report on winter storm Juno are contained in the video recording of the meeting produced by the MTA and maintained in the MTA records, which recording includes discussions between Board member Moerdler and Mr. Kesich regarding keeping staircases at stations free of ice.

MTA METRO-NORTH RAILROAD PRESIDENT'S REPORT

Executive Vice President Rinaldi gave the President's Report. She welcomed Justin Vonashek, Metro-North's Vice President of System Safety and thanked Joe Streany for his role during the transitional period.

Ms. Rinaldi reported on safety initiatives. She noted that, thanks to our partnership with NASA and the Federal Railroad Administration, Metro-North has been able to implement the Confidential Close Call Reporting System (C3RS) which will be instrumental in reestablishing a strong Safety culture at Metro-North. She noted that C3RS is an industry-leading initiative that provides Metro-North's employees with a confidential and anonymous process that enables them to voluntarily report unsafe conditions or actions to NASA with confidentiality and without fear of disciplinary action. With the help of the Association of Commuter Rail Employees (ACRE), C3RS was first rolled out last year to approximately 1,500 employees of the Transportation Department. Working collaboratively with the unions representing the Maintenance of Way and Maintenance of Equipment departments, the 4,000 employees they represent now have access to the C3RS system. Metro-North management, labor organizations representing these employees, and FRA Deputy Regional Administrator Les Fiorenzo jointly signed a Memorandum of Understanding describing the core principles and values needed to implement the program to mechanical and engineering workers. Metro-North is the first commuter railroad to fully implement the system. C3RS is a tool that all employees can use, and one that has already received a terrific amount of positive feedback from the members of Metro-North's Transportation Department and ACRE.

Ms. Rinaldi reported on service reliability, noting that during the month of December 2015, east of Hudson train service reliability was above goal at 96.3% and Metro-North met its 2015 annual goal at 93.5%. West of Hudson operated at 96.9% for the month of November 2015 and

operated year-to-date at 94.9%. A report on the 2015 operating results will be provided at the February joint meeting with the Long Island Rail Road.

Ms. Rinaldi reported that customer complaints during the month of November 2015 declined 32% from October and continued the downward trend for December by 23%. Since January 2015, complaints have dropped 76% system wide.

Ms. Rinaldi reported on ridership noting that in 2015, Metro-North's annual ridership is projected to be 86.1 million, the highest in Metro-North history. The December east of Hudson ridership data is preliminary and the December west of Hudson ridership is not yet available from New Jersey Transit. Total annual east of Hudson ridership of approximately 84.3 million was the highest in Metro-North's history. West of Hudson annual ridership is expected to be approximately 1.8 million which is 4.9% above 2014 but 300,000 less than the record set in 2008 of 2.1 million.

Ms. Rinaldi reported that the rollout of Metro-North's new wireless station LCD (liquid crystal display) monitors is continuing. The new cellular 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. The information is generated through an application developed in-house with immediate feeds from Metro-North's signal system. Previously, when real-time train status information was initially introduced at stations, traditional and more costly hardwired technology was used. By utilizing wireless connectivity, hands-on work and costs are dramatically reduced and the time to install new monitors is considerably shorter. Currently 35 stations that have monitors which provide real-time information. As part of the MTA Service Investments, Metro-North is expanding these monitors across all East-of Hudson stations in New York State. The installation project is scheduled to be completed in 2020.

Ms. Rinaldi concluded her report with an update on the status of the Newburgh-Beacon Ferry Service. She reported that the Newburgh City Council approved extending the lease for the Newburgh dock and parking facilities agreed upon last year with the property owner through January 31, 2017. Metro-North is finalizing an agreement with the City for reimbursement of the ferry dock and parking lease and will be submitting the agreement to the Committee and Board for approval.

Further details concerning the President's report are contained in 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 Board member Zuckerman and Mr. Kesich regarding the results of C3RS and between Board member Moerdler and Mr. Kesich regarding categories of delay.

SAFETY REPORT

Mr. Vonashek gave the safety report on injuries through November 2015 and gave an overview of the actions that have been taken and are to be taken as part of the Enhanced Safety Action Plan.

There was a discussion among Board members, Mr. Vonashek and Mr. Kesich regarding the C3RS process. It was noted that the system encourages employees to report all events, even if they are not qualifying events. The data is sent to NASA where it is scrubbed before being forwarded to the peer review team and discussed at its monthly meeting. Mr. Kesich noted that NASA reports severe events in a timely manner. There was a further discussion indicating that more information on the C3RS process would be reported at the March meeting.

The details of Mr. Vonashek's report are contained in a 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 among Board members and Mr. Vonashek regarding safety issues.

MTA POLICE DEPARTMENT REPORT

Chief Coan reported on crime on the Metro-North system in December 2015. He reported that, in response to the cold weather, pursuant to the Governor's Executive Order the MTA Police have begun an aggressive program of round-the-clock safety checks and placement of the homeless who are mainly at Grand Central Terminal and Harlem-125th Street. There was a discussion among Board members and Chief Coan regarding felony arrests, arrests for copper cable theft, homeless conditions at Grand Central Terminal and the lack of arrests for panhandling in the year 2015. Board member Metzger asked that a report be given on homeless outreach by the MTA agencies.

The 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 Board members and Chief Coan regarding police matters.

INFORMATION ITEM:

One information item was presented to the Committee:

- Sleepy Hollow property agreement.

Board member Ballan asked whether the agreement could be an environmental liability to Metro-North. Ms. Sarch noted that the DEC, Metro-North's Environmental Counsel and the MTA have had discussions wherein the DEC has noted that the land has received a certificate of environmental closure under the Brownfields program, and that Metro-North would not be undertaking any additional environmental liability under the agreement. The details of the above item are contained in a staff summary 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 Board members and Ms. Sarch regarding the above information item.

PROCUREMENTS:

MTA Metro-North Railroad

Three competitive Metro-North procurements were presented to the Committee:

- Approval of a discretionary, competitively bid, miscellaneous service, three-year contract (one base year and (2) one year renewal options) with the firm Fred A. Cook, Jr Inc. for the provision of waste water pumping services for three holding tanks at the Croton-Harmon Yard.
- Approval of a five year, competitively solicited, miscellaneous service contract with The Metro-Group, Inc. for the internal cleaning of four domestic water tanks located in Grand Central Terminal.
- Approval for additional funding in the amount of \$1,203,741 for a contract modification to an existing, competitively solicited personal service contract with Gannett Fleming/Clifton Weiss Associates to provide engineering and design services required for the replacement of the communications and signal systems for wayside signal enclosures (CP-229 to CP-274) on Metro-North's New Haven Line.

Upon motion duly made and seconded, 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 Board member Moerdler and staff regarding the contract with Gannett Fleming/Clifton Weiss Associates.

OPERATIONS, FINANCIAL, RIDERSHIP AND CAPITAL PROGRAM REPORTS:

The details of the Operations, Financial, Ridership and Capital Program Reports of Metro-North 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 Board member Moerdler and staff regarding standees and service guidelines.

ADJOURNMENT

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

Respectfully submitted,



Linda Montanino
Assistant Secretary

**Minutes of the Regular Meeting
Long Island Rail Road Committee
Monday, January 25, 2016**

**Meeting held at
2 Broadway – 20th Floor
New York, New York 10004
9:30 a.m.**

The following members were present:

Hon. Mitchell H. Pally, Chairman of the Long Island Committee
Hon. Jonathan A. Ballan
Hon. Ira R. Greenberg
Hon. Charles G. Moerdler
Hon. John J. Molloy
Hon. Carl V. Wortendyke
Hon. Neal Zuckerman

The following members were not present:

Hon. Jeffrey A. Kay
Hon. James L. Sedore
Hon. Vincent Tessitore, Jr.

Representing Long Island Rail Road: Elisa Picca, Loretta Ebbighausen, Dennis Mahon, Mark Young

Representing MTA Capital Construction Company: Michael Horodniceanu, Evan Eisland, Peter Kohner

Representing MTA Police: Chief Michael Coan

Chairman Pally called the meeting to order.

PUBLIC COMMENT

There was one public speaker, Orrin Goetz, who spoke about Governor Andrew M. Cuomo's Penn Station transformation proposal and the New Jersey Transit "Go Charge" program.

APPROVAL OF MINUTES

Upon motion duly made and seconded, the Committee approved the minutes of the December 14, 2015 Long Island Committee Meeting.

MTA LONG ISLAND RAIL ROAD PRESIDENT'S REPORT

Executive Vice President Elisa Picca presented the LIRR President's Report. Due to blizzard conditions, LIRR suspended service on Saturday, January 23rd at 2:00 pm and restored service on Monday, January 25th. Service on the Far Rockaway, Hempstead, Long Beach and Hempstead Branches was restored on Tuesday, January 26th.

Executive Vice President Picca reported LIRR finished the year with a strong ridership of 87.6 million passengers. This overall ridership increase of 2.1% over 2014 (87.6 million passengers in 2015 vs. 85.9 million passengers in 2014), marked the highest ridership since the high-water mark of 91.8 million passengers in 1949, eclipsing our more recent record of 87.4 million passengers in 2008. The Commutation market had a 2.1% ridership increase and the Non-Commutation market had a 2.0% ridership increase over 2014. The factors contributing to 2015's ridership increase were: sustained growth in NYC's key job sectors; significant gains in discretionary trips (summer market, leisure travel, and sports and entertainment segments); and positive response to enhanced service.

Executive Vice President Picca reported that on January 5, 2016, Governor Cuomo announced his support for the LIRR Expansion Project which will construct an additional track over 9.8 miles of the LIRR Main Line between Floral Park and Hicksville. The benefits of the project will improve reliability, support the East Side Access service plan, decrease roadway congestion, improve air quality, permit reverse and intra-Island transit and promote economic growth. To date, LIRR has met with local, state and federal elected officials; is working with Long Island Association/Rauch Foundation to establish an advocacy group; continues to conduct ongoing media outreach; released the scope of work for environmental review/preliminary design consultant, with responses due February 5th; and hired outreach consultants to create a public website, available on February 5th. LIRR's next steps are continuing a broad-based Long Island outreach and working with advocacy coalitions; establishing a homeowner protection plan team; and commencing environmental review.

Executive Vice President Picca reported that in early January, Governor Cuomo unveiled a proposal to transform Penn Station and The James A. Farley Post Office Building into a world-class transportation hub. The "Empire Station Complex" will feature significant passenger improvements including first-class amenities, natural light, increased train capacity, decreased congestion, and improved signage to enhance the experience of train riders. The estimated \$3 billion project is being expedited through a public-private partnership with the ambitious goal of breaking ground this year and completing most of the construction within three years. The original Penn Station first opened in 1910. The station, currently designed to accommodate about 200,000 daily passengers, is the busiest train station in North America, serving more than 650,000 passengers every day. This creates widespread pedestrian congestion compounded by outdated facilities that cannot adequately handle the volume of people. The Governor's proposal seeks to address these issues while transforming the facility into a modern, iconic gateway to New York capable of meeting the demands of increased ridership in the 21st century.

Board Member Ira Greenberg commended LIRR for its service restoration efforts after the blizzard, also noting the reporting of contradictory service restoration information during that time.

MTA CAPITAL CONSTRUCTION

MTA Capital Construction President, Dr. Michael Horodniceanu reported progress on the East Side Access (ESA) Project.

In Manhattan, the Manhattan South Structures (CM005) contract is on schedule to achieve substantial completion by mid-February. The Manhattan North Structures (CM006) contract work is running approximately one and one half months late, however, MTACC is working with the contractor to identify opportunities to make up some of the lost time. The Concourse and Facilities Fit-Out (CM014A) contractor is working with Con Edison to energize six new feeders. To date, three of the six feeders have been energized. The GCT Concourse and Facilities Fit-Out (CM014B) contractor is performing well and on time. In the past week the contractor completed the installation of isolation panels in the Dining Concourse of Grand Central Terminal that separate the ongoing demolition and utility work from the remainder of the Dining Concourse.

The Grand Central Terminal Station Caverns and Track (CM007) contract will be presented to the Committee for approval this morning together with the other procurement items.

In Queens, the Harold Structures 1 (CH053) contractor must cutover and energize the newly installed 12kv feeder cable in order to achieve substantial completion. This work is scheduled to be completed within the next few weeks but will require Amtrak support. The recently awarded Harold Structures (CH057) contract is currently processing submittals and shop drawings in advance of construction, which will commence soon. The Systems Package 4 – Traction Power (CS084) contractor has commenced construction of the new Con-Edison service, which will supply power for East Side Access equipment.

MTA POLICE DEPARTMENT

Chief Michael Coan reported that during the month of December, crime was down 50 percent; 7 crimes compared to 14 in 2014. In 2015, LIRR had a 26% decrease in overall crime; overall 138 incidents compared to 187 in 2014. There was a 41% reduction in robberies; 25% in assaults and 29% in larcenies. There was an increase in the stolen vehicle category; 4 compared to 1 in 2014; and a slight increase in burglaries; 6 compared to 4 in 2014. Regarding the homeless initiatives at Penn Station by the MTA Police Department (“MTAPD”), as of December 30, 2015, 77 individuals accepted shelter and there were 2,854 individual welfare safety checks.

There was a discussion among Chairman Pally, Board Member Jonathan Ballan, Board Member Charles G. Moerdler and Chief Coan on homeless issues, including the low percentage of homeless individuals who accept shelter; the professionals who conduct welfare safety checks; the demands on Penn Station, which is open 24 hours daily compared to Grand Central, which closes at 2:00 am; and that individuals who engage in aggressive panhandling, such as at a ticket vending machine, are monitored and arrested if warranted and/or issued a summons.

Chief Coan stated that at Penn Station, while LIRR has primary responsibility at the LIRR level, MTAPD works closely with Amtrak and the New York City Police Department in the station, generally.

MTA LONG ISLAND RAIL ROAD ACTION AND INFORMATION ITEMS

Action Item

There was one LIRR Action Item:

- Proposed 2016 LIRR Work Plan

Upon motion duly made and seconded, the foregoing Action Item was approved by the Committee. Details of the item are set forth in the materials provided in the Committee book.

MTA LONG ISLAND RAIL ROAD

Procurements

The following procurements were presented to the Committee for approval. Details of the items are set forth below and in the Staff Summaries, copies of which are on file with the records of this meeting.

Competitive:

- **Competitive Requests for Proposals** – Approval to adopt a resolution declaring that competitive bidding is impractical or inappropriate and that it is in the public's best interest to use the Request for Proposal procurement method pursuant to Section 1265-a of the Public Authorities Law to award a civil work/site preparation Design/Build construction contract for the remaining Central Islip to Farmingdale segment of the new second track on the Main Line Ronkonkoma Branch.
- **Modification to Purchase Contracts and Public Work Contracts** – Approval to issue a contract modification to Railworks Transit, Inc. in the negotiated amount of \$3,775,000 to replace and install an additional 5,838 half-ties within the confines of the Atlantic Branch Tunnel.

Upon motion duly made and seconded, the foregoing procurement items were approved for recommendation to the Board. Board Member Moerdler voted in opposition to the contract modification to Railworks Transit, Inc. on competitiveness grounds and would like LIRR to provide additional information regarding the contract bid process.

MTA CAPITAL CONSTRUCTION

Procurements

Eight procurement items were presented to the Committee for approval. Details of the items are set forth below and in the Staff Summary, a copy of which is on file with the record of this meeting.

The competitive procurement items are as follows:

1. Modification to MTACC's Program Management Consultant Contract (Contract No. 98-0040-01R) to provide for the continuation of services for two years, through December 31, 2017, with an option for a third year, through December 31, 2018. The full amount of this modification with the option is 172,481,406.
2. Modification to the East Side Access Project's General Engineering Consultant Contract (Contract No. 98-0040-01) for the continuation of construction phase services through the end of 2016 in the amount of \$21,140,000.
3. Modification to Contract No. CS179 to increase the allowance for temporary power and light for contractors working in the East Side Access tunnels in the amount of \$2,000,000.
4. Modification to Contract No. CQ032 for the removal of the BMT Northern Boulevard Underpinning System. This is a scope and budget transfer in the amount of \$804,990.
5. Award of competitively solicited and negotiated Contract CM007 -- Grand Central Terminal Station Caverns and Track for the East Side Access Project in the amount of \$663,077,800. This item was presented as a walk-in item.

Committee Member Jonathan Ballan asked about the difference of \$11,895,400 between the MTACC program estimate and the cost of the modification in item Number One. Executive Vice President and Program Executive William Goodrich explained that the difference was a result of changes to the staffing plan. After the consultant presented its proposal, MTACC met with the consultant to understand the difference between the MTACC estimate and the consultant's proposal. Ultimately, MTACC agreed that the consultant's proposal included necessary staffing that the MTACC estimate had omitted.

Committee Member Ballan expressed concern at the discrepancy between the estimate and the actual negotiated cost. Dr. Horodniceanu explained that the project team had been directed to keep costs down and staffing levels as low as possible. However, during negotiations it became clear that the staffing needs were larger than had been accounted for in the MTACC estimate.

Committee Member Ballan asked why the modification to Contract CQ032, item Number Four, in the amount of \$804,990, was being presented for Board approval. Committee Member Ballan

also expressed concern that this modification does not address impact costs for the 127 days of compensable delay recognized in this modification.

Senior Vice President and General Counsel Evan Eisland explained that MTA procedures require that all modifications in excess of \$750,000 be presented to the Board for approval. General Counsel Eisland further explained that impact costs are often presented in separate modifications in order to pay contractors for their work in a timelier manner. Here, MTACC negotiated the direct costs and the time impact associated with the modification but not the impact costs due for the time impacts. MTACC will perform a detailed analysis, including review of contractor records, to establish actual allowable impact costs incurred by the contractor. This will take time and in order to pay the contractor for the direct cost of its work without additional delay the impact costs will be addressed in a separate modification.

Committee Member Ira Greenberg asked to be provided with the amount of the credit taken from Contract CQ039 when this scope of work was removed from that contract.

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

The ratifications items are as follows:

6. Ratification of a modification to MTACC's East Side Access Project's Construction Management Consultant Contract for the continuation of services for two years, through December 31, 2017, with an option for a third year, through December 31, 2018. The full amount of this modification with the option is \$77,011,769.
7. Ratification of a modification to Contract No. CH057A in the amount of \$1,370,000 to compensate the contractor for special equipment and revised construction methods required due to differing site conditions.
8. Ratification of a modification to the East Side Access Project's General Engineering Consultant Contract (Contract No. 98-0040-01) in the amount of \$1,218,414 to provide revised design packages for the 48th St. Entrance.

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

LIRR SAFETY REPORT

Chief Safety Officer Loretta Ebbighausen provided the November 2015 Safety Report.

The number of employee injuries declined over 8% from 2014 (311 in 2015 versus 338 in 2014). The number of Federal Railroad Administration Reportable Injuries (an injury requiring more than first aid or when an employee loses time) was down 14%. Lost time injuries were down over 6% over the same period in 2014. Slips, trips, and falls continue to account for the

greatest number of employee injuries. Our customer injuries were down 16%: 433 in 2015 versus 506 in 2014. Slips, trips, and falls, while still the greatest category of injury, were down from 222 in 2014 to 177 in 2015. Our Community Education and Outreach partnership with MTAPD reached over 97,890 children, teens, and adults through the end of November.

LIRR's Safety Stand-Down was held January 12, 2016. In January 2016, LIRR's Confidential Close Call Reporting Program expanded as scheduled to the last yard and shop locations. Our next expansion will be system-wide. Through the end of December, we received 90 reports, 22 of which met the criteria for the program. In December, 62 LIRR engineers were observed during 94 radar tests and 41 event recorder downloads were analyzed. Through the end of December, 1,356 radar observations and 411 event recorder downloads were completed. All engineers were in compliance.

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.

Board Member Moerdler asked for more information about LIRR alerts that involve equipment failures. He also expressed significant concern over a Freedom of Information Law ("FOIL") request which was purportedly and significantly delayed and about the length of time it takes to respond to requests under the FOIL for alerts recorded in the daily transportation logs. Vice President & General Counsel Richard Gans responded that he would look into this matter and provide information on the status of this request.

Board Member Neil Ackerman congratulated Governor Cuomo for his announcements over the past several weeks regarding the extraordinary Penn Station effort.

There was a discussion among Chairman Pally, LIRR Safety Officer Ebbighausen, Board Member Ackerman, Board Member Moerdler, Board Member Ballan and Board Member Greenberg regarding reported trespassing incidents. Chairman Pally stated that the Safety Committee should look into this issue and that this subject should be added to the agenda of the Safety Committee, including what steps can be taken to minimize the reoccurrence of these incidents. Board Member Ballan requested a summary report on these incidents.

Chief Safety Officer Ebbighausen stated that LIRR takes this issue very seriously and analyzes every trespassing incident. Through LIRR's TRACKS program, LIRR reaches out to the schools and community groups when there is an occurrence. LIRR also has partnerships with crisis hotlines in Nassau and Suffolk Counties. Through this outreach and education, we address both intentional acts and accidental acts. LIRR, along with MTAPD and local municipalities, also accesses the area where the event occurred to determine any additional steps that could be taken. Chief Safety Officer Ebbighausen stated that she would prepare an analysis regarding the incidents and report back to the Committee.

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



2016 Metro-North Railroad Committee Work Plan

I. RECURRING AGENDA ITEMS

Responsibility

Approval of Minutes	Committee Chairs & Members
2016 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

<u>February 2016 (Joint meeting with LIRR) – MNR Lead</u>	
Adopted Budget/Financial Plan 2016	Finance
2015 Annual Operating Results	Operations
2015 Annual Fleet Maintenance Report	Operations
Status Update on PTC	President
Diversity/EEO Report – 4 th Quarter 2015	Diversity and EEO
 <u>March 2016</u>	
Annual Strategic Investments & Planning Studies	Capital Planning
2016 Spring/Summer Schedule Change	Operations Planning & Analysis
Annual Elevator & Escalator Report	Engineering
Track Program Quarterly Update	Engineering
 <u>April 2016 (Joint meeting with LIRR)</u>	
Final Review of 2015 Operating Budget Results	Finance
2015 Annual Ridership Report	Operations Planning & Analysis
Annual Inventory Report	Procurement
 <u>May 2016</u>	
Diversity/EEO Report – 1 st Quarter 2016	Diversity and EEO
 <u>June 2016 (Joint meeting with LIRR)</u>	
Status Update on PTC	President
Bi-Annual Report on M-9 Procurement	President
Track Program Quarterly Update	Engineering

July 2016

Grand Central Terminal Retail Development
Environmental Audit

MTA Real Estate
Environmental Compliance

September 2016

2017 Preliminary Budget (Public Comment)
2016 Mid-Year Forecast
Diversity/EEO Report – 2nd Quarter 2016
Track Program Quarterly Update
2016 Fall Schedule Change

Finance
Finance
Diversity and EEO
Engineering
Operations Planning & Analysis

October 2016 (Joint meeting with LIRR)

2017 Preliminary Budget (Public Comment)
Status Update on PTC

Finance
President

November 2016

Review of Committee Charter
Holiday Schedule

Committee Chairs & Members
Operations Planning & Analysis

December 2016(Joint meeting with LIRR)

2017 Final Proposed Budget
2017 Proposed Committee Work Plan
Diversity/EEO Report – 3rd Quarter 2015
Bi-Annual Report on M-9 Procurement
Track Program Quarterly Update

Finance
Committee Chairs & Members
Diversity and EEO
President
Engineering

.....
January 2017

Approval of 2017 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.

2016 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 and 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 2016 (Joint Meeting with LIRR)

Adopted Budget/Financial Plan 2016

The Agency will present its revised 2016 Financial Plan. These plans will reflect the 2016 Adopted Budget and an updated Financial Plan for 2016 reflecting the out-year impact of any changes incorporated into the 2016 Adopted Budget.

2015 Annual Operating Results

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

2015 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.

Status Update 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 2015

A quarterly report to the Committee providing data on key Equal Employment Opportunity (EEO) and Human Resources indicators relating to MNR's EEO 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 2016

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.

2016 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 2016.

Annual Elevator/Escalator Report

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

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 2016 (Joint Meeting with LIRR)

Final Review of 2015 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.

2015 Annual Ridership Report

A report will be presented to the Committee on Metro-North's ridership trends during 2015 based on monthly ticket sales data and the results of train ridership counts conducted by Metro-North.

Annual Inventory Report

The Agency will present its annual report on Inventory.

MAY 2016

Diversity & EEO Report– 1st Quarter 2016

A quarterly report to the Committee providing data on key Equal Employment Opportunity (EEO) and Human Resources indicators relating to MNR's EEO 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 2016 (Joint Meeting with LIRR)

Status Update 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.

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.

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 2016

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.

Environmental Audit Report

The Committee will be briefed on the results of the 2016 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 2016

2017 Preliminary Budget

Public comment will be accepted on the 2017 Budget.

2016 Final Mid-Year Forecast

The agency will provide the 2016 Mid-Year Forecast financial information for revenue and expense by month.

Diversity & EEO Report– 2nd Quarter 2016

A quarterly report to the Committee providing data on key Equal Employment Opportunity (EEO) and Human Resources indicators relating to MNR's EEO 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.

2016 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 2016.

OCTOBER 2016 (Joint Meeting with LIRR)

2017 Preliminary Budget

Public comment will be accepted on the 2017 Budget.

Status Update 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 2016

Review of Committee Charter

Annual review and approval of the MNR Committee Charter.

Holiday Schedule

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

DECEMBER 2016 (Joint Meeting with LIRR)

2017 Final Proposed Budget

The Committee will recommend action to the Board on the Final Proposed Budget for 2017.

2017 Proposed Committee Work Plan

The Committee Chair will present a draft Metro-North Committee Work Plan for 2017 that will address initiatives to be reported throughout the year.

Diversity & EEO Report– 3rd Quarter 2015

A quarterly report to the Committee providing data on key Equal Employment Opportunity (EEO) and Human Resources indicators relating to MNR's EEO 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.

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.

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.

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JANUARY 2017

Approval of 2017 Committee Work Plan

The Committee will approve the Proposed Metro-North Railroad Committee Work Plan for 2017 that will address initiatives to be reported on throughout the year.



2016 Long Island Rail Road Committee Work Plan

I. RECURRING AGENDA ITEMS

Responsibility

Approval of Minutes	Committee Chair & Members
2016 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
Status of Operations	Sr. VP - Operations
Safety	Chief Safety Officer
Financial/Ridership Report	VP & CFO
Capital Program Report	SVP - Engineering

II. SPECIFIC AGENDA ITEMS

Responsibility

February 2016 (Joint Meeting with MNR)

Adopted Budget/Financial Plan 2016	Management & Budget
2015 Annual Operating Results	Operations
2015 Annual RCM Fleet Maintenance Report	Operations
Status Update on PTC	President/Sr. Staff
Diversity/EEO Report – 4 th Q 2015	Administration/Diversity
2016 Spring Schedule Change	Service Planning

March 2016

Annual Strategic Investments & Planning Study	Strategic Investments
Annual Elevator/Escalator Report	Engineering

April 2016 (Joint Meeting with MNR)

Final Review of 2015 Operating Results	Management & Budget
Annual Inventory Report	Procurement
2015 Annual Ridership/Marketing Plan Report	Finance/Marketing
2016 Summer Schedule Change	Service Planning

May 2016

Diversity/EEO Report – 1 st Q 2016	Administration/Diversity
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June 2016 (Joint Meeting with MNR)

Status Update on PTC	President/Sr. Staff
Bi-Annual Report on M-9 Procurement	President/Sr. Staff

July 2016

Penn Station Retail Development
Environmental Audit
2016 Fall Construction Schedule Change

MTA Real Estate
Corporate Safety
Service Planning

September 2016

2017 Preliminary Budget (Public Comment)
2016 Mid Year Forecast
Diversity/EEO Report – 2nd Q 2016

Management & Budget
Administration/Diversity

October 2016 (Joint Meeting with MNR)

2017 Preliminary Budget (Public Comment)
Status Update on PTC

President/Sr. Staff

November 2016

Review of Committee Charter
East Side Access Support Projects Update
2016 Holiday Schedule

Committee Chair & Members
President/Sr. Staff
Service Planning

December 2016 (Joint Meeting with MNR)

Diversity/EEO Report – 3rd Q 2016
2017 Final Proposed Budget
2017 Proposed Committee Work Plan
Bi-Annual Report on M-9 Procurement

Administration/Diversity
Management & Budget
Committee Chair & Members
President/Sr. Staff

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January 2017

Approval of 2017 Committee Work Plan

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.

2016 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.

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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.

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 2016 (Joint Meeting with MNR)

Adopted Budget/Financial Plan 2016

The Agency will present its revised 2016 Financial Plan. These plans will reflect the 2015 Adopted Budget and an updated Financial Plan for 2016 reflecting the out-year impact of any changes incorporated into the 2016 Adopted Budget.

2015 Annual Operating Results

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

2015 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.

Status Update on PTC

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Diversity & EEO Report– 4th 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.

2016 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 2016.

MARCH 2016

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.

Annual Elevator/Escalator Report

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

APRIL 2016 (Joint Meeting with MNR)

Final Review of 2015 Operating Results

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Annual Inventory Report

The Agency will present its annual report on Inventory.

2015 Annual Ridership/Marketing Plan Report

A report will be presented to the Committee on Agency ridership trends during 2015 based on monthly ticket sales data and the results of train ridership counts conducted by the Agency.

2016 Summer Schedule Change

The Committee will be advised of Agency plans to adjust schedules to support construction projects during the summer of 2016.

MAY 2016

Diversity & EEO Report-- 1st Quarter 2016

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.

JUNE 2016 (Joint Meeting with MNR)

Status Update on PTC

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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.

JULY 2016

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.

Environmental Audit Report

The Committee will be briefed on the results of the 2016 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.

2016 Fall Construction Schedule Change

The Committee will be advised of Agency plans to adjust schedules to support construction projects during the fall of 2016.

SEPTEMBER 2016

2017 Preliminary Budget

Public comment will be accepted on the 2017 Budget.

2016 Mid-Year Forecast

The agency will provide the 2016 Mid-Year Forecast financial information for revenue and expense by month.

Diversity & EEO Report– 2nd Quarter 2016

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.

OCTOBER 2016 (Joint Meeting with MNR)

2017 Preliminary Budget

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Status Update on PTC

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NOVEMBER 2016

Review Committee Charter

Annual review of Long Island Committee Charter for Committee revision/approval.

East Side Access Support Projects Update

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

Holiday Schedule

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

DECEMBER 2016 (Joint Meeting with MNR)

Diversity & EEO Report– 3rd Quarter 2016

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.

2017 Final Proposed Budget

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

Proposed 2017 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.

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.

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JANUARY 2017

The Committee will approve the Proposed Long Island Rail Road Committee Work Plan for 2017 that will address initiatives to be reported on throughout the year.

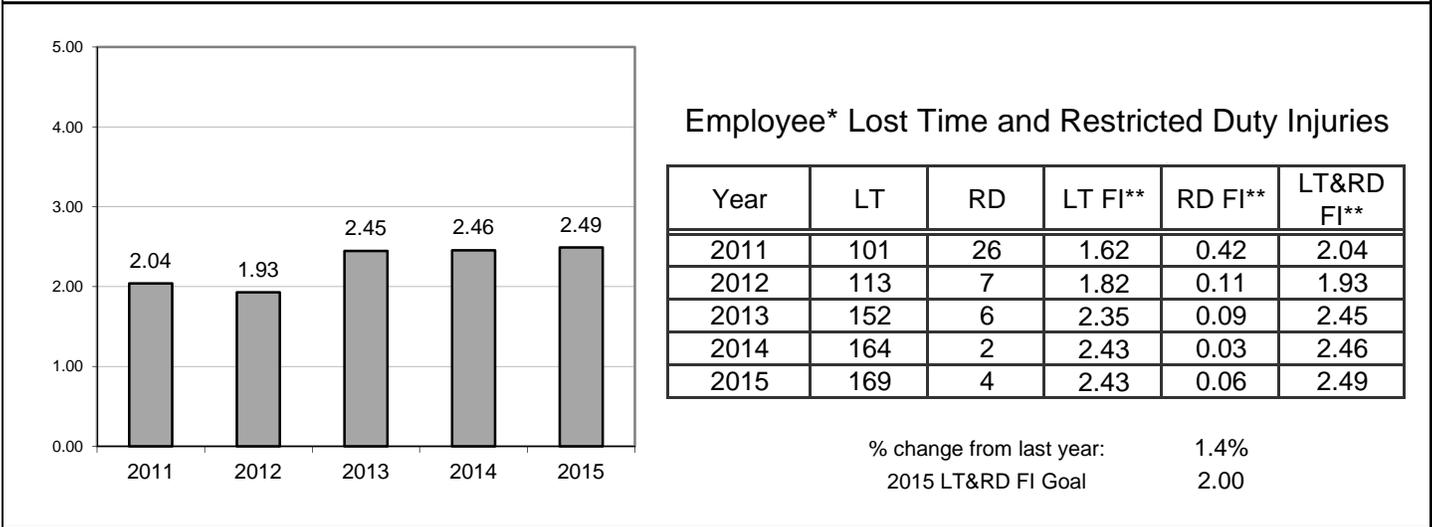
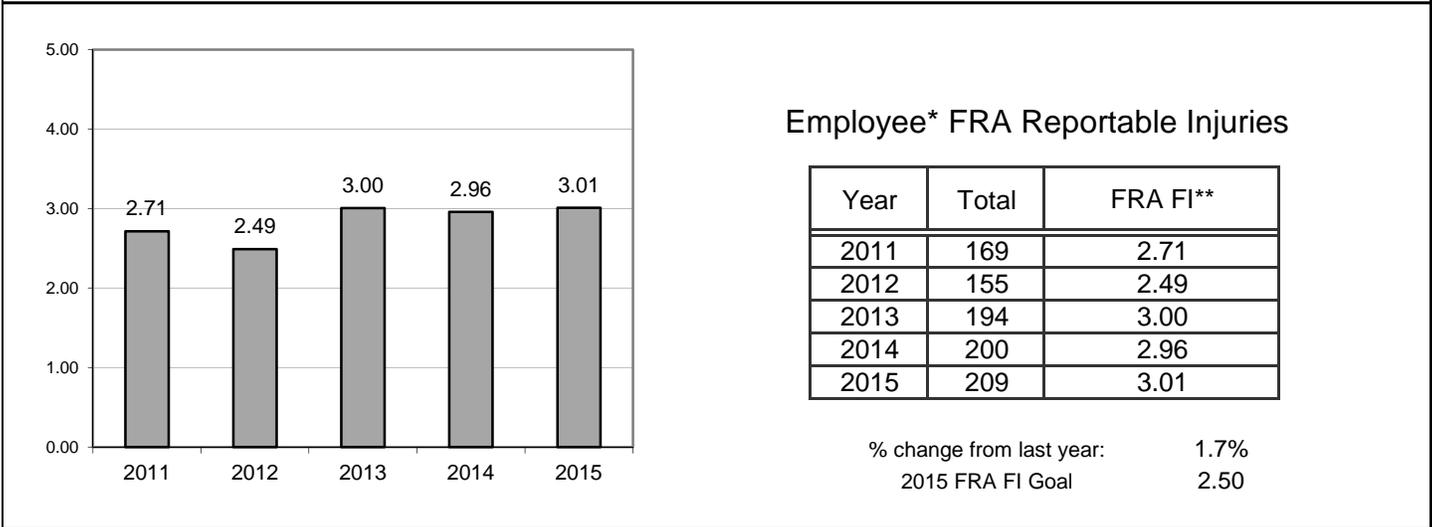
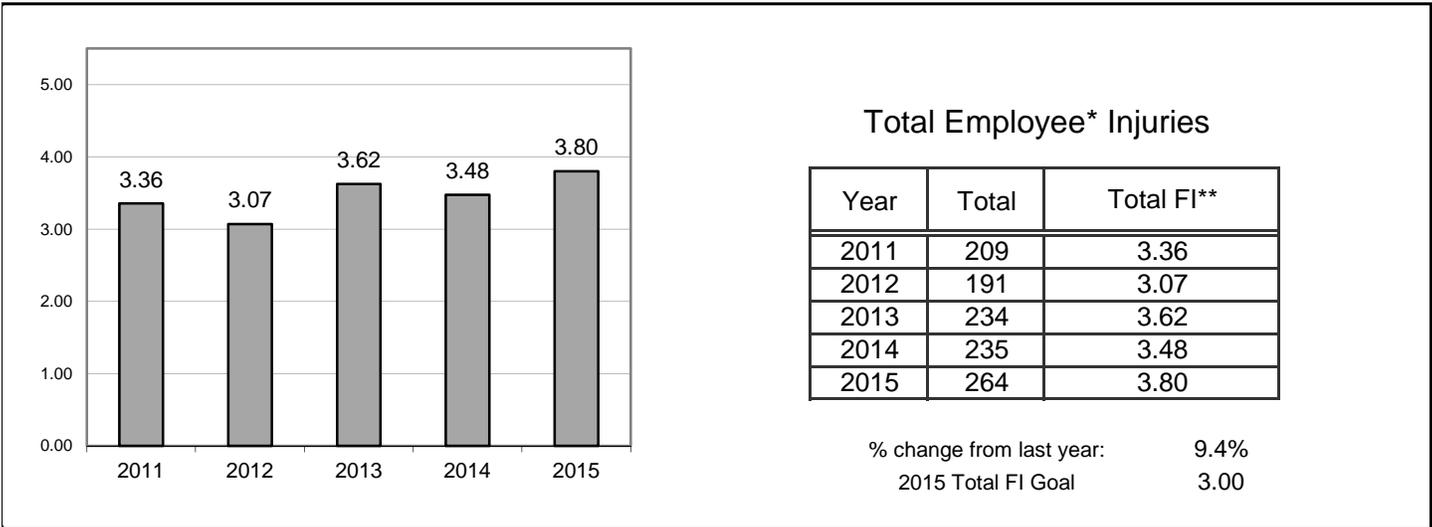


Metro-North Railroad

Safety Report

MTA Metro-North Railroad

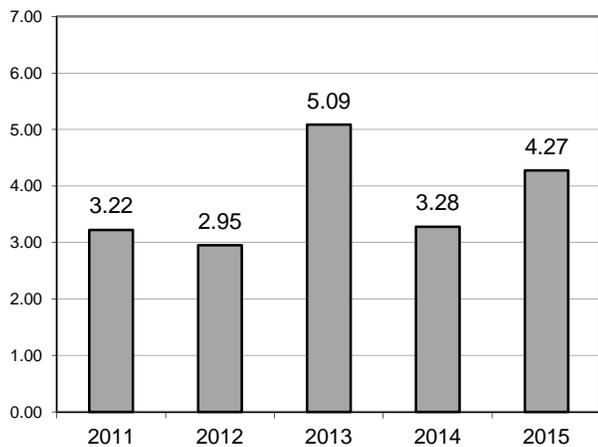
Summary of Employee Injuries thru December



* - On-Duty Employee Injuries

** - Injuries per 200,000 hours worked

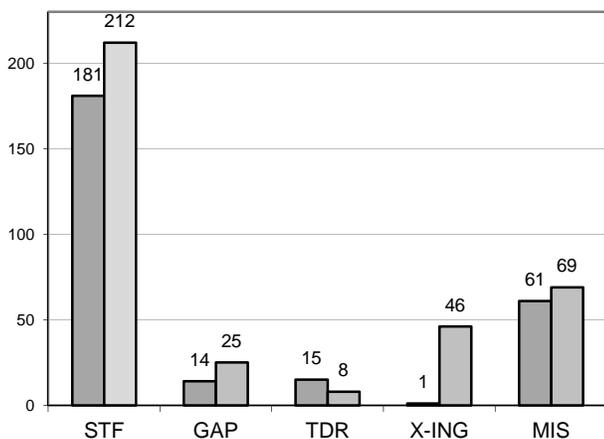
MTA Metro-North Railroad Summary of Customer/Contractor Injuries thru December



Total Customer* Injuries

Year	Total	Total FI**
2011	259	3.22
2012	240	2.95
2013	416	5.09
2014	272	3.28
2015	360	4.27

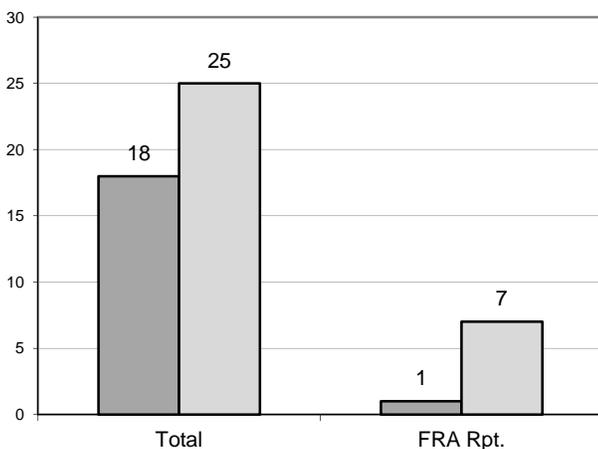
% change from last year: 30.3%
2015 Total FI Goal 2.80



Top 5 Customer* Injuries by Type

Year	Slip/Trip/Fall	Gap	Train Doors	Grade X-ing	Misc.
2014	181	14	15	1	61
2015	212	25	8	46	69

*All 2015 Grade X-ing Injuries are from the 2/3/15 Valhalla Incident



Contractor Injuries

Year	Total	FRA Rpt.
2014	18	1
2015	25	7
% Chg	38.9%	600.0%

* - Customer Injuries are the sum of all Passenger and Non-Trespasser On or Off Railroad Property Injuries

** - Injuries per 1,000,000 rides

MTA CAPITAL CONSTRUCTION

PROJECT UPDATE

EAST SIDE ACCESS

MTA CAPITAL CONSTRUCTION PROJECT UPDATE

East Side Access

February 2016

Project Description

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

Budget and Estimate at Completion (EAC)

	<u>Budget</u>	<u>Current Month EAC</u>	<u>Expenditures</u>
Design	\$721,272,879	\$721,272,879	\$659,244,961
Construction	\$8,038,030,757	\$8,038,030,757	\$4,600,723,344
Project Management	\$1,036,168,644	\$1,036,168,644	\$676,725,363
Real Estate	\$180,298,730	\$180,298,730	\$114,617,056
Rolling Stock*	\$202,000,000	\$202,000,000	\$0
Total Project Cost	\$10,177,771,010	\$10,177,771,010	\$6,051,310,724

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

Major Milestones and Forecasts

	<u>2014 Replan Schedule</u>	<u>Current Month Schedule</u>
Project Design Start	March 1999	March 1999
Project Design Completion	November 2014	December 2016
Project Construction Start	September 2001	September 2001
Revenue Service Date	December 2022	December 2022

Current Issues/Highlights

- **Manhattan North Structures (CM006):** Work continues on the Upper North End Wall in the East Cavern and Upper Level Slab in the West Cavern in the Back of House. Installation of the ductbank continues in GCT 4 and GCT 5 East Wyes. Contractor continues repair work in the 63rd Street tunnel.
- **GCT Concourse and Facilities Fit-Out (CM014B):** Mechanical rock excavation at 48th Street started during the week of January 11. Reframing of the Dining Concourse floor opening is underway.
- **ESA – GCT Facility Operations & Passenger Experience:** MTACC-ESA worked collaboratively with Metro-North Railroad in the development and recent installation of public-facing graphics and signage "wrapping" ESA construction barricades, in Grand Central Terminal on the Lower Dining Level.
- **Plaza Substation and Queens Structures (CQ032):** Exterior louver and panel installations continue on the exhaust shaft at the Tunnel Vent Facility. Contractor continues brickwork and interior wall construction at the Yard Services Building.
- **Harold Structures – Part 3 (CH057):** Field survey began at the end of January, along with test-pitting for future excavation work at 48th Street Bridge and Tunnel D Approach.

- **Harold Structures – Part 3A (CH057A):** On the East Approach, drilling for the low headroom secant piles commenced with four of the seven remaining piles installed through the end of January. Excavation of the launch pit area is expected to commence before the end of February, after the last three secant piles are installed. These piles are required to finish the East Approach support of excavation wall along Main Line 4 track.
- **Systems Package 1 – Facilities Systems (CS179):** Contractor continues electrical conduit installations at the C06 and C07 Levels in the Plaza Interlocking and at the 39th Street, 29th Street, Vernon Boulevard and Roosevelt Island vent plant facilities; fire standpipe installation in the Yard Lead Tunnel and Vernon Boulevard Vent Plant Facility; and HVAC work at the 39th Street Vent Plant Facility. Contractor is continuing with demolition of abandoned electrical conduits in the 63rd Street Tunnel.

East Side Access Active and Future Construction Contracts

Report to the Railroad Committee - February 2016

Expenditures thru January 2016; \$s in million

	Budget	Committed	Expenditures
Construction	\$ 8,038.0	\$ 6,724.2	\$ 4,600.7
Design	\$ 721.3	\$ 682.3	\$ 659.2
Project Management	\$ 1,036.2	\$ 726.4	\$ 676.7
Real Estate	\$ 180.3	\$ 116.9	\$ 114.6
Rolling Stock†	\$ 202.0	\$ -	\$ -
Total	\$ 10,177.8	\$ 8,249.8	\$ 6,051.3

† 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>	\$59.1	\$58.8	\$0.3	\$54.1	Nov-2011	Nov-2011	Apr-2013	Feb-2016
CM005: Manhattan Southern Structures <i>Michels Corp.</i>	\$249.8	\$236.8	\$13.0	\$210.8	Jul-2013	Jul-2013	Feb-2016	Feb-2016
CM006: Manhattan Northern Structures <i>Frontier Kemper Constructors, Inc.</i>	\$344.3	\$319.6	\$24.7	\$145.8	Mar-2014	Mar-2014	Nov-2016	Mar-2017
CM014B: GCT Concourse & Cavern Fit-Out <i>GCT Constructors JV</i>	\$461.1	\$425.6	\$35.5**	\$36.5	Dec-2014	Feb-2015	Aug-2018	Aug-2018
CM007: Manhattan Cavern Structure & Facilities Fit-Out	<i>In Procurement</i>							
CM007: Manhattan Cavern Structure & Facilities Fit-Out					Jul-2015	Feb-2016	N/A	Nov-2019
Queens Construction								
CQ032: Plaza Substation & Queens Struct Construction <i>Tutor Perini Corporation</i>	\$256.1	\$235.4	\$20.7	\$201.9	Aug-2011	Aug-2011	Aug-2014	Aug-2016
Harold Construction								
CH053: Harold Structures (Part 1) <i>Tutor Perini Corporation</i>	\$309.5	\$296.5	\$13.0	\$280.6	Jan-2008	Jan-2008	Feb-2011	Feb-2016
CH057A: Harold Structures - Part 3: West Bound Bypass <i>Harold Structures JV</i>	\$126.8	\$109.8	\$17.0	\$30.5	Nov-2013	Nov-2013	Feb-2016	Apr-2017
CH057: Harold Structures - Part 3: Track D Approach, 48th St Bridge <i>Tutor Perini Corporation</i>	\$87.9	\$53.4	\$34.5	\$0.0	Nov-2014	Dec-2015	May-2018	May-2018
CH058A: Harold Structures - Part 3A: B/C Approach***	<i>In Design</i>							
CH058A: Harold Structures - Part 3A: B/C Approach***					Jul-2015	Nov-2017	N/A	Sep-2019
Systems Contracts								
Systems Package 1: Tunnel Ventilation, Facility Power, Communications, Controls, Security, Fire Detection (CS-179) <i>Tutor Perini Corporation</i>	\$606.9	\$412.5	\$194.4****	\$60.2	Mar-2014	Mar-2014	Dec-2019	Dec-2019
Systems Package 2: Signal Installation (CS284) <i>Systems Package 3: Signal Equipment (VS086)</i>	\$21.8	\$19.9	\$1.9	\$0.7	TBD	Dec-2016	N/A	Dec-2019
Systems Package 3: Signal Equipment (VS086) <i>Ansaldo STS USA Inc.</i>					Jun-2014	Jun-2014	Dec-2019	Dec-2019
Systems Package 4: Traction Power (CS084) <i>E-J Electrical Installation Company</i>	\$79.7	\$71.2	\$8.5	\$2.0	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 unawarded options and associated contingency (originally \$26M).

*** CH058 contract package is being split into two packages. The first package will be CH058A Harold Structures Part 3A B/C Approach. There will be a future package CH058B which will include regional investment of the Eastbound Renoult.

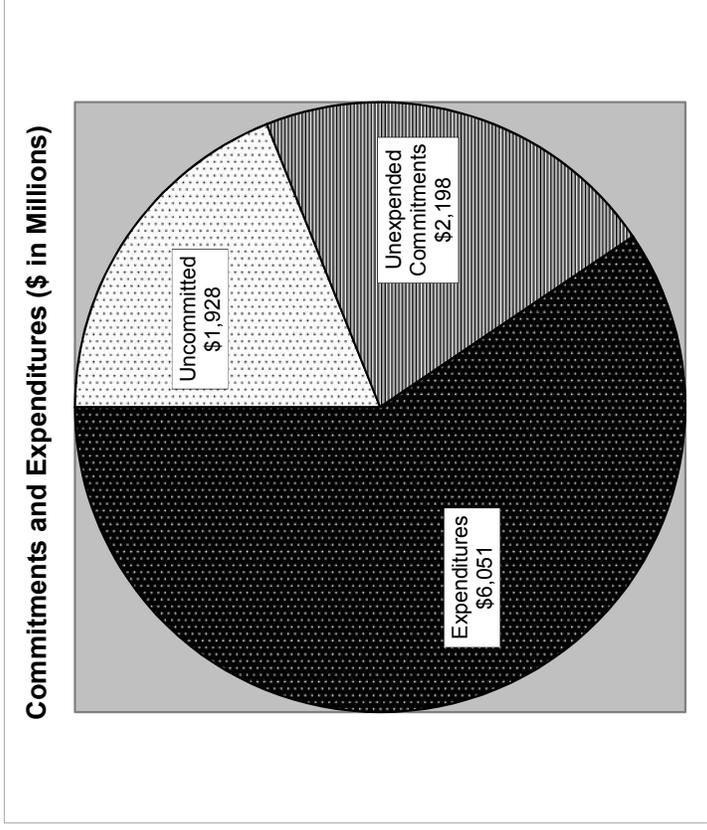
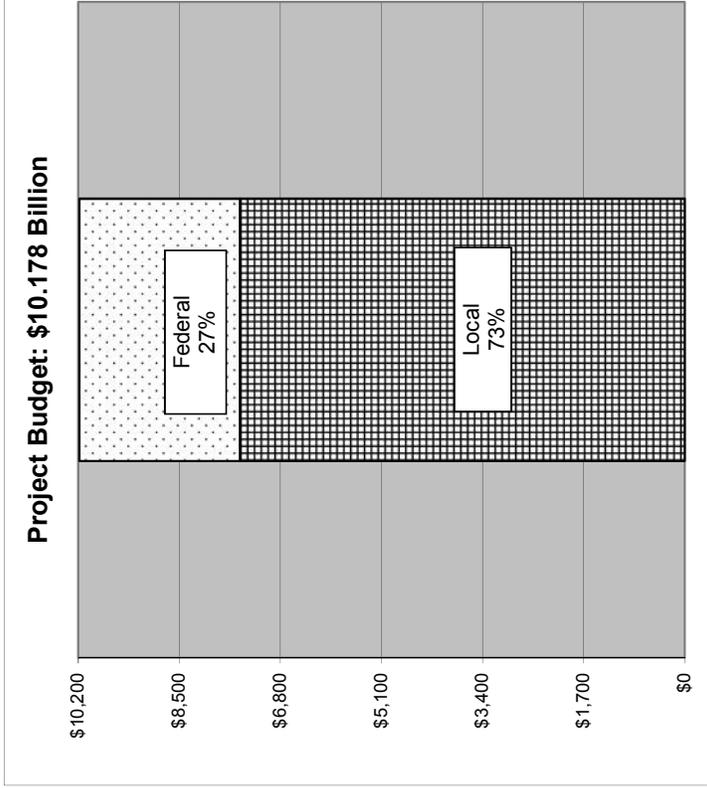
**** Remaining contingency includes unawarded options and associated contingency (originally \$238.48M).

East Side Access Status

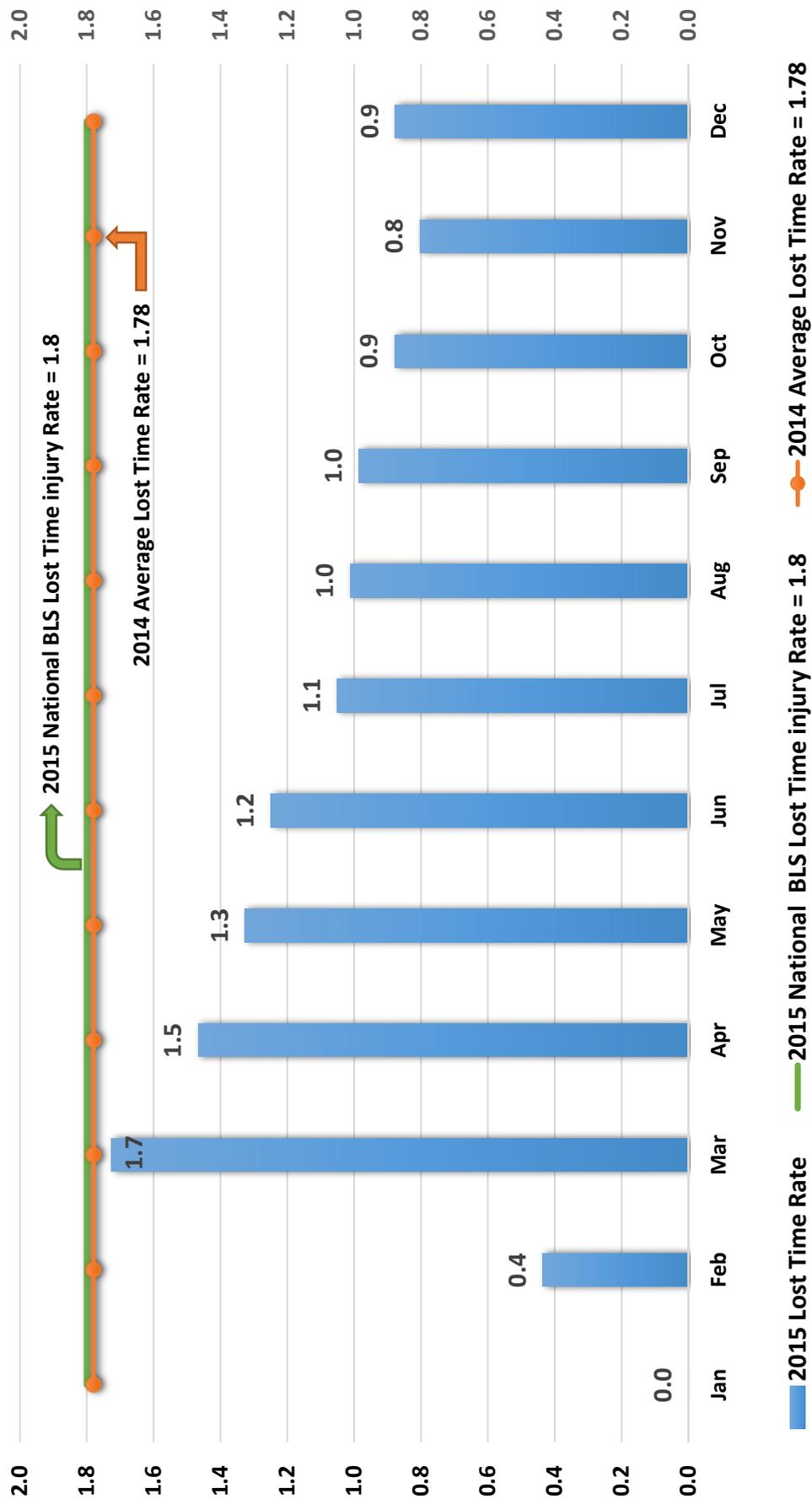
Report to the Railroad Committee - February 2016

data thru January 2016

MTA Capital Program \$ in Millions	Budgeted	Funding Sources			Status of Commitments		
		Local Funding	Future Local Funding	Federal Funding Received	Committed	Uncommitted	Expended
1995-1999	\$ 158	\$ 94	\$ -	\$ 64	\$ 158	\$ -	\$ 158
2000-2004	1,534	748	-	785	1,532	1	1,522
2005-2009	2,683	838	-	1,845	2,676	7	2,612
2010-2014	3,232	3,228	-	5	3,147	85	1,760
2015-2019	2,572	2,572	-	-	737	1,834	-
Total	\$ 10,178	\$ 4,907	\$ 2,572	\$ 2,699	\$ 8,250	\$ 1,928	\$ 6,051



ESA 2015 Cumulative Profile of Lost Time Injury Rates





Police Report



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department Metro North Railroad

January 2016 vs. 2015

	2016	2015	Diff	% Change
Murder	0	0	0	0%
Rape	0	1	-1	-100%
Robbery	2	0	2	100%
Felony Assault	1	2	-1	-50%
Burglary	2	0	2	100%
Grand Larceny	8	7	1	14%
Grand Larceny Auto	1	0	1	100%
Total Major Felonies	14	10	4	40%

Year to Date 2016 vs. 2015

	2016	2015	Diff	% Change
Murder	0	0	0	0%
Rape	0	1	-1	-100%
Robbery	2	0	2	100%
Felony Assault	1	2	-1	-50%
Burglary	2	0	2	100%
Grand Larceny	8	7	1	14%
Grand Larceny Auto	1	0	1	100%
Total Major Felonies	14	10	4	40%



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department Long Island Rail Road

January 2016 vs. 2015

	2016	2015	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	1	0	1	100%
Felony Assault	0	1	-1	-100%
Burglary	0	0	0	0%
Grand Larceny	8	9	-1	-11%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	9	10	-1	-10%

Year to Date 2016 vs. 2015

	2016	2015	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	1	0	1	100%
Felony Assault	0	1	-1	-100%
Burglary	0	0	0	0%
Grand Larceny	8	9	-1	-11%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	9	10	-1	-10%



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department

System Wide

January 2016 vs. 2015

	2016	2015	Diff	% Change
Murder	0	0	0	0%
Rape	0	1	-1	-100%
Robbery	3	1	2	200%
Felony Assault	1	3	-2	-67%
Burglary	2	0	2	100%
Grand Larceny	18	16	2	13%
Grand Larceny Auto	1	0	1	100%
Total Major Felonies	25	21	4	19%

Year to Date 2016 vs. 2015

	2016	2015	Diff	% Change
Murder	0	0	0	0%
Rape	0	1	-1	-100%
Robbery	3	1	2	200%
Felony Assault	1	3	-2	-67%
Burglary	2	0	2	100%
Grand Larceny	18	16	2	13%
Grand Larceny Auto	1	0	1	100%
Total Major Felonies	25	21	4	19%

INDEX CRIME REPORT
Per Day Average
January 2016

	Systemwide	LIRR	MNRR	SIRT
Murder	0	0	0	0
Rape	0	0	0	0
Robbery	3	1	2	0
Fel. Assault	1	0	1	0
Burglary	2	0	2	0
Grand Larceny	18	8	8	2
GLA	1	0	1	0
Total	25	9	14	2
Crimes Per Day	0.81	0.29	0.45	0.06



MTA Police Department Arrest Summary: Department Totals

1/1/2016 to 1/31/2016

Arrest Classification	Total Arrests	
	2016	2015
Robbery	2	0
Felony Assault	1	4
Burglary	2	0
Grand Larceny	1	1
Grand Larceny Auto	1	0
Aggravated Unlicensed Operator	1	2
Assault-Misdemeanor	5	8
Breach of Peace	0	2
Criminal Impersonation	1	1
Criminal Mischief	2	1
Criminal Possession Stolen Property	1	1
Criminal Trespass	2	2
Drug Offenses	7	3
DUI Offenses	1	1
Falsely Reporting an Incident	0	1
Forgery	1	4
Identity Theft	1	0
Issue a Bad Check	1	1
Menacing	0	1
Obstruct Government	3	3
Official Misconduct	4	0
Petit Larceny	11	19
Probation/Parole Violation	0	1
Public Lewdness	5	0
Resisting Arrest	2	4
Sex Offenses	1	1
Theft of Services	9	10
Unlawful Surveillance	0	1
Warrant Arrest	6	7
Total Arrests	71	79

METRO NORTH AND LONG ISLAND RAILROAD

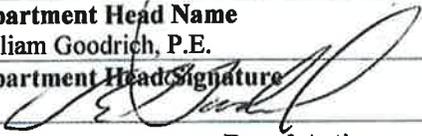
JOINT COMMITTEE

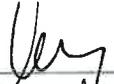
MTA BOARD

Action Item

FEBRUARY 2016

Staff Summary

Subject Utility Relocation Funding Agreement for 415 Madison Ave.					
Department East Side Access Project					
Department Head Name William Goodrich, P.E.					
Department Head Signature 					
Board Action					
Order	To	Date	Approval	Info	Other
1	MNR and LIRR Joint Committee	2/22/16	X		
2	Finance Committee	2/22/16	X		
3	Board	2/24/16	X		

Date February 5, 2016			
Vendor Names 415 Madison Avenue LLC.			
Contract Number N/A			
Project Manager Name Randy Fleischer			
Internal Approvals			
Order	Approval	Order	Approval
		3	President 
	^{for} Sr. Vice & General Counsel _{JCA}	2	Executive Vice President & CFO 

PURPOSE

MTACC seeks Board Approval to enter into an agreement with 415 Madison Avenue LLC for reimbursement of construction services for utility relocation work at 415 Madison Avenue for the not-to-exceed amount of \$14,827,874.

DISCUSSION

As part of the East Side Access (“ESA”) Project, the MTA plans to build an entrance to the new LIRR concourse from East 48th Street within an existing building owned by 415 Madison Avenue LLC (“Owner”). Utilities and equipment that service the building are located in an area where ESA plans to construct its entrance.

The MTA and the building’s Owner agree that utilities that interfere with entrance construction, operations, and maintenance must be relocated. Both parties entered into an Agreement dated June 30, 2015 whereby the owner’s consultant will develop architectural and engineering designs and plans for the utility relocation work. MTA and the owner agreed that the Owner will perform the utility relocation work. The Owner prefers to use its own contractors for work on its own utilities within its building. The Owner’s construction management consultant’s work estimates confirm that it can perform the work efficiently and at a competitive price. MTACC seeks Board approval to enter into an agreement to have the Owner perform the necessary relocation and demolition work and for the MTA to reimburse the Owner for that work.

Although the Owner and MTA have not yet finalized the easement agreement that will grant to the MTA the portion of the Owner’s premises needed for the new entrance, it is prudent to move forward with the utility relocation work now. These utilities must be relocated before entrance construction work performed by an MTACC third party contractor can commence within the premises. Even if easement negotiations failed and the MTA obtained the building space through condemnation, these utilities would still have to be relocated before entrance construction.

ALTERNATIVES

In the alternative, the MTA could perform this work through one of its contracts. This alternative would require the MTA to obtain the easements in the premises in advance of the work, which would delay the work until the easement agreement is finalized and executed. Waiting until the easement agreement is executed before work can begin would delay entrance construction by several months. This alternative would also require the MTA to obtain additional temporary easements than currently planned for entrance construction because the MTA would have to gain access to the building locations where the utilities are being moved. This alternative is not recommended because the Owner, a sophisticated real estate developer, is in the best position to contract for this work within its own building. This alternative will cost the MTA more because the MTA will have to obtain additional easements and work estimates show that Owner will likely be able to perform the work at a lower cost. Finally, if the MTA performs the work, it will remain liable to the Owner for any issues that arise as a result of utility relocation.

FUNDING IMPACT

This Agreement will be funded through ESA’s budget under Contract CM015A, CMR99 account and ESA unallocated contingency.

RECOMMENDATION

MTACC recommends that the Board authorize MTACC to enter into an agreement with 415 Madison Avenue LLC for reimbursement of construction services for utility relocation work at 415 Madison Avenue for the not-to-exceed amount of \$14,827,874.



Long Island Rail Road

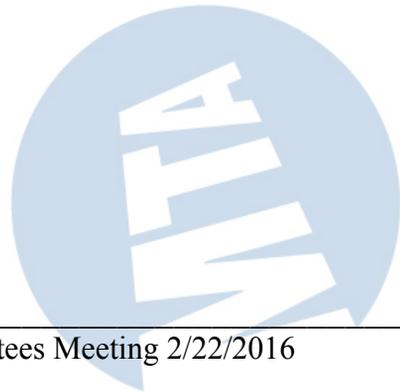


Metro-North Railroad

JOINT INFORMATION ITEMS

February 2016 CPOC LIRR/MNR PTC Project Update

February 22, 2016



Budget / Schedule

- **Budget**
 - The Railroads' current estimated Project Cost remains \$968M
- **Schedule**
 - Congress approved PTC implementation extension to December 31, 2018
 - LIRR/MNR will meet the PTC deadline.
 - Wayside and On-Board subsystem deliveries continue to support the installation of Pilot locations in advance of final design completion.
 - LIRR/MNR shall commence operational pilot testing the 2nd quarter 2016.



Update since September 2015 CPOC

- Implementation Plan submitted to the FRA on January 27, 2016.
 - Updated schedule reflects December 31, 2018.
 - Waterbury (MNR) and Speonk-Montauk (LIRR) will be signaled concurrently with PTC.
- Completed hardware designs for the wayside equipment on the pilot segments, and finalizing hardware design for M7.
- Continued to install wayside (including ground base communication network) and on-board equipment for Pilot segments. (See slides 7-10 for % completions of major PTC hardware categories).
- Progressing Office subsystem development and finalizing fiber, power and ventilation needs.
- Continue conducting factory acceptance, environmental and electromagnetic interference/compatibility tests for wayside equipment.



Update since September 2015 CPOC

- Test tracks are being Identified for pre-revenue testing.
- Progressed communications design to a 90% level which allows Railroads to finalize the Radio Frequency (RF) network for the PTC system.
- Preparing applications to FCC and Tribal Nations for approval of construction permits for antenna and antenna pole installations.
- MNR conducted Civil Speed Transponder Testing on the New Haven Line (CP261 – CP274).
- MNR has satisfied all FCC requests for information with respect to license modifications for spectrum in Fairfield, New Haven, Orange and Dutchess counties. A final decision is expected by early April 2016.
- Continue to work with tenant railroads on interoperability.



120 Day Look Ahead

- Start Operational Pilot testing.
- Complete hardware designs, First Article Inspections and Final Design Reviews for all subsystems.
- Continue to install wayside and on-board components to support pilot segments.
- Submit applications to the FCC and Tribal Nations for approval to commence remaining antenna and antenna pole installations
- Complete M7 designs, and commence delivery and installations of production level kits.
- MNR will place civil speed transponders on the New Haven Line (CP261Milford – CP274 New Haven) into revenue service to support Amtrak and Freight traffic.



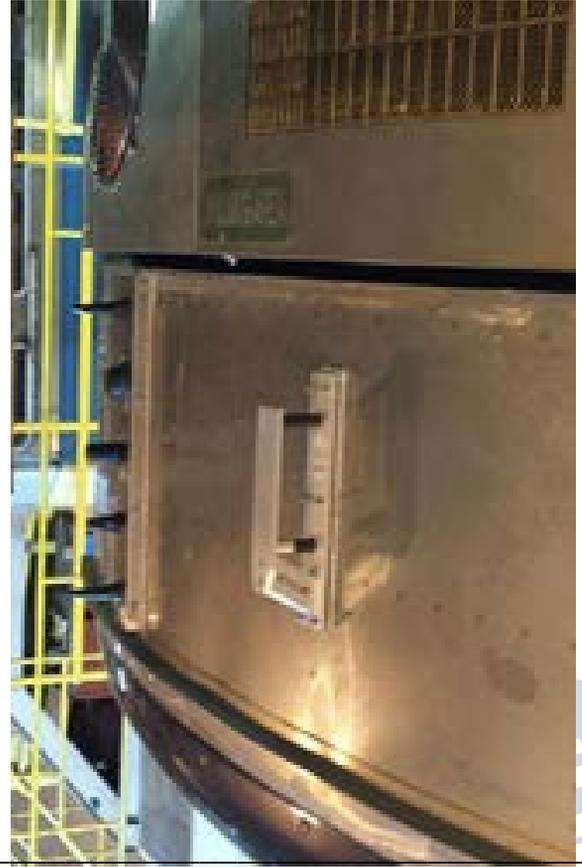
LIRR PTC Project Photos



Transponders



M7 Undercar Scanner Antenna



M7 Roof Top Antennas



Wayside Interface Units (WIU)

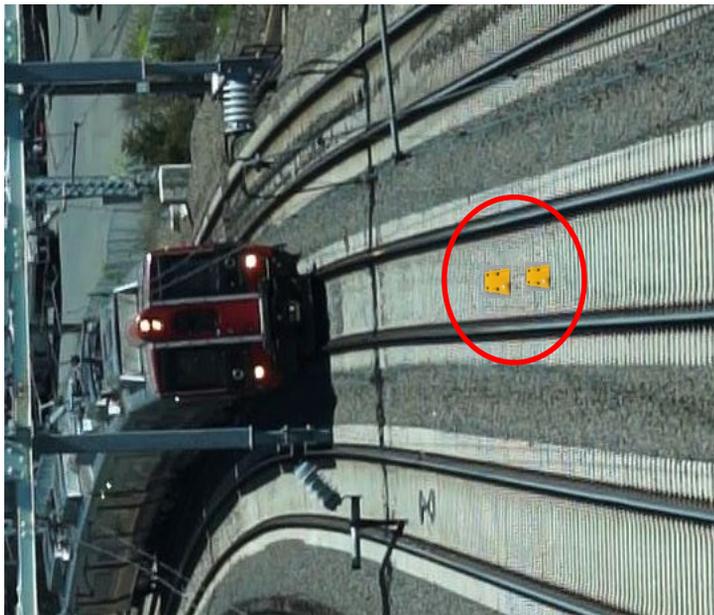
MNR PTC Project Photos

Aspect Display Unit



P32

Cab Car



Transponders installed between the rails on the New Haven Line



Appendix

MNR Pilot Wayside Equipment Installation Tracking

MNR Pilot 1 (Bridgeport to New Haven)				
PTC Equipment	Target Quantity	Actuals to Date	Remaining	% Complete
Transponders	403	308	95	76%
Wayside Interface Unit (WIU) Locations	10	1	9	10%
Communication Cases	10	0	10	0%
Poles / Antennas	10	4	6	40%
MNR Pilot 2 (Tarrytown – Croton Harmon)				
PTC Equipment	Target Quantity	Actuals to Date	Remaining	% Complete
Transponders	80	0	80	0%
Wayside Interface Unit (WIU) Locations	2	2	0	100%
Communication Cases	6	0	6	0%
Poles / Antennas	6	4	2	67%
MNR System Total				
PTC Equipment	Target Quantity	Actuals to Date	Remaining	% Complete
Transponders	4593	507	4086	11%
Wayside Interface Unit (WIU) Locations	104	3	101	3%
Communication Cases	104	0	104	0%
Poles / Antennas	104	8	104	8%

Appendix

MNR On-Board Equipment Installation Tracking

Car Type	Total Quantity	MNR Pilot 1 Location (Bridgeport to New Haven)		Pilot 2 Location (Tarrytown – Croton Harmon)	
		Planned	Actual	Planned	Actual
M7	168	NA	NA	4	NA
Cab Car C34/38	32	1	0	1	0
Cab Car C12/19/21	19	1	0	1	0
M3	69	NA	NA	4	0
BL20	12	2	0	1	0
BL14	2	0	0	0	0
P32	31	2	0	2	0
GP35	7	1	0	1	0
M8 Car	215	4	0	NA	NA
Totals	555	11	0	14	0



Appendix

LIRR Pilot Wayside Equipment Installation Tracking

LIRR Pilot 1 (Babylon to Patchogue)					
PTC Equipment	Target Quantity	Actuals to Date	Remaining	% Complete	
Transponders	200	0	200	0%	
Wayside Interface Unit (WIU) Locations	16	1	15	6%	
Communication Cases	6	0	6	0%	
Poles / Antennas	6	6	0	100%	
LIRR Pilot 2 (Port Washington to Harold)					
PTC Equipment	Target Quantity	Actuals to Date	Remaining	% Complete	
Transponders	135	85	50	63%	
Wayside Interface Units Locations	8	6	2	75%	
Communication Cases	9	0	9	0%	
Poles / Antennas	9	9	0	100%	
LIRR System Total					
PTC Equipment	Target Quantity	Actuals to Date	Remaining	% Complete	
Transponders	4464	85	4379	2%	
Wayside Interface Units Locations	126	7	119	6%	
Communication Cases	117	0	117	0%	
Poles / Antennas	117	15	102	13%	

Appendix

LIRR On-Board Equipment Installation Tracking

Car Type	Total Quantity	Pilot 1		Pilot 2	
		Babylon to Patchogue	Actual	Port Washington to Harold	Actual
		Planned	Actual	Planned	Actual
M7	418	NA	NA	4	0
DE/DM	45	4	0	NA	NA
C3	23	4	0	NA	NA
E10/E15	19	2	0	NA	NA
NYAR GP38	4	2	0	NA	NA
NYAR E15	4	2	0	NA	NA
TC-82	1	NA	NA	NA	NA
M9	66	NA	NA	NA	NA
Totals	580	14	0	4	0





Metro-North Railroad

Information Items

**MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN FOR 2016-2019
2015 FINAL ESTIMATE AND 2016 ADOPTED BUDGET**

In accordance with MTA-approved budget procedures, the following information presents MTA Metro-North Railroad's 2015 Final Estimate, 2016 Adopted Budget, and the Financial Plan for 2016-2019. The Adopted Budget reflects the projections presented in the November Financial Plan which was adopted by the Board in December 2015, as well as technical adjustments presented below.

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

- Enterprise Asset Management (EAM) position timing changes and consulting dollar changes across years. No additional EAM contingency funding was utilized.
- Revised assumptions for three Maintenance of Way (M of W) new needs projects.
- Overhead rates have been adjusted to reflect current wage rates, including the impact of Retroactive Wage Adjustments dating back to January 2011 for MNR.

The attached also includes schedules detailing the monthly allocation of financial (including overtime), headcount, and utilization data based on the 2016 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

MTA METRO-NORTH RAILROAD
 February Financial Plan 2016 - 2019
 Reconciliation to the November Plan (Accrual) Non-Reimbursable
 (\$ in millions)

	Favorable/(Unfavorable)			
	2015	2016	2017	2018
	Positions	Positions	Positions	Positions
	Dollars	Dollars	Dollars	Dollars
2015 November Financial Plan: Net Surplus/(Deficit)	6,116	(\$769.887)	6,243	(\$804.693)
			6,264	(\$821.165)
			6,269	(\$853.174)
				6,274
				(\$880.898)
Technical Adjustments:				
<i>Move Initiative Labor Cost Reductions to Accrual Non-Reimbursable From Cash Disbursements</i>				
Enterprise Asset Management		\$1.261	\$2.127	\$2.127
Power Department / Operations Office Systems Reorganizations		1.329	1.910	1.910
Facility Maintenance		1.209	1.688	1.688
Enterprise Asset Management Position Timing	1	0.037	(2)	(3)
Enterprise Asset Management Consulting Timing		0.338	(0.482)	(0.740)
			0.418	0.776
				\$1.433
				1.910
				1.688
				0
				0.249
<i>Change to Overhead Recovery Calculation Method</i>				
Change To Reimbursable Receipts - MTA		(6.637)		
Change To Reimbursable Receipts - CDOT				
Change to Overhead Reimbursement in Non-Reimbursable				
Change to Overhead Reimbursement in Reimbursable				
Change to Overhead Reimbursement in Operating Capital				
Sub-Total Technical Adjustments	1	\$0.375	(2)	(\$3.059)
			(6)	\$5.660
			(3)	\$5.760
				0
MTA Plan Adjustments:				
Sub-Total MTA Plan Adjustments	0	\$0.000	0	\$0.000
			0	\$0.000
			0	\$0.000
2016 February Financial Plan: Net Surplus/(Deficit)	6,115	(\$769.512)	6,245	(\$807.751)
			6,270	(\$815.505)
			6,272	(\$847.414)
				6,274
				(\$875.993)

MTA METRO NORTH RAILROAD
 February Financial Plan 2016 - 2019
 Reconciliation to the November Plan (Accrual) Reimbursable
 (\$ in millions)

		Favorable/(Unfavorable)							
		2016		2017		2018		2019	
Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars

2015 November Financial Plan: Net Surplus/(Deficit)	582	\$0.000	586	\$0.000	573	\$0.000	573	\$0.000	573	\$0.000
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Technical Adjustments:

- Change to Overhead Recovery Calculation Method
- Change To Reimbursable Receipts - MTA (\$3,462)
- Change To Reimbursable Receipts - CDOT (2,492)
- Change to Overhead Reimbursement in Non-Reimbursable 5,954
- Change to Overhead Reimbursement in Reimbursable
- Change to Overhead Reimbursement in Operating Capital

Sub-Total Technical Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
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Sub-Total MTA Plan Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
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2016 February Financial Plan: Net Surplus/(Deficit)	582	\$0.000	586	\$0.000	573	\$0.000	573	\$0.000	573	\$0.000
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MTA METRO-NORTH RAILROAD
February Financial Plan 2016 - 2019
Reconciliation to the November Plan - (Cash)
(\$ in millions)

Favorable/(Unfavorable)								
2015	2016		2017		2018		2019	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars

2015 November Financial Plan: Net Cash Surplus/(Deficit)	6,698	(\$587.537)	6,829	(\$561.066)	6,837	(\$568.406)	6,842	(\$579.630)	6,847	(\$591.717)
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Technical Adjustments:

Move Initiative Labor Cost Reductions to Accrual Non-Reimbursable From Cash Disbursements

Enterprise Asset Management		(\$1,261)		(\$2,127)		(\$2,127)		(\$2,127)		(\$1,433)
Power Department / Operations Office Systems Reorganizations		(1,329)		(1,910)		(1,910)		(1,910)		(1,910)
Facility Maintenance		(1,209)		(1,688)		(1,688)		(1,688)		(1,688)
Changes from Non-Reimbursable Adjustments	1	0.375	(2)	3,579	(6)	5,660	(3)	5,760	0	4,905

Change to Overhead Recovery Calculation Method

Change To Reimbursable Receipts - MTA		(3,462)								
Change To Reimbursable Receipts - CDOT		(2,492)								
Change to Overhead Reimbursement in Non-Reimbursable		(6,637)								
Change to Overhead Reimbursement in Reimbursable		5,954								
Change to Overhead Reimbursement in Operating Capital		0.683								

Sub-Total Technical Adjustments	1	\$0.375	(2)	(\$6.174)	(6)	(\$0.065)	(3)	\$0.035	0	(\$0.126)
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MTA Plan Adjustments:

Sub-Total MTA Plan Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
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2016 February Financial Plan: Net Cash Surplus/(Deficit)	6,697	(\$587.162)	6,831	(\$567.240)	6,843	(\$568.471)	6,845	(\$579.594)	6,847	(\$591.844)
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MTA METRO-NORTH RAILROAD
February Financial Plan 2016 - 2019
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE					
	2015 Final Estimate	2016 Adopted Budget	2017	2018	2019
Operating Revenue					
Farebox Revenue	\$675.692	\$693.277	\$707.320	\$718.706	\$726.688
Other Operating Revenue	61.846	60.341	62.226	63.683	64.212
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	\$737.539	\$753.618	\$769.546	\$782.389	\$790.901
Operating Expenses					
<u>Labor:</u>					
Payroll	\$468.563	\$476.464	\$491.681	\$508.161	\$518.892
Overtime	96.254	98.451	100.427	102.436	104.484
Health and Welfare	94.754	107.051	108.092	113.995	118.829
OPEB Current Payment	26.965	27.282	27.779	28.986	30.240
Pensions	91.874	91.904	93.020	94.821	98.011
Other Fringe Benefits	111.874	117.375	120.765	124.120	126.352
Reimbursable Overhead	(53.856)	(51.169)	(59.131)	(59.868)	(60.125)
Total Labor Expenses	\$836.428	\$867.358	\$882.634	\$912.652	\$936.683
<u>Non-Labor:</u>					
Electric Power	\$86.768	\$82.288	\$85.920	\$90.944	\$96.319
Fuel	20.432	21.229	22.553	25.275	28.043
Insurance	19.064	20.015	21.329	22.914	24.714
Claims	1.273	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	107.580	127.374	125.503	127.819	127.548
Professional Service Contracts	34.953	40.075	37.710	38.922	39.728
Materials & Supplies	74.991	78.869	83.662	86.141	88.303
Other Business Expenses	25.491	15.754	17.332	16.727	17.147
Total Non-Labor	\$370.552	\$386.603	\$395.009	\$409.743	\$422.803
<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.	\$1,206.979	\$1,253.961	\$1,277.643	\$1,322.395	\$1,359.485
Depreciation	\$226.647	\$234.092	\$234.092	\$234.092	\$234.092
OPEB Obligation	68.316	68.316	68.316	68.316	68.316
Environmental Remediation	5.109	5.000	5.000	5.000	5.000
Total Expenses	\$1,507.051	\$1,561.370	\$1,585.051	\$1,629.803	\$1,666.894
Net Surplus/(Deficit)	(\$769.512)	(\$807.751)	(\$815.505)	(\$847.414)	(\$875.993)
Cash Conversion Adjustments:					
Depreciation	\$226.647	\$234.092	\$234.092	\$234.092	\$234.092
Operating Capital	(32.240)	(48.011)	(45.037)	(28.496)	(13.963)
Other Cash Adjustments	(12.058)	54.431	57.979	62.223	64.020
Total Cash Conversion Adjustments	\$182.349	\$240.511	\$247.034	\$267.819	\$284.149
Net Cash Surplus/(Deficit)	(\$587.163)	(\$567.240)	(\$568.471)	(\$579.594)	(\$591.844)

MTA METRO NORTH RAILROAD
February Financial Plan 2016 - 2019
Accrual Statement of Operations by Category
(\$ in millions)

REIMBURSABLE					
	2015 Final <u>Estimate</u>	2016 Adopted <u>Budget</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>
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	136.385	147.643	154.246	157.792	161.030
MNR - CDOT	81.028	85.886	90.337	92.319	94.147
MNR - Other	14.973	16.384	16.668	17.021	17.337
Capital and Other Reimbursements	232.386	249.913	261.251	267.131	272.513
Total Revenue	\$232.386	\$249.913	\$261.251	\$267.131	\$272.513
Expenses					
<u>Labor:</u>					
Payroll	\$46.143	\$44.179	\$45.535	\$46.597	\$47.512
Overtime	17.678	18.498	18.813	19.240	19.617
Health and Welfare	14.201	14.347	14.416	15.035	15.657
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000
Pensions	9.930	9.439	9.521	9.640	9.964
Other Fringe Benefits	9.153	10.977	11.285	11.547	11.774
Reimbursable Overhead	52.892	49.053	56.232	56.909	57.135
Total Labor	\$149.996	\$146.493	\$155.802	\$158.970	\$161.658
<u>Non-Labor:</u>					
Electric Power	\$0.478	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000
Insurance	3.559	3.481	3.557	3.640	3.711
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	12.764	10.803	10.991	11.275	11.558
Professional Service Contracts	12.224	28.070	28.290	29.020	29.748
Materials & Supplies	52.708	60.630	62.164	63.767	65.368
Other Business Expenses	0.658	0.437	0.448	0.459	0.471
Total Non-Labor	\$82.390	\$103.420	\$105.449	\$108.161	\$110.855
<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	\$232.386	\$249.913	\$261.251	\$267.131	\$272.513
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses	\$232.386	\$249.913	\$261.251	\$267.131	\$272.513
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA METRO NORTH RAILROAD
February Financial Plan 2016 - 2019
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE					
	2015	2016			
	Final	Adopted			
	Estimate	Budget	2017	2018	2019
Revenue					
Farebox Revenue	\$675.692	\$693.277	\$707.320	\$718.706	\$726.688
Other Operating Revenue	61.846	60.341	62.226	63.683	64.212
MNR - MTA	136.385	147.643	154.246	157.792	161.030
MNR - CDOT	81.028	85.886	90.337	92.319	94.147
MNR - Other	14.973	16.384	16.668	17.021	17.337
Capital and Other Reimbursements	232.386	249.913	261.251	267.131	272.513
Total Revenue	\$969.925	\$1,003.532	\$1,030.797	\$1,049.521	\$1,063.414
Expenses					
<u>Labor:</u>					
Payroll	\$514.706	\$520.643	\$537.217	\$554.758	\$566.404
Overtime	113.932	116.949	119.240	121.677	124.101
Health and Welfare	108.955	121.398	122.508	129.030	134.486
OPEB Current Payment	26.965	27.282	27.779	28.986	30.240
Pensions	101.804	101.343	102.541	104.461	107.975
Other Fringe Benefits	121.027	128.352	132.050	135.668	138.125
Reimbursable Overhead	(0.965)	(2.115)	(2.898)	(2.958)	(2.990)
Total Labor	\$986.423	\$1,013.851	\$1,038.436	\$1,071.622	\$1,098.341
<u>Non-Labor:</u>					
Electric Power	\$87.246	\$82.288	\$85.920	\$90.944	\$96.319
Fuel	20.432	21.229	22.553	25.275	28.043
Insurance	22.623	23.496	24.886	26.554	28.425
Claims	1.273	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	120.344	138.177	136.494	139.094	139.106
Professional Service Contracts	47.176	68.144	66.000	67.942	69.476
Materials & Supplies	127.699	139.499	145.825	149.909	153.672
Other Business Expenses	26.149	16.190	17.779	17.186	17.618
Total Non-Labor	\$452.942	\$490.024	\$500.458	\$517.905	\$533.658
<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 and GASB Adjs.	\$1,439.365	\$1,503.875	\$1,538.894	\$1,589.526	\$1,631.999
Depreciation	\$226.647	\$234.092	\$234.092	\$234.092	\$234.092
OPEB Obligation	68.316	68.316	68.316	68.316	68.316
Environmental Remediation	5.109	5.000	5.000	5.000	5.000
Total Expenses	\$1,739.437	\$1,811.283	\$1,846.302	\$1,896.934	\$1,939.407
Net Surplus/(Deficit)	(\$769.512)	(\$807.751)	(\$815.505)	(\$847.414)	(\$875.993)
Cash Conversion Adjustments:					
Depreciation	\$226.647	\$234.092	\$234.092	\$234.092	\$234.092
Operating Capital	(32.240)	(48.011)	(45.037)	(28.496)	(13.963)
Other Cash Adjustments	(12.058)	54.431	57.979	62.223	64.020
Total Cash Conversion Adjustments	\$182.349	\$240.511	\$247.034	\$267.819	\$284.149
Net Cash Surplus/(Deficit)	(\$587.163)	(\$567.240)	(\$568.471)	(\$579.594)	(\$591.844)

MTA METRO NORTH RAILROAD
February Financial Plan 2016 - 2019
Accrual Statement of Operations by Category
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES					
	2015	2016			
	Final	Adopted			
	Estimate	Budget	2017	2018	2019
Receipts					
Farebox Revenue	\$680.394	\$698.155	\$712.431	\$724.097	\$732.416
Other Operating Revenue	98.208	142.657	97.307	96.644	97.341
MNR - MTA	129.686	153.786	153.176	156.448	160.181
MNR - CDOT	90.742	85.886	90.337	92.319	94.147
MNR - Other	<u>16.780</u>	<u>17.618</u>	<u>16.603</u>	<u>16.926</u>	<u>17.276</u>
Capital and Other Reimbursements	237.208	257.290	260.116	265.693	271.604
Total Revenue	\$1,015.810	\$1,098.102	\$1,069.854	\$1,086.433	\$1,101.361
Expenditures					
<u>Labor:</u>					
Payroll	\$592.224	\$531.485	\$547.567	\$561.752	\$571.187
Overtime	132.357	116.651	119.456	121.326	123.723
Health and Welfare	113.621	125.144	126.413	133.085	138.693
OPEB Current Payment	25.615	27.282	27.779	28.986	30.240
Pensions	90.970	102.525	103.318	105.244	108.440
Other Fringe Benefits	128.230	129.421	133.104	136.111	137.870
GASB Account	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.256	(0.000)	0.000	(0.000)	(0.000)
Total Labor	\$1,083.273	\$1,032.508	\$1,057.637	\$1,086.504	\$1,110.152
<u>Non-Labor:</u>					
Electric Power	\$88.743	\$83.859	\$87.539	\$92.611	\$98.036
Fuel	19.558	20.349	21.647	24.341	27.081
Insurance	23.306	23.914	25.377	27.080	28.967
Claims	22.845	56.473	1.146	1.146	1.146
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	125.808	156.192	149.286	140.589	136.761
Professional Service Contracts	52.985	78.873	76.683	73.973	71.425
Materials & Supplies	129.410	149.497	154.917	156.152	154.786
Other Business Expenditures	57.045	63.678	64.093	63.631	64.851
Total Non-Labor	\$519.700	\$632.834	\$580.687	\$579.523	\$583.053
<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	\$1,602.973	\$1,665.342	\$1,638.325	\$1,666.028	\$1,693.205
Net Cash Surplus/(Deficit)	(\$587.163)	(\$567.240)	(\$568.471)	(\$579.594)	(\$591.844)
<u>Subsidies</u>					
MTA	\$438.321	\$445.187	\$452.592	\$456.627	\$461.937
CDOT	<u>148.842</u>	<u>122.053</u>	<u>115.879</u>	<u>122.967</u>	<u>129.907</u>
Total Subsidies	\$587.163	\$567.240	\$568.471	\$579.594	\$591.844

MTA METRO NORTH RAILROAD
February Financial Plan 2016 - 2019
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS					
	2015	2016			
	Final	Adopted			
	Estimate	Budget	2017	2018	2019
Receipts					
Farebox Revenue	\$4.702	\$4.877	\$5.111	\$5.391	\$5.728
Other Operating Revenue	36.362	82.316	35.081	32.960	33.129
<i>Capital and Other Reimbursements:</i>					
MTA	(6.699)	6.143	(1.070)	(1.343)	(0.849)
CDOT	9.714	0.000	0.000	0.000	0.000
Other	1.807	1.234	(0.065)	(0.095)	(0.060)
Total Capital and Other Reimbursements	4.822	7.377	(1.136)	(1.438)	(0.909)
Total Receipts	\$45.885	\$94.570	\$39.056	\$36.913	\$37.948
Expenditures					
<u>Labor:</u>					
Payroll	(\$77.518)	(\$10.842)	(\$10.350)	(\$6.994)	(\$4.783)
Overtime	(18.425)	0.298	(0.217)	0.351	0.378
Health and Welfare	(4.666)	(3.746)	(3.905)	(4.055)	(4.207)
OPEB Current Payment	1.350	0.000	0.000	0.000	0.000
Pensions	10.834	(1.182)	(0.777)	(0.783)	(0.465)
Other Fringe Benefits	(7.203)	(1.069)	(1.054)	(0.443)	0.255
GASB Account	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	(1.221)	(2.115)	(2.898)	(2.958)	(2.990)
Total Labor	(\$96.850)	(\$18.657)	(\$19.201)	(\$14.883)	(\$11.812)
<u>Non-Labor:</u>					
Electric Power	(\$1.497)	(\$1.571)	(\$1.618)	(\$1.667)	(\$1.717)
Fuel	0.874	0.880	0.907	0.934	0.962
Insurance	(0.683)	(0.418)	(0.491)	(0.526)	(0.542)
Claims	(21.572)	(55.473)	(0.146)	(0.146)	(0.146)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	(5.464)	(18.015)	(12.792)	(1.495)	2.345
Professional Service Contracts	(5.809)	(10.728)	(10.682)	(6.030)	(1.949)
Materials & Supplies	(1.711)	(9.997)	(9.092)	(6.244)	(1.114)
Other Business Expenditures	(30.896)	(47.487)	(46.314)	(46.445)	(47.234)
Total Non-Labor	(\$66.758)	(\$142.810)	(\$80.229)	(\$61.619)	(\$49.395)
<u>Other Adjustments:</u>					
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.					
	(\$117.723)	(\$66.897)	(\$60.374)	(\$39.589)	(\$23.259)
Depreciation Adjustment	\$226.647	\$234.092	\$234.092	\$234.092	\$234.092
OPEB Obligation	68.316	68.316	68.316	68.316	68.316
Environmental Remediation	5.109	5.000	5.000	5.000	5.000
Total Cash Conversion Adjustments	\$182.349	\$240.511	\$247.034	\$267.819	\$284.149

MTA METRO-NORTH RAILROAD
2016 Adopted Budget
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

NON-REIMBURSABLE OVERTIME	Total		
	Hours	\$	%
<u>Scheduled Service</u>	652,974	\$39.797	40.4%
<u>Unscheduled Service</u>	0	0.000	0.0%
<u>Programmatic/Routine Maintenance</u>	575,818	31.244	31.7%
<u>Unscheduled Maintenance</u>	12,397	0.600	0.6%
<u>Vacancy/Absentee Coverage</u>	316,232	17.810	18.1%
<u>Weather Emergencies</u>	164,002	9.000	9.1%
<u>Safety/Security/Law Enforcement</u>	0	0.000	0.0%
<u>Other</u>	0	0.000	0.0%
Subtotal	1,721,424	\$98.451	100.0%
REIMBURSABLE OVERTIME	330,756	\$18.498	
TOTAL OVERTIME	2,052,180	\$116.949	

MTA METRO-NORTH RAILROAD
February Financial Plan 2016 - 2019
Ridership/(Utilization)
(in millions)

	2015 Final Estimate	2016 Adopted Budget	2017	2018	2019
<u>RIDERSHIP</u>					
Harlem Line	27.426	28.013	28.523	28.900	29.216
Hudson Line	16.404	16.728	17.061	17.313	17.533
New Haven Line	40.362	40.871	41.479	41.966	42.421
Total East of Hudson Ridership	84.192	85.612	87.064	88.178	89.170
West of Hudson	1.766	1.802	1.839	1.902	1.962
Total Ridership	85.958	87.414	88.903	90.081	91.132
<u>FAREBOX REVENUE</u>					
Harlem Line	\$200.717	\$207.053	\$210.885	\$213.679	\$216.048
Hudson Line	146.569	150.796	153.925	156.293	158.388
New Haven Line	328.010	335.020	342.094	348.299	351.799
West of Hudson Mail & Ride	0.396	0.408	0.417	0.435	0.452
Total Farebox Revenue	\$675.692	\$693.277	\$707.320	\$718.706	\$726.688

MTA METRO-NORTH RAILROAD
February Financial Plan 2016 - 2019
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time Positions/Full-Time Equivalents

FUNCTION/DEPARTMENT	2015 Final Estimate	2016 Adopted Budget	2017	2018	2019
Administration					
President	4	4	4	4	4
Labor Relations	15	18	18	18	18
Safety ⁽¹⁾	54	54	54	54	54
Security ⁽¹⁾	18	19	19	19	19
Office of the Executive VP ⁽²⁾	6	10	10	10	10
Corporate & Public Affairs ⁽²⁾⁽³⁾	12	18	18	18	18
Customer Service ⁽³⁾	52	62	62	62	62
Legal	18	19	19	19	19
Claims	14	14	14	14	14
Environmental Compliance & Svce	8	8	8	8	8
VP Human Resources ⁽⁴⁾	7	43	43	43	43
Human Resources & Diversity ⁽⁴⁾	36	0	0	0	0
Training	98	98	98	98	98
Employee Relations & Diversity	6	6	6	6	6
VP Planning	2	2	2	2	2
Operations Planning & Analysis	22	22	22	22	22
Capital Planning & Programming	14	20	20	20	20
GCT & Corporate Development ⁽³⁾	31	0	0	0	0
Long Range Planning	8	8	8	8	8
VP Finance & Info Systems	4	7	9	9	9
Controller	81	79	79	79	79
Budget	20	20	20	20	20
Procurement & Material Management	37	37	37	37	37
Corporate	0	0	0	0	0
Total Administration	567	568	570	570	570
Operations					
Operations Administration	89	85	85	85	85
Transportation ⁽⁵⁾	1,470	1,470	1,470	1,470	1,470
Customer Service	241	330	330	330	330
GCT & Corporate Development ⁽³⁾	38	0	0	0	0
Metro-North West	46	46	46	46	46
Total Operations	1,884	1,931	1,931	1,931	1,931
Maintenance					
GCT & Corporate Development ⁽³⁾	171	0	0	0	0
Maintenance of Equipment	1,748	1,764	1,751	1,751	1,751
Maintenance of Way ⁽³⁾	2,084	2,318	2,341	2,343	2,345
Procurement & Material Management	128	128	128	128	128
Total Maintenance	4,131	4,210	4,220	4,222	4,224
Engineering/Capital					
Construction Management	43	43	43	43	43
Engineering & Design ⁽³⁾	72	79	79	79	79
Total Engineering/Capital	115	122	122	122	122
Total Positions	6,697	6,831	6,843	6,845	6,847
<i>Non-Reimbursable</i>	6,115	6,245	6,270	6,272	6,274
<i>Reimbursable</i>	582	586	573	573	573
<i>Total Full-Time</i>	6,696	6,830	6,842	6,844	6,846
<i>Total Full-Time-Equivalents</i>	1	1	1	1	1

⁽¹⁾ To improve the focus on two critical operating units the Safety and Security Department was re-organized to form two separate departments.

⁽²⁾ In 2015 positions were transferred to the newly formed Office of the Executive VP department.

⁽³⁾ Reflects the January 2016 reorganization of the GCT and Corporate Development department and allocates 240 positions to the Maintenance of Way (129), Customer Service (99), COS/Corporate & Public Affairs (6), Capital Planning & Programming (3) and Engineering & Design (3) departments.

⁽⁴⁾ In 2016 positions in the Human Resources department will be consolidated with VP Human Resources department.

⁽⁵⁾ Please note that the Transportation department has recently undergone a name change and was formerly known as Operation Services.

MTA METRO-NORTH RAILROAD
February Financial Plan 2016 - 2019
Total Positions by Function and Occupational Group

FUNCTION/OCCUPATIONAL GROUP	2015 Final Estimate	2016 Adopted Budget	2017	2018	2019
Administration					
Managers/Supervisors	164	151	162	162	162
Professional, Technical, Clerical	402	417	407	407	407
Operational Hourlies	-	-	-	-	-
Total Administration	567	568	570	570	570
Operations					
Managers/Supervisors	236	244	242	242	242
Professional, Technical, Clerical	199	192	240	240	240
Operational Hourlies	1,450	1,495	1,450	1,450	1,450
Total Operations	1,884	1,931	1,931	1,931	1,931
Maintenance					
Managers/Supervisors	619	630	630	630	630
Professional, Technical, Clerical	535	523	540	542	544
Operational Hourlies	2,978	3,058	3,051	3,051	3,051
Total Maintenance	4,131	4,210	4,220	4,222	4,224
Engineering/Capital					
Managers/Supervisors	53	46	56	56	56
Professional, Technical, Clerical	62	76	66	66	66
Operational Hourlies	-	-	-	-	-
Total Engineering/Capital	115	122	122	122	122
Public Safety					
Managers/Supervisors	-	-	-	-	-
Professional, Technical, Clerical	-	-	-	-	-
Operational Hourlies	-	-	-	-	-
Total Public Safety	-	-	-	-	-
Total Positions					
Managers/Supervisors	1,072	1,071	1,090	1,090	1,090
Professional, Technical, Clerical	1,198	1,208	1,253	1,255	1,257
Operational Hourlies	4,427	4,553	4,500	4,500	4,500
Total Positions	6,697	6,831	6,843	6,845	6,847

MTA METRO NORTH RAILROAD
February Financial Plan - 2016 Adopted Budget
Accrual Statement of Operations by Category
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
NON-REIMBURSABLE													
Operating Revenue	\$53,333	\$49,713	\$55,407	\$57,057	\$59,195	\$60,423	\$61,314	\$59,187	\$58,563	\$59,401	\$58,609	\$61,075	\$693,277
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	4,844	5,082	4,947	4,823	4,760	4,910	4,933	4,826	4,884	6,151	5,007	5,158	60,341
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	96,178	54,795	60,354	61,880	63,955	65,332	66,252	64,013	63,457	65,552	63,617	66,233	753,618
Total Revenue	154,355	109,590	116,708	119,767	123,150	125,665	126,518	124,026	122,907	125,053	123,616	126,466	1,417,236
Operating Expenses	\$38,486	\$37,637	\$40,978	\$38,715	\$40,440	\$40,383	\$40,317	\$40,897	\$39,310	\$38,220	\$39,713	\$41,367	\$476,464
 Labor:	8,772	8,244	7,271	7,903	8,152	7,957	8,745	7,871	7,913	7,563	8,424	9,636	98,451
Payroll	8,772	8,244	7,271	7,903	8,152	7,957	8,745	7,871	7,913	7,563	8,424	9,636	98,451
Overtime	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
Health and Welfare	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
PEB Current Payment	2,274	2,274	2,274	2,274	2,274	2,274	2,274	2,274	2,274	2,274	2,274	2,274	27,282
Pensions	7,528	7,328	7,771	7,451	7,775	7,739	7,811	7,820	7,558	7,332	7,685	8,106	91,904
Other Fringe Benefits	9,586	9,928	9,864	9,513	9,848	9,811	9,884	9,934	9,627	9,353	9,772	10,255	117,375
Reimbursable Overhead	(3,548)	(3,636)	(5,303)	(5,569)	(5,276)	(5,389)	(4,822)	(5,351)	(5,194)	(5,283)	(4,794)	(5,014)	(51,169)
 Total Labor Expenses	71,834	70,275	71,966	68,785	72,236	71,741	73,218	72,691	70,333	67,892	72,102	84,284	867,358
 Non-Labor:	\$8,140	\$8,355	\$7,423	\$7,353	\$5,711	\$5,725	\$6,243	\$6,325	\$6,558	\$6,663	\$6,685	\$7,107	\$82,288
Electric Power	1,870	1,888	1,832	1,790	1,537	1,525	1,659	1,520	1,852	1,874	1,941	1,940	21,229
Fuel	1,662	1,662	1,675	1,675	1,651	1,665	1,648	1,676	1,648	1,648	1,681	1,725	20,015
Insurance	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
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	9,351	9,305	11,582	9,621	10,251	11,792	9,773	9,620	12,752	9,531	11,824	11,971	127,374
Maintenance and Other Operating Contracts	3,148	3,096	3,315	3,818	3,074	3,603	3,203	3,538	3,243	3,367	3,063	3,608	40,075
Professional Service Contracts	6,648	6,327	6,314	6,437	6,601	6,562	6,659	6,688	6,688	6,587	6,642	6,716	78,869
Materials & Supplies	1,188	1,141	1,425	1,017	1,206	1,445	1,650	1,357	1,329	1,239	1,304	1,453	15,754
Other Business Expenses	32,100	31,871	33,664	31,803	30,129	32,408	30,933	30,816	34,167	31,007	33,233	34,472	386,603
 Total Non-Labor	32,100	31,871	33,664	31,803	30,129	32,408	30,933	30,816	34,167	31,007	33,233	34,472	386,603
 Other Expenses Adjustments:	\$0,000												
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.	103,934	102,146	105,630	100,588	102,365	104,149	104,151	103,507	104,500	98,899	105,335	118,756	1,253,961
Depreciation	\$19,508	\$19,508	\$19,508	\$19,508	\$19,508	\$19,508	\$19,508	\$19,508	\$19,508	\$19,508	\$19,508	\$19,508	\$234,082
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	0,417	0,417	0,417	0,417	0,417	0,417	0,417	0,417	0,417	0,417	0,417	0,417	5,000
Total Expenses	129,551	127,764	131,248	126,206	127,982	129,766	129,769	129,124	130,117	124,516	130,953	144,374	1,561,370
Net Surplus/(Deficit)	(71,374)	(72,969)	(70,893)	(64,325)	(64,028)	(64,434)	(63,516)	(65,111)	(66,660)	(58,965)	(67,336)	(78,141)	(807,751)
Cash Conversion Adjustments:	\$19,508	\$234,082											
Depreciation	(5,361)	(2,720)	(4,778)	(3,424)	(2,436)	(4,423)	(3,320)	(2,636)	(4,995)	(2,462)	(2,643)	(8,793)	(46,011)
Operating Capital	(6,779)	8,124	(19,667)	12,364	5,878	(0,556)	5,343	20,328	(3,602)	12,159	16,396	(1,559)	54,431
Other Cash Adjustments	7,348	24,912	1,063	28,448	22,949	14,529	21,531	37,200	10,911	29,205	33,260	9,156	240,511
Total Cash Conversion Adjustments	(4,802)	(48,057)	(69,830)	(35,877)	(41,078)	(49,906)	(41,986)	(27,911)	(55,749)	(29,759)	(34,076)	(68,985)	(567,240)
Net Cash Surplus/(Deficit)	(64,026)												

MTA METRO NORTH RAILROAD
February Financial Plan - 2016 Adopted Budget
Accrual Statement of Operations by Category
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
REIMBURSABLE													
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	9.841	9.605	10.488	11.476	13.125	14.105	11.901	16.224	14.241	15.226	12.369	9.031	147.643
MNR - CDOT	5.707	5.165	8.392	8.494	7.525	8.388	9.188	7.749	7.673	7.673	7.270	7.270	85.886
MNR - Other	1.304	1.337	1.608	1.698	1.568	1.667	1.247	1.400	1.278	1.118	1.115	1.055	16.384
Total Revenue	\$16.852	\$16.107	\$20.497	\$21.668	\$22.209	\$23.053	\$21.536	\$26.813	\$23.268	\$24.016	\$20.754	\$13.140	\$249.913
Expenses													
Labor:													
Payroll	\$2,658	\$2,852	\$3,896	\$4,012	\$4,018	\$4,204	\$3,681	\$4,191	\$4,012	\$4,086	\$3,709	2,861	\$44,179
Overtime	1,094	1,104	1,764	1,785	1,623	1,660	1,621	1,763	1,692	1,616	1,572	1,203	18,498
Health and Welfare	0,845	0,898	1,300	1,336	1,298	1,354	1,211	1,368	1,309	1,318	1,204	0,905	14,347
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	0,559	0,592	0,847	0,873	0,853	0,889	0,799	0,900	0,861	0,865	0,795	0,606	9,439
Other Fringe Benefits	0,652	0,691	0,988	1,015	0,992	1,033	0,927	1,045	1,000	1,006	0,924	0,704	10,977
Reimbursable Overhead	3,258	3,355	5,011	5,252	4,988	5,148	4,645	5,174	5,028	5,086	4,609	(2,499)	49,053
Total Labor	\$9,066	\$9,493	\$13,805	\$14,273	\$13,771	\$14,288	\$12,884	\$14,441	\$13,902	\$13,976	\$12,813	\$3,760	\$146,493
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	0.175	0.187	0.304	0.337	0.328	0.342	0.307	0.350	0.329	0.339	0.292	0.190	3,481
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	0.730	0.733	0.733	1,007	1,004	1,020	0,750	0,765	0,750	0,632	0,537	2,143	10,803
Professional Service Contracts	1,209	2,003	1,369	1,294	1,530	1,520	3,495	3,170	3,147	3,137	3,102	3,092	28,070
Materials & Supplies	5,636	6,655	4,249	4,720	5,540	5,847	4,064	8,050	5,103	5,895	3,974	3,899	60,630
Other Business Expenses	0,037	0,037	0,037	0,037	0,036	0,036	0,036	0,036	0,036	0,036	0,036	0,036	0,437
Total Non-Labor	\$7,786	\$6,814	\$6,692	\$7,395	\$8,438	\$8,765	\$8,652	\$12,371	\$9,366	\$10,039	\$7,941	\$9,360	\$103,420
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	\$16,852	\$16,107	\$20,497	\$21,668	\$22,209	\$23,053	\$21,536	\$26,813	\$23,268	\$24,016	\$20,754	\$13,140	\$249,913
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	\$16,852	\$16,107	\$20,497	\$21,668	\$22,209	\$23,053	\$21,536	\$26,813	\$23,268	\$24,016	\$20,754	\$13,140	\$249,913
Net Surplus/(Deficit)	\$0.000												

MTA METRO NORTH RAILROAD
February Financial Plan - 2016 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	\$53,333	\$49,713	\$55,407	\$57,057	\$59,195	\$60,423	\$61,314	\$59,187	\$58,563	\$59,401	\$58,609	\$61,075	\$693,277
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	4,844	5,082	4,947	4,823	4,760	4,910	4,939	4,826	4,884	6,151	5,007	5,158	60,341
Capital and Other Reimbursements													
MNR - MTA	9,841	9,605	10,498	11,476	13,125	14,105	11,901	16,224	14,241	15,226	12,369	9,031	147,643
MNR - CDOT	5,707	5,165	8,392	8,494	7,525	7,281	8,388	9,188	7,749	7,673	7,270	3,054	85,886
MNR - Other	1,304	1,337	1,608	1,698	1,558	1,667	1,247	1,400	1,278	1,118	1,115	1,055	16,384
Total Revenue	\$75,030	\$70,902	\$80,851	\$83,549	\$86,164	\$88,385	\$87,788	\$90,826	\$86,725	\$89,568	\$84,371	\$79,373	\$1,003,532
Expenses													
Non-Labor:													
Electric Power	\$8,140	\$8,355	\$7,423	\$7,353	\$5,711	\$5,725	\$6,243	\$6,325	\$6,558	\$6,663	\$6,685	\$7,107	\$82,288
Fuel	1,870	1,888	1,832	1,790	1,537	1,525	1,659	1,520	1,852	1,874	1,941	1,940	21,229
Insurance	1,837	1,848	1,979	2,012	1,979	2,007	1,955	2,026	1,978	1,987	1,973	1,915	23,496
Claims	0.092	0.098	0.098	0.093	0.098	0.093	0.093	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	10,081	10,038	12,315	10,627	11,255	12,812	10,523	10,385	13,502	10,163	12,360	14,114	138,177
Professional Service Contracts	4,357	5,099	4,684	5,113	4,604	5,122	6,698	6,708	6,390	6,504	6,165	6,700	68,144
Materials & Supplies	12,284	9,982	10,563	11,157	12,141	12,408	10,723	14,737	11,791	12,482	10,616	10,615	139,489
Other Business Expenses	1,225	1,178	1,462	1,054	1,242	1,481	1,686	1,393	1,365	1,275	1,340	1,489	16,190
Total Non-Labor	\$39,886	\$38,485	\$40,356	\$39,198	\$38,567	\$41,173	\$39,585	\$43,187	\$43,533	\$41,046	\$41,174	\$43,832	\$490,024
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.	\$120,786	\$118,254	\$126,128	\$122,257	\$124,574	\$127,202	\$125,687	\$130,319	\$127,768	\$122,915	\$126,089	\$131,896	\$1,503,875
Depreciation	\$19,508	\$19,508	\$19,508	\$19,508	\$19,508	\$19,508	\$19,508	\$19,508	\$19,508	\$19,508	\$19,508	\$19,508	\$234,082
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	0.417	0.417	0.417	0.417	0.417	0.417	0.417	0.417	0.417	0.417	0.417	0.417	5,000
Total Expenses	\$146,404	\$143,871	\$151,745	\$147,874	\$150,191	\$152,819	\$151,305	\$155,937	\$153,385	\$148,532	\$151,706	\$157,514	\$1,811,283
Net Surplus/(Deficit)	(\$71,374)	(\$72,969)	(\$70,893)	(\$64,325)	(\$64,028)	(\$64,434)	(\$63,516)	(\$65,111)	(\$66,660)	(\$68,965)	(\$67,336)	(\$78,141)	(\$807,751)
Cash Conversion Adjustments:													
Depreciation	\$19,508	\$19,508	\$19,508	\$19,508	\$19,508	\$19,508	\$19,508	\$19,508	\$19,508	\$19,508	\$19,508	\$19,508	\$234,082
Operating Capital	(5,381)	(2,720)	(4,778)	(3,424)	(2,436)	(4,423)	(3,320)	(2,636)	(4,995)	(2,462)	(2,643)	(8,793)	(48,011)
Other Cash Adjustments	(6,779)	8,124	(13,667)	12,364	5,878	(0,566)	5,343	20,328	(3,802)	12,159	16,396	(1,559)	54,431
Total Cash Conversion Adjustments	\$7,348	\$24,912	(\$1,063)	\$28,448	\$22,949	\$14,529	\$21,531	\$37,200	\$10,911	\$29,205	\$33,260	\$9,156	\$240,511
Net Cash Surplus/(Deficit)	(\$64,026)	(\$48,057)	(\$69,830)	(\$35,877)	(\$41,078)	(\$49,906)	(\$41,986)	(\$27,911)	(\$55,749)	(\$29,759)	(\$34,076)	(\$66,985)	(\$567,240)

MTA METRO NORTH RAILROAD
February Financial Plan - 2016 Adopted Budget
Cash Receipts & Expenditures
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
CASH RECEIPTS AND EXPENDITURES													
Receipts													
Farebox Revenue	\$53,740	\$50,119	\$55,814	\$57,463	\$59,602	\$60,829	\$61,720	\$59,594	\$58,970	\$59,807	\$59,016	\$61,482	\$698,155
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	6,560	17,036	6,638	16,539	6,476	16,601	6,655	16,542	7,014	18,024	6,723	17,849	142,657
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
MNR - MTA	17,036	14,887	14,262	9,812	9,602	10,528	11,534	13,109	14,129	11,839	16,265	10,785	153,786
MNR - CDOT	5,707	5,165	8,392	8,494	7,525	7,281	8,388	9,188	7,749	7,673	7,270	3,054	85,886
MNR - Other	1,631	1,636	1,255	1,304	1,336	1,607	1,698	1,558	1,667	1,246	1,401	1,278	17,618
Total Receipts	\$84,674	\$88,843	\$86,361	\$93,612	\$84,541	\$96,846	\$89,994	\$99,991	\$89,528	\$98,589	\$90,674	\$94,448	\$1,098,102
Expenditures													
Labor:													
Payroll	\$40,258	\$40,298	\$50,130	\$41,857	\$41,517	\$51,843	\$43,009	\$40,017	\$50,511	\$41,336	\$39,847	\$50,860	\$531,485
Overtime	9,377	8,859	10,081	9,199	8,777	11,176	9,868	8,114	11,150	8,679	8,986	12,384	116,651
Health and Welfare	9,908	9,724	10,741	10,167	10,647	10,650	10,523	10,913	10,452	10,053	10,532	10,834	125,144
OP&EB Current Payment	2,274	2,274	2,274	2,274	2,274	2,274	2,274	2,274	2,274	2,274	2,274	2,274	27,282
Pensions	8,207	8,039	8,740	8,448	8,746	8,742	8,711	8,822	8,521	8,302	8,508	8,737	102,525
Other Fringe Benefits	9,913	9,593	12,181	10,205	9,960	12,716	10,463	9,531	12,484	10,014	9,673	12,689	129,421
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	\$79,937	\$78,786	\$94,146	\$82,150	\$81,921	\$97,401	\$84,848	\$79,671	\$95,391	\$80,659	\$79,821	\$97,778	\$1,032,508
Non-Labor:													
Electric Power	\$8,271	\$8,485	\$7,554	\$7,484	\$5,842	\$5,856	\$6,374	\$6,456	\$6,689	\$6,794	\$6,816	\$7,238	\$83,859
Fuel	1,870	1,888	1,612	1,790	1,537	1,305	1,659	1,520	1,632	1,874	1,941	1,720	20,349
Insurance	6,811	0,215	0,334	2,488	0,358	1,315	3,688	1,946	0,344	3,722	0,608	2,086	23,914
Claims	16,426	16,431	16,431	2,202	2,207	2,202	0,098	0,093	0,098	0,098	0,093	0,098	56,473
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	11,648	10,645	13,889	12,331	12,111	13,457	12,742	11,635	17,265	11,503	13,760	15,206	156,192
Professional Service Contracts	6,627	5,698	6,985	5,830	5,167	6,345	7,286	7,340	7,023	7,068	6,729	7,684	78,873
Materials & Supplies	13,122	10,820	11,939	11,248	12,471	12,803	10,835	15,086	12,203	12,594	10,728	15,649	149,497
Other Business Expenditures	3,991	3,943	4,203	3,970	4,008	6,072	4,452	4,159	4,635	4,041	4,256	15,950	63,678
Total Non-Labor	\$68,766	\$68,115	\$62,047	\$47,342	\$43,701	\$49,353	\$47,134	\$46,234	\$49,888	\$47,692	\$44,931	\$65,630	\$632,834
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 Expenditures	\$148,703	\$136,902	\$156,193	\$129,492	\$125,622	\$146,754	\$131,982	\$127,905	\$145,279	\$128,350	\$124,752	\$163,408	\$1,665,342
Net Cash Deficit	(\$64,028)	(\$48,059)	(\$69,832)	(\$35,880)	(\$41,080)	(\$49,908)	(\$41,988)	(\$27,913)	(\$55,751)	(\$29,762)	(\$34,078)	(\$68,960)	(\$567,240)
MTA Subsidy	\$53,156	\$36,227	\$58,056	\$26,245	\$31,809	\$40,313	\$33,191	\$19,435	\$44,775	\$21,376	\$24,130	\$56,474	\$445,187
CDOT Subsidy	10,870	11,829	11,774	9,633	9,269	9,592	8,794	8,476	10,974	8,384	9,946	12,511	122,053

MTA METRO NORTH RAILROAD
February Financial Plan - 2016 Adopted Budget
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
CASH FLOW ADJUSTMENTS													
Receipts													
Farebox Revenue	\$0.406	\$0.406	\$0.406	\$0.406	\$0.406	\$0.406	\$0.406	\$0.406	\$0.406	\$0.406	\$0.406	\$0.406	\$4.877
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	1.716	11.954	1.691	11.716	1.716	11.691	1.716	11.716	2.120	11.873	1.716	12.691	82.316
Capital and Other Reimbursements													
MNR - MTA	7.195	5.281	3.765	(1.665)	(3.523)	(3.577)	(0.368)	(3.115)	(0.112)	(3.387)	3.895	1.753	6.143
MNR - CDOT	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
MNR - Other	0.327	0.299	(0.352)	(0.394)	(0.222)	(0.059)	0.451	0.158	0.389	0.129	0.286	0.224	1.234
Total Receipts	\$9.644	\$17.941	\$5.510	\$10.063	(\$1.622)	\$8.461	\$2.206	\$9.166	\$2.803	\$9.021	\$6.303	\$15.074	\$94.570
Expenditures													
Labor:													
Payroll	\$0.885	\$0.191	(\$5.256)	\$0.870	\$2.940	(\$7.256)	\$0.888	\$5.071	(\$7.189)	\$0.970	\$3.575	(\$6.632)	(\$10.842)
Overtime	0.490	0.490	(1.046)	0.488	0.998	(1.559)	0.499	1.520	(1.546)	0.499	1.010	(1.545)	0.288
Health and Welfare	(0.327)	(0.326)	(0.330)	(0.332)	(0.324)	(0.318)	(0.297)	(0.298)	(0.297)	(0.302)	(0.299)	(0.295)	(3.746)
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	(0.121)	(0.119)	(0.122)	(0.123)	(0.119)	(0.115)	(0.102)	(0.102)	(0.102)	(0.104)	(0.028)	(0.025)	(1.182)
Other Fringe Benefits	0.326	1.027	(1.329)	0.323	0.879	(1.872)	0.348	1.449	(1.856)	0.344	1.022	(1.730)	(1.069)
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	(0.290)	(0.281)	(0.282)	(0.317)	(0.288)	(0.251)	(0.182)	(0.177)	(0.167)	(0.197)	(0.186)	0.514	(2.115)
Total Labor	\$0.963	\$0.982	(\$6.375)	\$0.909	\$4.086	(\$11.372)	\$1.254	\$7.462	(\$11.156)	\$1.210	\$5.094	(\$9.714)	(\$18.657)
Non-Labor:													
Electric Power	(\$0.131)	(\$0.131)	(\$0.131)	(\$0.131)	(\$0.131)	(\$0.131)	(\$0.131)	(\$0.131)	(\$0.131)	(\$0.131)	(\$0.131)	(\$0.131)	(\$1.571)
Fuel	0.000	0.000	0.220	0.000	0.000	0.220	0.000	0.000	0.220	0.000	0.000	0.220	0.880
Insurance	(4.974)	1.634	1.645	(0.476)	1.621	0.693	(1.733)	0.080	1.634	(1.734)	1.365	(0.171)	(0.418)
Claims	(16.333)	(16.333)	(16.333)	(2.109)	(2.109)	(2.109)	0.000	0.000	0.000	0.000	0.000	(0.146)	(65.473)
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	(1.567)	(0.608)	(1.574)	(1.703)	(0.856)	(0.645)	(2.218)	(1.250)	(3.764)	(1.340)	(1.400)	(1.092)	(18.015)
Professional Service Contracts	(2.270)	(0.589)	(1.402)	(0.717)	(0.564)	(1.223)	(0.589)	(0.632)	(0.633)	(0.564)	(0.564)	(0.983)	(10.728)
Materials & Supplies	(0.838)	(0.838)	(1.376)	(0.091)	(0.329)	(0.394)	(0.112)	(0.349)	(0.412)	(0.111)	(0.112)	(5.035)	(9.987)
Other Business Expenditures	(2.766)	(2.766)	(2.741)	(2.916)	(2.766)	(4.591)	(2.766)	(2.766)	(3.270)	(2.766)	(2.916)	(14.461)	(47.487)
Total Non-Labor	(\$28.879)	(\$19.630)	(\$21.691)	(\$8.144)	(\$5.134)	(\$8.180)	(\$7.548)	(\$5.047)	(\$6.355)	(\$6.646)	(\$3.757)	(\$21.798)	(\$142.810)
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 Adj.	(\$18.272)	(\$0.708)	(\$24.556)	\$2.828	(\$2.670)	(\$11.091)	(\$4.089)	\$11.580	(\$14.708)	\$3.586	\$7.641	(\$16.438)	(\$66.897)
Depreciation Adjustment	\$19.508	\$19.508	\$19.508	\$19.508	\$19.508	\$19.508	\$19.508	\$19.508	\$19.508	\$19.508	\$19.508	\$19.508	\$234.092
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	66.316
Environmental Remediation	0.417	0.417	0.417	0.417	0.417	0.417	0.417	0.417	0.417	0.417	0.417	0.417	5.000
Total Cash Conversion Adjustments	\$7.345	\$24.910	\$1.061	\$28.446	\$22.947	\$14.526	\$21.528	\$37.198	\$10.909	\$29.203	\$33.258	\$9.180	\$240.511

MTA METRO-NORTH RAILROAD
February Financial Plan - 2016 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>	\$3.837	\$3.189	\$2.807	\$3.447	\$3.425	\$3.153	\$3.583	\$2.839	\$3.140	\$2.885	\$3.507	\$3.986	\$39.797
<u>Unscheduled Service</u>	-	-	-	-	-	-	-	-	-	-	-	-	-
<u>Programmatic/Routine Maintenance</u>	1.674	1.606	1.285	2.735	2.967	2.855	3.309	3.205	3.065	3.019	3.068	2.458	31.244
<u>Unscheduled Maintenance</u>	0.050	0.050	0.050	0.050	0.050	0.050	0.050	0.050	0.050	0.050	0.050	0.050	0.600
<u>Vacancy/Absentee Coverage</u>	1.212	1.399	1.629	1.372	1.410	1.599	1.504	1.477	1.357	1.309	1.498	2.043	17.810
<u>Weather Emergencies</u>	2.000	2.000	1.500	0.300	0.300	0.300	0.300	0.300	0.300	0.300	0.300	1.100	9.000
<u>Safety/Security/Law Enforcement</u>	-	-	-	-	-	-	-	-	-	-	-	-	-
<u>Other</u>	-	-	-	-	-	-	-	-	-	-	-	-	-
Sub-Total	\$8.772	\$8.244	\$7.271	\$7.903	\$8.152	\$7.957	\$8.745	\$7.871	\$7.913	\$7.563	\$8.424	\$9.636	\$98.451
REIMBURSABLE OVERTIME													
	\$1.094	\$1.104	\$1.764	\$1.785	\$1.623	\$1.660	\$1.621	\$1.763	\$1.692	\$1.616	\$1.572	\$1.203	\$18.498
TOTAL NR & R OVERTIME	\$9.867	\$9.348	\$9.035	\$9.688	\$9.775	\$9.617	\$10.367	\$9.634	\$9.604	\$9.178	\$9.996	\$10.839	\$116.949

MTA METRO-NORTH RAILROAD
February Financial Plan - 2016 Adopted Budget
Ridership/(Utilization)
in millions

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<u>Ridership</u>													
Harlem Line	2.098	2.080	2.424	2.317	2.379	2.457	2.336	2.375	2.371	2.425	2.326	2.425	28.013
Hudson Line	1.217	1.196	1.419	1.392	1.433	1.472	1.427	1.478	1.443	1.441	1.376	1.434	16.728
New Haven Line	3.018	2.925	3.418	3.366	3.465	3.614	3.500	3.584	3.476	3.517	3.404	3.584	40.871
Total Ridership	6.333	6.201	7.261	7.075	7.277	7.543	7.263	7.438	7.291	7.383	7.105	7.442	85.612
<u>Farebox Revenue</u>													
Harlem Line	\$16.228	\$15.297	\$16.843	\$17.004	\$17.634	\$17.998	\$18.141	\$17.297	\$17.391	\$17.786	\$17.464	\$17.972	\$207.053
Hudson Line	11.443	10.718	12.095	12.452	12.992	13.039	13.214	13.048	12.991	13.096	12.711	12.996	150.796
New Haven Line	25.628	23.663	26.434	27.566	28.536	29.351	29.925	28.810	28.147	28.484	28.400	30.075	335.020
West of Hudson Mail-n-Ride	0.034	0.034	0.035	0.035	0.034	0.035	0.034	0.032	0.034	0.035	0.034	0.033	0.408
Total Farebox Revenue	\$53.333	\$49.713	\$55.407	\$57.057	\$59.195	\$60.423	\$61.314	\$59.187	\$58.563	\$59.401	\$58.609	\$61.075	\$693.277

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

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	18	18	18	18	18	18	18	18	18	18	18	18
Safety ⁽¹⁾	52	52	53	53	53	53	53	53	53	53	53	54
Security ⁽¹⁾	16	16	19	19	19	19	19	19	19	19	19	19
Office of the Executive VP ⁽²⁾	6	6	7	7	7	7	8	8	8	9	9	10
Corporate & Public Affairs ⁽²⁾	18	18	18	18	18	18	18	18	18	18	18	18
Customer Service	57	57	57	57	57	57	57	57	57	57	57	62
Legal	19	19	19	19	19	19	19	19	19	19	19	19
Claims	14	14	14	14	14	14	14	14	14	14	14	14
Environmental Compliance & Svce	7	7	8	8	8	8	8	8	8	8	8	8
VP Human Resources ⁽³⁾	45	45	45	45	45	45	45	45	45	45	45	43
Training	95	97	97	97	98	98	98	98	98	98	98	98
Employee Relations & Diversity	6	6	6	6	6	6	6	6	6	6	6	6
VP Planning	2	2	2	2	2	2	2	2	2	2	2	2
Operations Planning & Analysis	22	22	22	22	22	22	22	22	22	22	22	22
Capital Planning & Programming	17	17	17	17	17	17	17	17	17	17	17	20
Long Range Planning	8	8	8	8	8	8	8	8	8	8	8	8
VP Finance & Info Systems	3	3	3	3	3	3	7	7	7	7	7	7
Controller	75	75	77	77	77	80	80	80	80	80	80	79
Budget	18	18	22	22	22	22	22	22	22	22	22	20
Procurement & Material Management	37	37	37	37	37	37	37	37	37	37	37	37
Corporate	0	0	0	0	0	0	0	0	0	0	0	0
Total Administration	539	541	552	553	554	558	562	562	563	563	563	568
Operations												
Operations Admin	84	84	85	85	85	88	88	88	88	88	88	85
Transportation	1,459	1,465	1,469	1,477	1,480	1,480	1,480	1,480	1,479	1,481	1,481	1,470
Customer Service	324	324	324	324	324	324	324	324	324	324	324	330
Metro-North West	36	36	39	39	39	39	42	44	44	44	44	46
Total Operations	1,903	1,909	1,917	1,925	1,928	1,931	1,934	1,936	1,935	1,938	1,935	1,931
Maintenance												
Maintenance of Equipment	1,696	1,716	1,739	1,743	1,744	1,686	1,703	1,711	1,727	1,727	1,727	1,764
Maintenance of Way	2,091	2,101	2,133	2,152	2,173	2,180	2,201	2,207	2,231	2,236	2,227	2,318
Procurement & Material Mgmt	128	128	128	128	128	128	128	128	128	128	128	128
Total Maintenance	3,915	3,945	4,000	4,023	4,045	3,994	4,032	4,046	4,086	4,091	4,082	4,210
Engineering/Capital												
Construction Management	42	42	42	42	42	43	43	43	43	43	43	43
Engineering & Design	75	75	79	79	79	79	79	79	79	79	79	79
Total Engineering/Capital	117	117	121	121	121	122						
Total Positions	6,474	6,512	6,590	6,622	6,648	6,605	6,650	6,666	6,706	6,714	6,702	6,831
Non-Reimbursable	5,921	5,951	5,887	5,847	5,885	5,841	5,891	5,913	5,952	5,953	5,974	6,245
Reimbursable	553	562	702	776	762	763	759	753	755	761	728	586
Total Full-Time	6,473	6,511	6,589	6,621	6,647	6,604	6,649	6,665	6,705	6,713	6,701	6,830
Total Full-Time-Equivalents	1											

⁽¹⁾ To improve the focus on two critical operating units the Safety and Security Department was re-organized to form two separate departments.
⁽²⁾ In 2015 positions were transferred to the newly formed Office of the Executive VP department.
⁽³⁾ In 2016 positions in the Human Resources department will be consolidated with VP Human Resources department.

MTA METRO-NORTH RAILROAD
February Financial Plan - 2016 Adopted Budget
Total Positions by Function and Occupation

FUNCTION/OCCUPATION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
Managers/Supervisors	147	147	148	149	149	151	151	151	151	151	151	151
Professional, Technical, Clerical	392	394	404	404	405	407	411	411	412	412	412	417
Operational Hours	-	-	-	-	-	-	-	-	-	-	-	-
Total Administration	539	541	552	553	554	558	562	562	563	563	563	568
Operations												
Managers/Supervisors	238	243	245	245	245	243	243	244	244	244	244	244
Professional, Technical, Clerical	187	188	189	189	189	192	192	192	192	192	192	192
Operational Hours	1,478	1,478	1,483	1,491	1,494	1,496	1,499	1,500	1,499	1,502	1,499	1,495
Total Operations	1,903	1,909	1,917	1,925	1,928	1,931	1,934	1,936	1,935	1,938	1,935	1,931
Maintenance												
Managers/Supervisors	604	605	611	616	617	610	608	614	621	622	622	630
Professional, Technical, Clerical	517	522	526	532	534	544	551	553	555	555	555	523
Operational Hours	2,794	2,818	2,863	2,875	2,894	2,840	2,873	2,879	2,910	2,914	2,905	3,058
Total Maintenance	3,915	3,945	4,000	4,023	4,045	3,994	4,032	4,046	4,086	4,091	4,082	4,210
Engineering/Capital												
Managers/Supervisors	46	46	46	46	46	46	46	46	46	46	46	46
Professional, Technical, Clerical	71	71	75	75	75	76	76	76	76	76	76	76
Operational Hours	-	-	-	-	-	-	-	-	-	-	-	-
Total Engineering/Capital	117	117	121	121	121	122						
Public Safety												
Managers/Supervisors	-	-	-	-	-	-	-	-	-	-	-	-
Professional, Technical, Clerical	-	-	-	-	-	-	-	-	-	-	-	-
Operational Hours	-	-	-	-	-	-	-	-	-	-	-	-
Total Public Safety	-											
Total Positions	1,035	1,041	1,050	1,056	1,057	1,050	1,048	1,055	1,062	1,063	1,063	1,071
Managers/Supervisors	1,167	1,175	1,194	1,200	1,203	1,219	1,230	1,232	1,235	1,235	1,235	1,208
Professional, Technical, Clerical	4,272	4,296	4,346	4,366	4,388	4,336	4,372	4,379	4,409	4,416	4,404	4,553
Operational Hours	6,474	6,512	6,590	6,622	6,648	6,605	6,650	6,666	6,706	6,714	6,702	6,831



ANNUAL OPERATING REPORT

2015

Performance Summary			2015 Data		2014	
			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%	93.5%	91.5%	
		AM Peak	93.0%	90.4%	88.1%	
		AM Reverse Peak	93.0%	94.7%	93.4%	
		PM Peak	93.0%	95.8%	94.3%	
		Total Peak	93.0%	93.2%	91.4%	
		Off Peak Weekday	92.0%	92.5%	90.9%	
		Weekend	92.0%	95.8%	92.7%	
		Hudson Line	Overall	93.0%	94.2%	91.8%
			AM Peak	93.0%	91.6%	89.3%
			AM Reverse Peak	93.0%	96.8%	93.5%
			PM Peak	93.0%	96.9%	94.9%
			Total Peak	93.0%	94.4%	92.2%
			Off Peak Weekday	92.0%	93.1%	91.4%
			Weekend	92.0%	95.5%	92.1%
		Harlem Line	Overall	93.0%	94.3%	93.6%
			AM Peak	93.0%	90.7%	90.5%
			AM Reverse Peak	93.0%	94.7%	95.8%
			PM Peak	93.0%	95.7%	95.9%
			Total Peak	93.0%	93.4%	93.5%
			Off Peak Weekday	92.0%	93.9%	93.3%
			Weekend	92.0%	96.6%	94.1%
		New Haven Line	Overall	93.0%	92.6%	89.7%
			AM Peak	93.0%	89.3%	85.4%
		AM Reverse Peak	93.0%	93.6%	91.1%	
		PM Peak	93.0%	95.2%	92.6%	
		Total Peak	93.0%	92.4%	89.1%	
		Off Peak Weekday	92.0%	91.2%	88.9%	
		Weekend	92.0%	95.5%	92.1%	
Operating Statistics	Trains Scheduled			231,199	227,598	
	Avg. Delay per Late Train (min) <i>excluding trains canceled or terminated</i>			11.6	11.5	
	Trains Over 15 min. Late <i>excluding trains canceled or terminated</i>		1,800	2,439	2,930	
	Trains Canceled		220	258	368	
	Trains Terminated		220	312	430	
	Percent of Scheduled Trips Completed		99.7%	99.8%	99.6%	
	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%	99.7%	99.5%
		AM Peak	99.8%	99.4%	99.0%	
		AM Reverse Peak	99.8%	99.9%	99.9%	
		PM Peak	99.8%	99.0%	99.0%	
		Total Peak	99.8%	99.3%	99.1%	
		Off Peak	99.8%	99.9%	99.7%	
		Weekend	99.8%	99.9%	99.9%	
Hudson Line		AM Peak	99.8%	99.9%	99.7%	
		PM Peak	99.8%	99.8%	99.8%	
Harlem Line		AM Peak	99.8%	99.1%	99.3%	
		PM Peak	99.8%	99.0%	99.3%	
New Haven Line		AM Peak	99.8%	99.2%	98.3%	
		PM Peak	99.8%	98.4%	98.2%	

SYSTEM Category of Delay

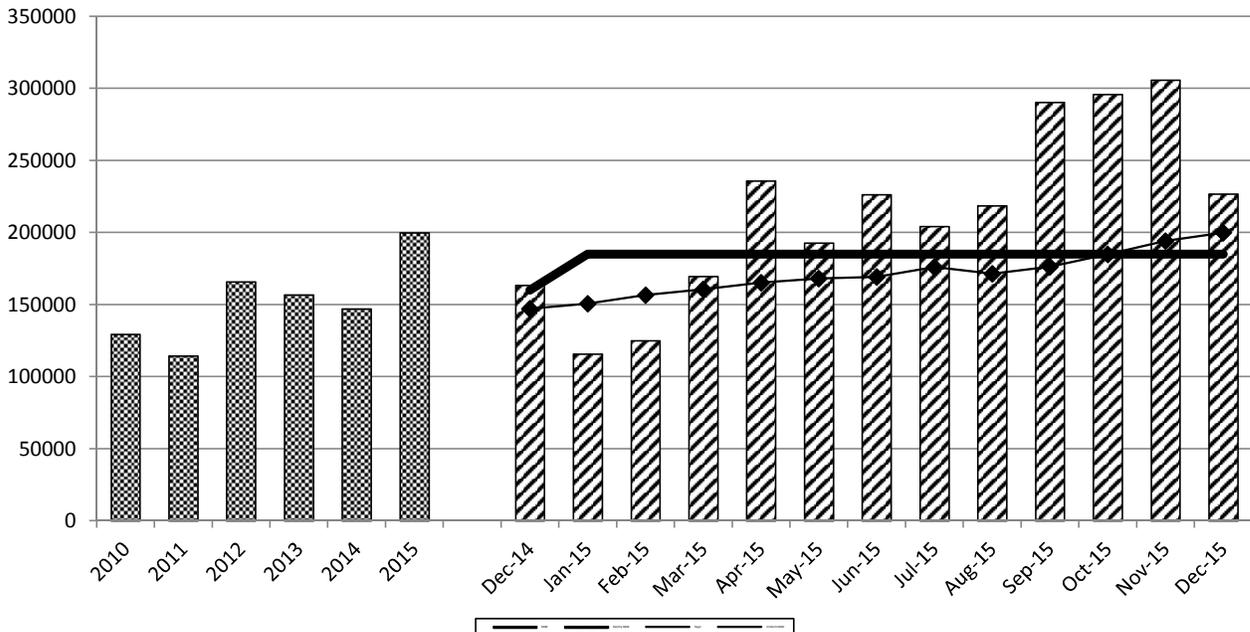
Delay Minutes / Delay Threshold	% Total	2015 Data Year Ending Dec 31	2014 Data Year Ending Dec 31	YTD 2015 Vs 2014
Engineering (Scheduled)	12.9%	3,593	4,044	-451
Engineering (Unscheduled)	33.5%	9,352	14,490	-5,138
Maintenance of Equipment	17.4%	4,867	4,476	391
Transportation	3.6%	1,015	2,028	-1,013
Capital Projects	0.3%	84	181	-97
Weather and Environmental	11.6%	3,234	3,908	-674
Police	7.7%	2,144	2,096	48
Customers	5.1%	1,416	1,342	74
Other	7.8%	2,166	3,149	-983
3rd Party Operations	0.2%	58	9	49
TOTAL	100.0%	27,929	35,723	-7,794

HUDSON LINE	% Total	Year Ending Dec 31	Year Ending Dec 31	YTD 2015 Vs 2014
Engineering	50.2%	3,013	4,087	-1,074
Maintenance of Equipment	16.2%	973	967	6
Transportation	3.6%	214	546	-332
Capital Projects	0.1%	5	10	-5
Weather and Environmental	9.7%	582	817	-235
Police	5.3%	318	428	-110
Customers	6.3%	376	461	-85
Other	8.6%	518	569	-51
3rd Party Operations	0.1%	8	0	8
TOTAL	100.0%	6,007	7,885	-1,878
HARLEM LINE	% Total	Year Ending Dec 31	Year Ending Dec 31	YTD 2015 Vs 2014
Engineering	43.9%	3,496	4,570	-1,074
Maintenance of Equipment	16.0%	1,274	931	343
Transportation	3.4%	268	548	-280
Capital Projects	0.0%	2	9	-7
Weather and Environmental	14.0%	1,119	1,210	-91
Police	11.0%	878	527	351
Customers	4.5%	355	230	125
Other	7.2%	574	672	-98
3rd Party Operations	0.0%	0	0	0
TOTAL	100.0%	7,966	8,697	-731
NEW HAVEN LINE	% Total	Year Ending Dec 31	Year Ending Dec 31	YTD 2015 Vs 2014
Engineering	46.1%	6,436	9,877	-3,441
Maintenance of Equipment	18.8%	2,620	2,578	42
Transportation	3.8%	532	934	-402
Capital Projects	0.6%	77	163	-86
Weather and Environmental	11.0%	1,534	1,880	-346
Police	6.8%	947	1,140	-193
Customers	4.9%	685	651	34
Other	7.7%	1,074	1,908	-834
3rd Party Operations	0.4%	50	9	41
TOTAL	100.0%	13,955	19,140	-5,185

	Equip-ment Type	Total Fleet Size	2015 Data		2014 Data
			MDBF Goal (miles)	Year Ending as of December-15 (miles)	Year Ending as of December-14 (miles)
Mean Distance Between Failures	M246	36	40,000	38,862	32,408
	M8	405	280,000	284,388	221,076
	M3	140	135,000	156,027	151,934
	M7	336	460,000	515,182	382,422
	Coach	213	295,000	315,538	266,970
	P-32	31	35,000	24,027	23,632
	BL-20	12	13,000	16,267	17,343
Fleet	1173	185,000	199,838	147,063	

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
2010 - 2015



West of Hudson Performance Summary			2015 Data		2014 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	95.5%	94.9%	95.4%
		AM Peak	95.5%	94.8%	95.4%
		PM Peak	95.5%	94.8%	94.5%
		Total Peak	95.5%	94.8%	95.0%
		Off Peak Weekday	95.5%	95.1%	95.5%
		Weekend	95.5%	94.8%	95.7%
	Pascack Valley Line	Overall	96.5%	95.2%	95.9%
		AM Peak	96.5%	95.3%	96.3%
		PM Peak	96.5%	94.4%	94.5%
		Total Peak	96.5%	94.9%	95.5%
		Off Peak Weekday	96.5%	95.3%	95.8%
		Weekend	96.5%	95.3%	96.8%
	Port Jervis Line	Overall	95.0%	94.6%	94.6%
		AM Peak	95.0%	94.2%	94.3%
		PM Peak	95.0%	95.2%	94.4%
		Total Peak	95.0%	94.7%	94.3%
Off Peak Weekday		95.0%	94.8%	95.2%	
	Weekend	95.0%	93.9%	93.9%	
Operating Statistics	Trains Scheduled		20,167	20,139	
	Avg. Delay per Late Train (min) <small>excluding trains canceled or terminated</small>		18.3	19.4	
	Trains Over 15 min. Late <small>excluding trains canceled or terminated</small>		80	367	
	Trains Canceled		71	80	
	Trains Terminated		57	54	
	Percent of Scheduled Trips Completed		99.8%	99.3%	

ANNUAL 2015 STANDEE REPORT

East of Hudson			YTD 2014	YTD 2015
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	20
Total Standees			11	20
	New Haven Line	Program Standees	0	0
		Add'l Standees	46	15
Total Standees			46	15
EAST OF HUDSON TOTAL - AM PEAK			58	35
Daily Average	Hudson Line	Program Standees	0	0
		Add'l Standees	2	1
Total Standees			2	1
PM Peak	Harlem Line	Program Standees	0	0
		Add'l Standees	6	19
Total Standees			6	19
	New Haven Line	Program Standees	0	0
		Add'l Standees	41	33
Total Standees			41	33
EAST OF HUDSON TOTAL - PM PEAK			49	53

West of Hudson			YTD 2014	YTD 2015
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.

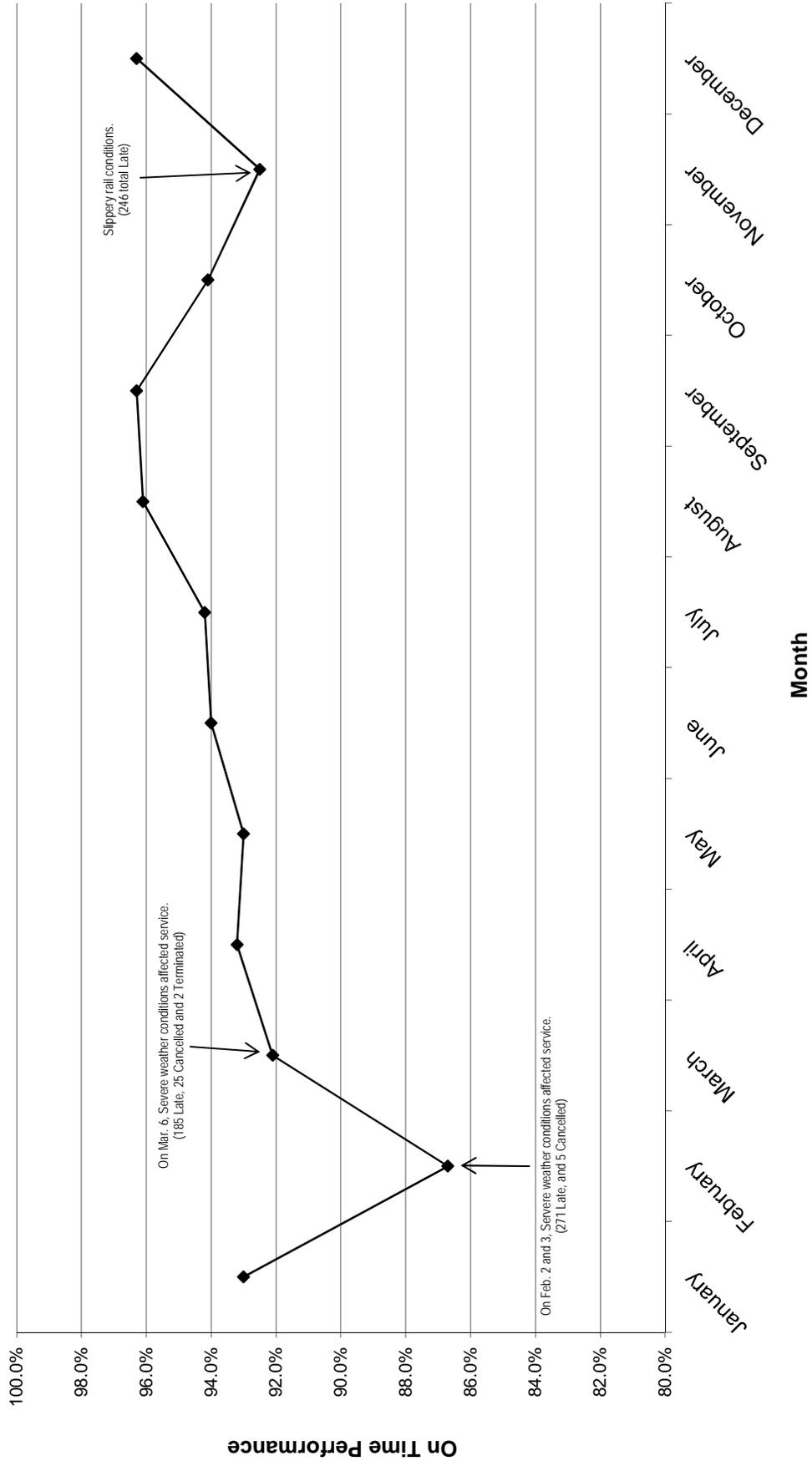
"Additional Standees" reflect the impact of reduced train car consists reported as consist compliance less than 100%.

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

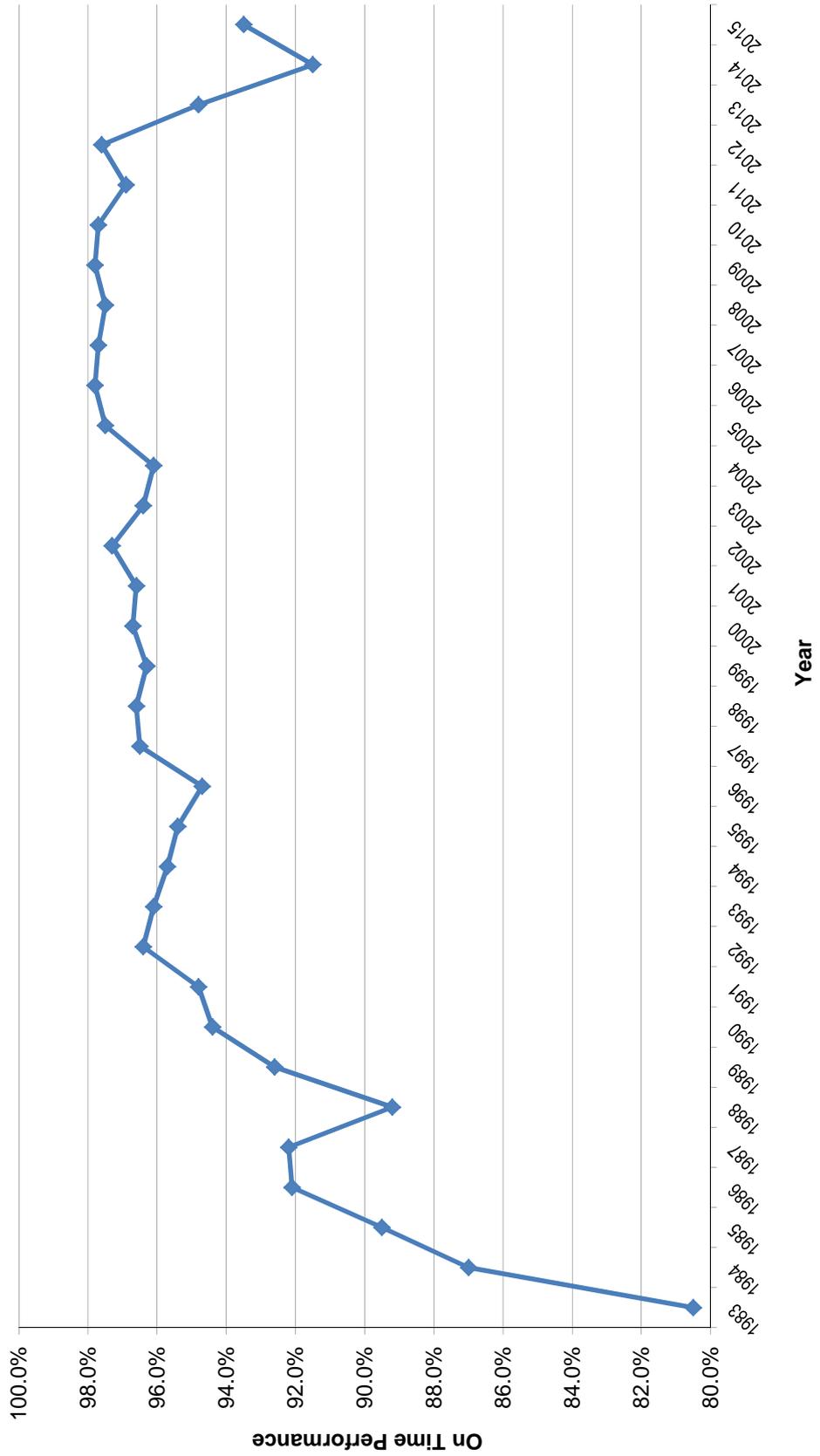
Annulled or terminated trains are not included in this report.

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

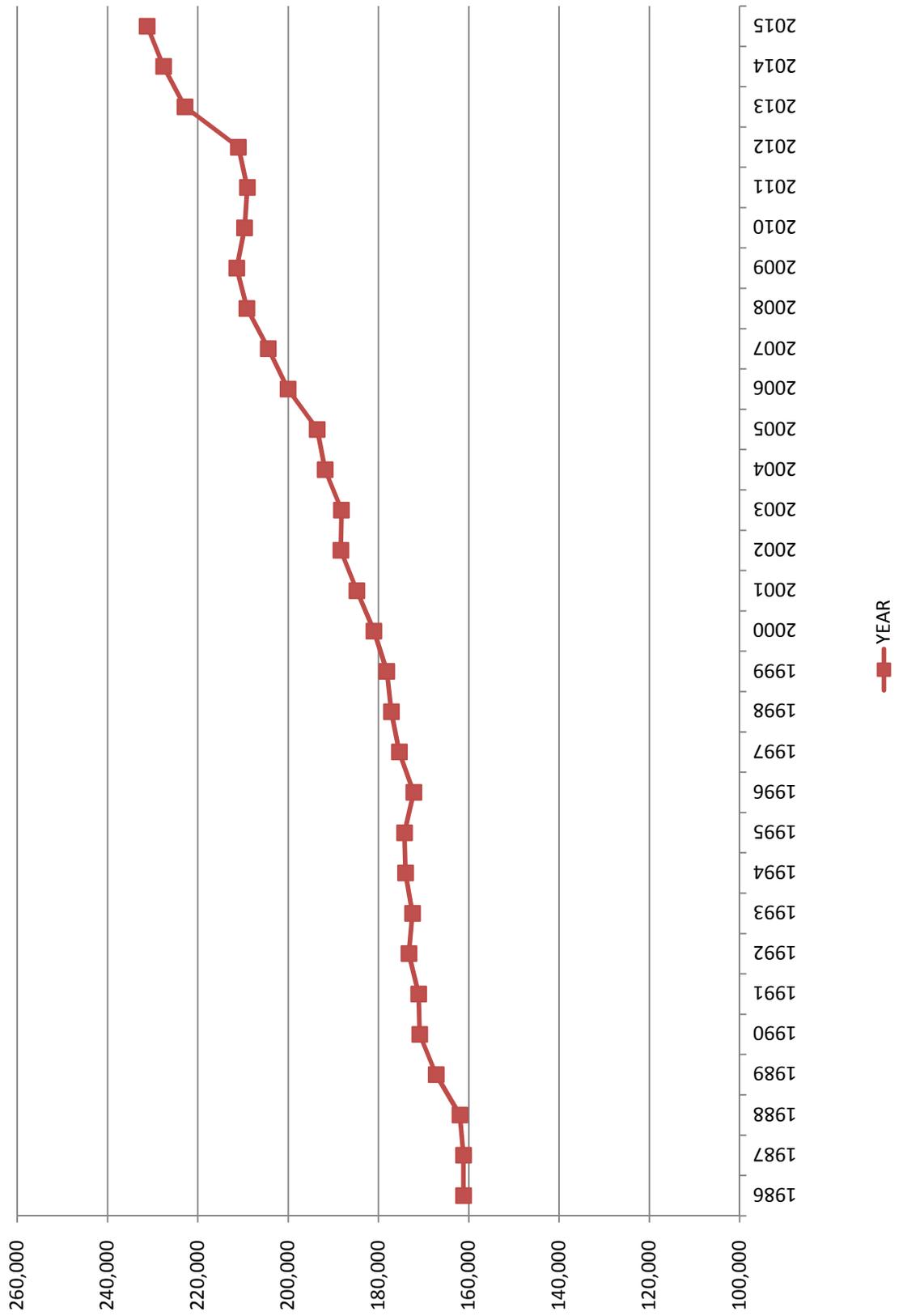
2015 On Time Performance and Major Events By Month



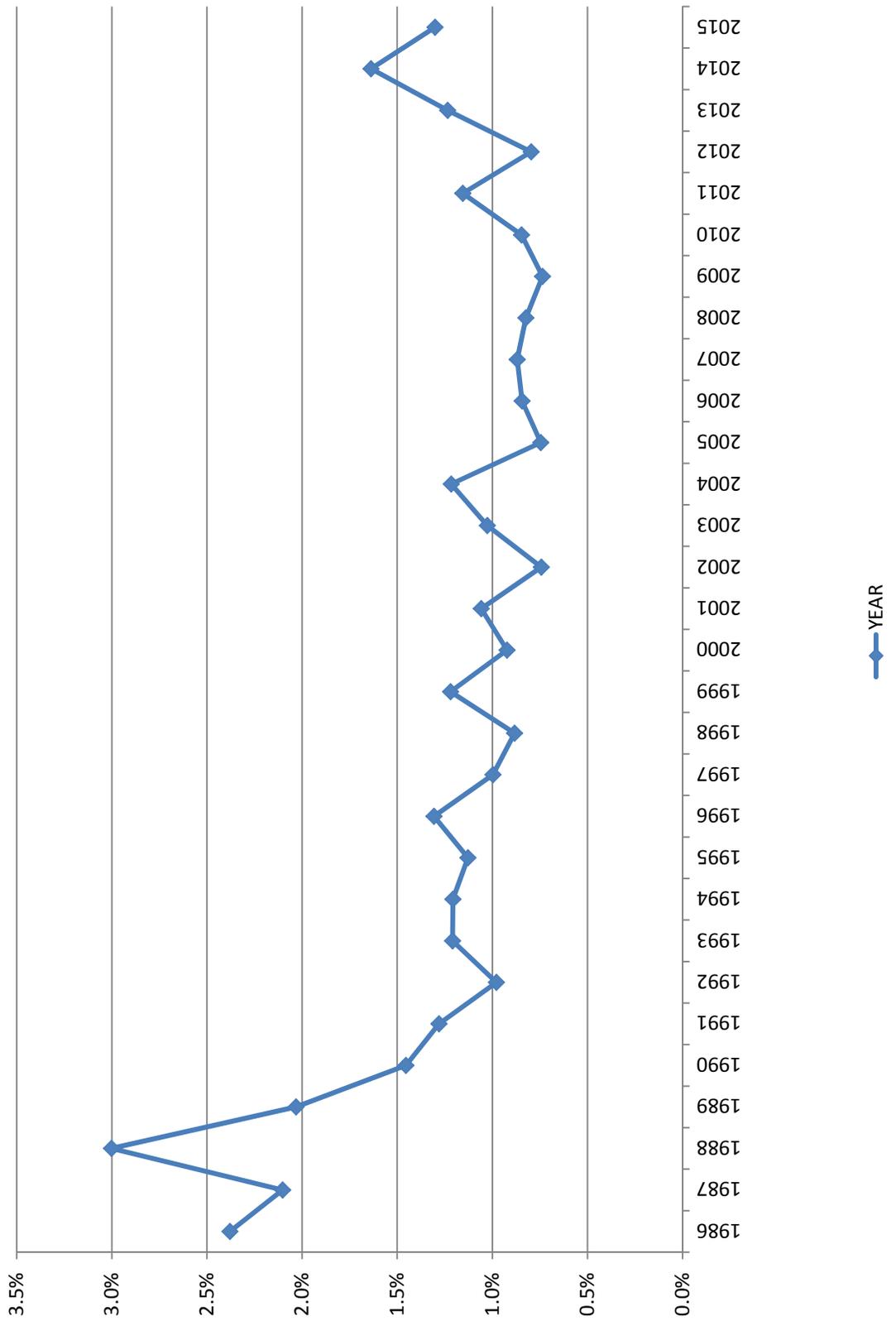
**On Time Performance
By Year
1983 through 2015**



Scheduled Trains by Year



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



MTA Metro-North Railroad

Operations Division

Annual Report on Fleet Maintenance 2015

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 1,239 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

MofE 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, 60Day, 92-Day, 184-Day, 368-Day, 1104-Day, 1472Day, 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.

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

		2016	2017	2018	2019	2020	2021	2022	2023
M3	3 Year	46	48	46	48	46	48	46	46
	AIR COMPRESSOR	4	7	9	17	20	10	2	
	BATTERY 25-CELLS	9	4	7	7	3	10	12	13
	BLOWER SEB B-END	6	4	5	7	10	12	9	7
	BLOWER - SEB F-END	10	11	14	16	13	19	20	8
	MOTOR ALTERNATOR	9	6	4	10	15	16		
M7	5Year								
	10 Year	68	66	44					26
	15 Year			24	68	66	68	68	42
M8									
	5 Year	81	81	81	51				
	10 Year				30	81	81	81	81

Diesel Hauled Scheduled Programs

		2016	2017	2018	2019	2020	2021	2022	2023
End Door Coaches	4 Year					1	2	2	
	8 Year	32	35	18	1		3		
	12 Year		3		22	31	19	11	1
Center Door Coaches	4 Year	12	9	15	6	1		7	6
	8 Year	6	5	18	23	14	9	16	6
	12 Year	2		1		5	5	11	22
P32ACDM	5 Year	6	6	6	6	7	6	6	6
	8 Year	1							
	16 Year	6	6	6	6	5			
BL20GH	4 Year					6	6		
	8 Year	5	2						
	Overhaul	1	4	4	3				
BL14	4 Year							1	1
	8 Year			1	1				

Completed Work Scope Activity

FLEET	SCOPE	2008	2009	2010	2011	2012	2013	2014	2015	TOTAL
M2	3 - YEAR	80	72	70	82	58	8	12	20	402
	CSR	12	6							18
	BATTERY	14	3	6						23
M3	3 - YEAR		4	44	46	46	46	48	44	278
	6 - YEAR	44	52	4						100
	AIR COMPRESSOR ASSEMBLY	3	1		1		3	1		9
	BATTERY	4				1	3			8
	B END SEB	4		3	3	3	3		1	17
	F END SEB	8	3	7	6	5	7	1	1	38
	MOTOR ALTERNATOR	5	2	3	2	6	2	2	2	24
M4	3 - YEAR	7	1	6	2	14	20			50
	9 - YEAR		16	17	3					36
	BATTERY	2			9	1				12
M6	3 - YEAR	27	3			6	1			37
	6 - YEAR	3								3
	9 - YEAR		7	3	27	3				40
	BATTERY		8	11	7	1				27
M7	5 - YEAR	46	64	80	66	66	34		2	358
	10 - YEAR						26	66	72	164
M8	5 - YEAR							8	14	22
P32AC-DM	4 - YEAR					3				3
	5 - YEAR	7	4	5	3	7	5	4	7	42
	8 - YEAR	5	5	4	3	2	2	1	2	24
	16 - YEAR								2	2
	BATTERY	5	7	11	5			2	1	31
BL20GH	4 - YEAR					6	4	1	1	12
BL14	4 - YEAR						2			2
End Door Coaches	3 - YEAR				9	27				36
	4 - YEAR	20	16	7			19	33	2	97
	8 - YEAR	3		8	5	1			18	35
	12 - YEAR							4		4
	OVERHAUL	21	39	28	2	5				95
Center Door Coaches	3 - YEAR					1				1
	4 - YEAR	1	1				7	12	15	36
	6 - YEAR				18	18				36
	8 - YEAR		4	13		2	10	15	10	54
	9 - YEAR				8					8
	12 - YEAR	17	12	24			2		6	61
TOTAL		338	330	354	307	282	204	210	220	2,245

2015 Achievements

Overall Fleet Performance

- . 199,838 MDBF vs. a goal of 185,000
- . 99.7% 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,
- . Continue to collaborate with the LIRR under memorandum of understanding for repair of M7 ACCU's, CDS TOD's, Communications Control unit power supplies and destination signs.
- . Joint Task Force meetings with LIRR to exchange, knowledge and experience to execute M7 RCM programs
- . M9 Joint Procurement
- . MofE has actively participated in Enterprise Asset Management (EAM) initiatives. The Gap Assessment for MofE was completed. The assessment outlines the current maturity level for each organization and the actions required to implement an effective EAM program. The Interim Trouble Ticket (ITT) was chosen as MNR's quick win. So far we have documented the "As Is" process. MNR has participated in the MTA-wide EAM Software Acquisition process.
- . Autonomous Track Geometry Inspection System (ATGIS) was advertised and awarded. Anticipated installation 4Q16.

M8 Fleet

- . Conditionally accepted 405 vehicles for Revenue Service to date.
- . To date 246 M2/M4/M6 units have been retired.
- . 14 M8 cars received their 5 Year Inspection

M7 Fleet

- . Continued implementation of modifications originating from GSA II Agreement with Bombardier, e.g. Anti-roll bar 83%, Swing arm articulation 100%, Fuse box 83% complete.
- . Implemented 10 YR RCM Maintenance, M7 Traction Motor Overhaul 81% complete.

P32 Locomotives

- . Off-site GE Transportation 8-Year Scheduled Overhaul 30 of 31 locomotives have been overhauled, 97% complete.
- . Two locomotives received their in-house 16 year scope in 2015
- . Base PTC installation has been completed on 19 of 31 locomotives, 61% complete.

GP35 Locomotives

- . There are two GP 35 locomotive Switchers undergoing overhaul. Locomotives 105 and 107 were returned to service in 2015.

Shoreliner Coaches

- . PTC installation has been completed on 9 of 32 cab cars, 28% complete.

2016 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

Support vendor selection for the MTA-wide EAM Software Acquisition process. Complete vendor selection and continue work on the Interim Trouble Ticket (ITT) process. This will include verification of the existing “As-Is” process and developing a robust “To-Be” process.

CCTV Camera installation will begin on all fleets.

Continuing to partner with LIRR via strategic integrators contract, to equip Passenger equipment with Positive Train Control (PTC)

Utilize Arch Street facility to support PTC installation on M7 fleet, benefiting from MTA capital investments

Partner with LIRR on the CDS MFU software/ hardware replacement

Train Associate Engineers in the Six Sigma process, and progress additional candidates to be Green Belt certified

Fleet Performance

Continue developing RCM plan for M8 Fleet.

Apply Six Sigma methodologies to improve fleet performance.

Expand utilization of Weibull analysis to model reliability data in support of the continuous improvement process.

New Haven Shop

Phase 1 Temporary CO issued 8-24-15. First beneficial use of CCO shop in 2015

- Full facility access targeted for April 2016

2016 Challenges

Safety Culture

Develop and support changes in culture to respond to lessons learned from ETS audits, and observations of workforce practices and procedures

Harmon Shop Phase 5, Stage 1 Construction

Continue to operate Harmon Facilities at full capacity while demolition of Building 6 and shop construction continues.

Continue to finalize design plans for the construction, as well as select new fixed asset equipment for the new facilities.

Forward design and build of the remaining EMU Maintenance Shop Elements required to support RCM requirements

New Haven Shop Facilities

Continue to work with CDOT to ensure New CCO Shop Facility is fully operational.

Business Enterprise Systems

Address obsolescence of existing business systems, identify and acquire real-time business tools or prioritize allocation of IT resources to support MofE.

Workforce Attrition

Continue to minimize impact due to loss of experienced personnel. Train new maintenance and repair employees.

Enterprise Asset Management (EAM)

As EAM ramps-up in 2016 we will need to supply the appropriate Subject Matter Experts to help ensure we get the maximum benefit from this transformational program.

2016 Goals

Description	Target
MDBF – All Fleets	200,000
M-2 MDBF	20,000
M-8 MDBF	300,000
M-3 MDBF	135,000
M-7 MDBF	460,000
Shoreliner Coach	295,000
P32 Locomotives	30,000
BL20 Locomotives	13,000
HVAC Compliance	99.50%
Consist Compliance	99.80%
Hudson Line AM Peak	99.80%
Harlem Line AM Peak	99.80%
New Haven Line AM Peak	99.80%



Metro-North Railroad

Diversity/EEO Report

4th Quarter 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, 2015 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.

2015, 4th QUARTER EEO REPORT

AGENCY NAME: **METRO-NORTH RAILROAD**

**WORKFORCE UTILIZATION ANALYSIS
AS OF 12/31/15**

JOB CATEGORY	FEMALES*		BLACKS		HISPANICS		ASIANS		AI/AN**		NHOP1***		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	27%	No	8%	Yes	9%	No	8%	Yes	0%	Yes	0%	Yes	1%	Yes
Professionals	40%	No	10%	Yes	9%	Yes	8%	Yes	0%	Yes	0%	Yes	1%	Yes
Technicians	30%	No	12%	Yes	15%	No	12%	Yes	0%	Yes	0%	Yes	1%	Yes
Protective Services	0%	Yes												
Paraprofessionals	62%	Yes	11%	Yes	11%	Yes	6%	Yes	0%	Yes	0%	Yes	1%	Yes
Administrative Support	59%	No	13%	Yes	13%	Yes	5%	No	0%	Yes	0%	Yes	2%	Yes
Skilled Craft	4%	Yes	14%	Yes	10%	No	2%	Yes	1%	No	0%	Yes	2%	Yes
Service Maintenance	8%	Yes	16%	Yes	27%	No	3%	No	0%	Yes	0%	Yes	1%	Yes

Metro-North Railroad has conducted a utilization analysis of females and minorities in its workforce. The utilization analysis compares MNR'S December 31, 2015 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.

*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.

2015, 4th QUARTER EEO REPORT

AGENCY NAME: METRO-NORTH RAILROAD

NEW HIRES
AS OF 12/31/15

JOB CATEGORY	TOTAL ¹	FEMALES ²		MINORITIES		NON MINORITIES		BLACKS		HISPANICS		ASIANS		AI/AN		NHOPI		OTHER			
		#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%		
Officials & Administrator	52	14	26.9%	19	36.5%	33	63.5%	7	13.5%	2	3.8%	7	13.5%	0	0.0%	0	0.0%	0	0.0%	3	5.8%
Professionals	46	15	32.6%	20	43.5%	26	56.5%	9	19.6%	3	6.5%	8	17.4%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Technicians	3	0	0.0%	2	66.7%	1	33.3%	1	33.3%	0	0.0%	1	33.3%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Protective Services	0	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Paraprofessionals	5	2	40.0%	3	60.0%	2	40.0%	1	20.0%	1	20.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	20.0%
Administrative Support	76	30	39.5%	50	65.8%	26	34.2%	24	31.6%	9	11.8%	12	15.8%	0	0.0%	0	0.0%	0	0.0%	5	6.6%
Skilled Craft	197	10	5.1%	76	38.6%	121	61.4%	25	12.7%	34	17.3%	5	2.5%	3	1.5%	0	0.0%	0	0.0%	9	4.6%
Service Maintenance	141	9	6.4%	81	57.4%	60	42.6%	37	26.2%	35	24.8%	3	2.1%	1	0.7%	0	0.0%	0	0.0%	5	3.5%
Total	520	80	15.4%	251	48.3%	269	51.7%	104	20.0%	84	16.2%	36	6.9%	4	0.8%	0	0.0%	0	0.0%	23	4.4%

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

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

2015, 4th QUARTER EEO REPORT

AGENCY NAME: METRO-NORTH RAILROAD

EEO AND TITLE VI COMPLAINTS

1/1/15 to 12/31/15

Category	Race	Disability	Gender	National Origin	Age	Sexual Harassment	Religion	Other ²	Total Issues ³	Total Cases	Status (# Open)
EEO	22	12	20	8	12	14	0	35	123	77	18
External Complaints	8	6	6	3	7	1	0	8	39	25	8
Internal Complaints	14	6	14	5	5	13	0	27	84	52	10

Category	Race	National Origin	Color	Total Issues ³	Total Cases	Status (# Open)
Title VI	21	0	12	33	22	2

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 1/1/15 TO 12/31/15
EXTERNAL**

Agency	Decided In Favor of Agency	Decided In Favor of Complainant	Administrative Closure	Withdrawn	Dismissed	Resolved / Settled	Total
MTA MNR	7	0	6	0	0	4	17

**EEO DISCRIMINATION COMPLAINT RESOLUTION FROM 1/1/15 TO 12/31/15
INTERNAL**

Agency	Decided In Favor of Agency	Decided In Favor of Complainant	Administrative Closure	Withdrawn	Dismissed	Resolved / Settled	Total
MTA MNR	9	7	20	3	0	3	42

**TITLE VI COMPLAINT RESOLUTION FROM 1/1/15 TO 12/31/15
DETERMINATION**

Agency	Decided In Favor of Agency	Decided In Favor of Complainant	Administrative Closure	Withdrawn	Dismissed	Resolved / Settled	Total
MTA MNR	5	1	14	0	0	0	20



INFORMATION

ITEMS

**MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN 2016-2019
2015 FINAL ESTIMATE AND 2016 ADOPTED BUDGET**

In accordance with MTA-approved budget procedures, the following information presents MTA Long Island Rail Road's 2015 Final Estimate, 2016 Adopted Budget and the Financial Plan for 2016-2019. The Adopted Budget reflects the inclusion of MTA Adjustments that were presented in the November Plan, which were adopted by the Board in December 2015, as well as other technical adjustments.

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

- Overhead rates have been adjusted to reflect current wage rates, including the impact of Retroactive Wage Adjustments dating back to December 2010 for the LIRR.
- Beginning in 2013, the MTA has made contributions to the LIRR Additional Plan totaling \$375.0 million in an effort to reduce the LIRR unfunded pension liability. The 2015 valuation of the LIRR Additional Plan will include the impact of pension investments made in 2014 totaling \$295 million, and therefore, \$29 million of investment earnings that were held below-the-line in the 2015 November Plan will now shift to the LIRR's baseline in the form of reduced pension costs.
- Realigned revenues and expenses to reflect MTA policy concerning employees who are initially paid by the LIRR (mainly because of pension considerations), but whose headcount and compensation are ultimately borne by another Agency in which the employee actually works. The unfavorable net cash change is due to the removal of all overhead recovery assumptions.

The attached also includes schedules detailing the monthly allocation of financial, overtime, headcount and utilization data based on the 2016 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

MTA LONG ISLAND RAIL ROAD
February Financial Plan 2016 - 2019
Reconciliation to the November Plan (Accrual) Non-Reimbursable
(\$ in millions)

	Favorable/(Unfavorable)									
	2015		2016		2017		2018		2019	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
2015 November Financial Plan: Net Surplus/(Deficit)	6,284	(\$1,074.593)	6,162	(\$1,133.780)	6,243	(\$1,142.576)	6,466	(\$1,230.366)	6,574	(\$1,293.466)

Technical Adjustments:

Overhead rates have been adjusted to reflect current wage rates, including the impact of Retroactive Wage Adjustments dating back to December 2010 for the LIRR.

Realigned revenues and expenses to reflect MTA policy concerning employees who are initially paid by the LIRR, but whose headcount and compensation are ultimately borne by another Agency. The unfavorable net change is due to the removal of all overhead recovery assumptions.

Enterprise Asset Management Technical Correction

Sub-Total Technical Adjustments	0	\$0.000	0	(\$31.077)	0	(\$13.353)	0	(\$13.454)	0	(\$13.569)
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MTA Plan Adjustments:

Reduction in Unfunded Pension Liability

		\$29.327		\$29.327		\$29.327		\$29.327		\$29.327
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Sub-Total MTA Plan Adjustments	0	\$0.000	0	\$29.327	0	\$29.327	0	\$29.327	0	\$29.327
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2016 February Financial Plan: Net Surplus/(Deficit)	6,284	(\$1,074.593)	6,162	(\$1,135.530)	6,243	(\$1,126.602)	6,466	(\$1,214.493)	6,574	(\$1,277.708)
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MTA LONG ISLAND RAIL ROAD
February Financial Plan 2016 - 2019
Reconciliation to the November Plan (Accrual) Reimbursable
(\$ in millions)

	Favorable/(Unfavorable)				
	2015 Positions	2016 Positions	2017 Positions	2018 Positions	2019 Positions
2015 November Financial Plan: Net Surplus/(Deficit)	799	1,044	884	877	853
	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Technical Adjustments:					
Revenue Offset		(\$35.175)	(\$17.526)	(\$17.737)	(\$17.950)
Overhead rates have been adjusted to reflect current wage rates, including the impact of Retroactive Wage Adjustments dating back to December 2010 for the LIRR.		\$29.441	\$11.699	\$11.770	\$11.864
Realigned revenues and expenses to reflect MTA policy concerning employees who are initially paid by the LIRR, but whose headcount and compensation are ultimately borne by another Agency.		\$5.735	\$5.827	\$5.967	\$6.086
Sub-Total Technical Adjustments	0	\$0.000	0	\$0.000	0
MTA Plan Adjustments					
Sub-Total MTA Plan Adjustments	0	\$0.000	0	\$0.000	0
2016 February Financial Plan: Net Surplus/(Deficit)	799	1,044	884	877	853
	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA LONG ISLAND RAIL ROAD
February Financial Plan 2016 - 2019
Reconciliation to the November Plan - (Cash)
(\$ in millions)

	Favorable/(Unfavorable)									
	2015		2016		2017		2018		2019	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
2015 November Financial Plan: Net Surplus/(Deficit)	7,083	(\$598.238)	7,206	(\$740.756)	7,127	(\$734.773)	7,343	(\$821.124)	7,427	(\$884.794)
Technical Adjustments:										
Overhead rates have been adjusted to reflect current wage rates, including the impact of Retroactive Wage Adjustments dating back to December 2010 for the LIRR.				(\$29.441)		(\$11.699)		(\$11.770)		(\$11.864)
Realigned revenues and expenses to reflect MTA policy concerning employees who are initially paid by the LIRR, but whose headcount and compensation are ultimately borne by another Agency. The unfavorable cash net change is due to the removal of all overhead recovery assumptions.				(\$1.629)		(\$1.654)		(\$1.684)		(\$1.705)
Enterprise Asset Management Technical Correction				(\$0.007)						
Sub-Total Technical Adjustments	0	\$0.000	0	(\$31.077)	0	(\$13.353)	0	(\$13.454)	0	(\$13.569)
MTA Plan Adjustments:										
Reduction in Unfunded Pension Liability				\$ 29.327		\$ 29.327		\$ 29.327		\$ 29.327
Sub-Total MTA Plan Adjustments	0	\$0.000	0	\$29.327	0	\$29.327	0	\$29.327	0	\$29.327
2016 February Financial Plan: Net Surplus/(Deficit)	7,083	(\$598.238)	7,206	(\$742.506)	7,127	(\$718.799)	7,343	(\$805.251)	7,427	(\$869.036)

MTA LONG ISLAND RAIL ROAD
February Financial Plan 2016 - 2019
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE	2015	2016			
	Final	Adopted			
	Estimate	Budget	2017	2018	2019
Operating Revenue					
Farebox Revenue	\$692.275	\$702.622	\$705.571	\$707.194	\$708.747
Toll Revenue	-	-	-	-	-
Other Operating Revenue	54.658	54.339	57.267	56.260	57.039
Capital and Other Reimbursements	-	-	-	-	-
Total Revenue	\$746.933	\$756.961	\$762.838	\$763.454	\$765.786
Operating Expenses					
<u>Labor:</u>					
Payroll	\$495.108	\$518.383	\$524.940	\$558.195	\$581.522
Overtime	120.076	115.247	120.727	124.770	126.123
Health and Welfare	86.779	99.809	99.775	109.784	117.229
OPEB Current Payment	59.482	66.700	68.144	71.573	75.155
Pensions	151.062	126.855	123.696	127.035	135.480
Other Fringe Benefits	125.207	130.547	131.495	139.517	144.674
Reimbursable Overhead	(38.400)	(18.853)	(18.091)	(17.593)	(17.494)
Total Labor Expenses	\$999.314	\$1,038.688	\$1,050.686	\$1,113.281	\$1,162.689
<u>Non-Labor:</u>					
Electric Power	\$94.019	\$93.295	\$97.324	\$101.641	\$106.043
Fuel	18.890	18.483	19.435	21.671	23.764
Insurance	22.694	24.714	26.651	28.739	31.041
Claims	4.389	4.303	4.370	4.370	4.419
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	63.761	85.474	75.673	76.370	84.376
Professional Service Contracts	60.439	32.110	27.254	29.748	29.469
Materials & Supplies	142.797	173.866	160.713	163.370	162.047
Other Business Expenses	15.208	15.761	15.980	21.743	16.870
Total Non-Labor Expenses	\$422.197	\$448.006	\$427.400	\$447.652	\$458.029
<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.	\$1,421.511	\$1,486.694	\$1,478.086	\$1,560.933	\$1,620.718
Depreciation	\$323.830	\$327.053	\$330.308	\$333.596	\$336.916
OPEB Obligation	74.538	76.744	79.046	81.418	83.860
Environmental Remediation	1.647	2.000	2.000	2.000	2.000
Total Expenses	\$1,821.526	\$1,892.491	\$1,889.440	\$1,977.947	\$2,043.494
Baseline Surplus/(Deficit)	(\$1,074.593)	(\$1,135.530)	(\$1,126.602)	(\$1,214.493)	(\$1,277.708)
<u>Cash Conversion Adjustments</u>					
Depreciation	\$323.830	\$327.053	\$330.308	\$333.596	\$336.916
Operating/Capital	(14.864)	(32.412)	(10.202)	(13.247)	(13.168)
Other Cash Adjustment	167.389	98.383	87.697	88.893	84.924
Total Cash Conversion Adjustments	\$476.355	\$393.024	\$407.803	\$409.242	\$408.672
Net Surplus/(Deficit)	(\$598.238)	(\$742.506)	(\$718.799)	(\$805.251)	(\$869.036)

MTA LONG ISLAND RAIL ROAD
February Financial Plan 2016 - 2019
Accrual Statement of Operations by Category
(\$ in millions)

REIMBURSABLE	2015 Final Estimate	2016 Adopted Budget	2017	2018	2019
Revenue					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Toll Revenue	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-
Capital and Other Reimbursements	334.235	330.688	301.837	299.557	299.833
Total Revenue	\$334.235	\$330.688	\$301.837	\$299.557	\$299.833
Expenses					
<u>Labor:</u>					
Payroll	\$107.049	\$109.608	\$111.918	\$110.572	\$110.540
Overtime	30.641	26.807	20.350	19.850	19.827
Health and Welfare	24.157	22.479	24.107	23.579	23.528
OPEB Current Payment	-	-	-	-	-
Pensions	40.281	36.522	39.167	38.309	38.227
Other Fringe Benefits	23.317	22.986	24.651	24.111	24.059
Reimbursable Overhead	38.400	18.853	18.091	17.593	17.494
Total Labor Expenses	\$263.845	\$237.255	\$238.284	\$234.014	\$233.675
<u>Non-Labor:</u>					
Electric Power	\$0.738	\$0.635	\$0.141	\$0.000	\$0.000
Fuel	-	-	-	-	-
Insurance	6.065	8.269	7.763	7.569	7.577
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	14.767	26.010	12.831	12.417	12.520
Professional Service Contracts	2.440	3.768	0.951	0.652	0.656
Materials & Supplies	45.222	54.439	41.533	44.578	45.079
Other Business Expenses	1.158	0.312	0.334	0.327	0.326
Total Non-Labor Expenses	\$70.390	\$93.433	\$63.553	\$65.543	\$66.158
<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	\$334.235	\$330.688	\$301.837	\$299.557	\$299.833
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Environmental Remediation	-	-	-	-	-
Total Expenses	\$334.235	\$330.688	\$301.837	\$299.557	\$299.833
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA LONG ISLAND RAIL ROAD
February Financial Plan 2016 - 2019
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE	2015 Final Estimate	2016 Adopted Budget	2017	2018	2019
Revenue					
Farebox Revenue	\$692.275	\$702.622	\$705.571	\$707.194	\$708.747
Toll Revenue	-	-	-	-	-
Other Operating Revenue	54.658	54.339	57.267	56.260	57.039
Capital and Other Reimbursements	334.235	330.688	301.837	299.557	299.833
Total Revenue	\$1,081.168	\$1,087.649	\$1,064.675	\$1,063.011	\$1,065.619
Expenses					
<u>Labor:</u>					
Payroll	\$602.157	\$627.991	\$636.858	\$668.767	\$692.062
Overtime	150.717	142.054	141.077	144.620	145.950
Health and Welfare	110.936	122.288	123.882	133.363	140.757
OPEB Current Payment	59.482	66.700	68.144	71.573	75.155
Pensions	191.343	163.377	162.863	165.344	173.707
Other Fringe Benefits	148.524	153.533	156.146	163.628	168.733
Reimbursable Overhead	-	-	-	-	-
Total Labor Expenses	\$1,263.159	\$1,275.943	\$1,288.970	\$1,347.295	\$1,396.364
<u>Non-Labor:</u>					
Electric Power	\$94.757	\$93.930	\$97.465	\$101.641	\$106.043
Fuel	18.890	18.483	19.435	21.671	23.764
Insurance	28.759	32.983	34.414	36.308	38.618
Claims	4.389	4.303	4.370	4.370	4.419
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	78.528	111.484	88.504	88.787	96.896
Professional Service Contracts	62.879	35.878	28.205	30.400	30.125
Materials & Supplies	188.019	228.305	202.246	207.948	207.126
Other Business Expenses	16.366	16.073	16.314	22.070	17.196
Total Non-Labor Expenses	\$492.587	\$541.439	\$490.953	\$513.195	\$524.187
<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.	\$1,755.746	\$1,817.382	\$1,779.923	\$1,860.490	\$1,920.551
Depreciation	\$323.830	\$327.053	\$330.308	\$333.596	\$336.916
OPEB Obligation	74.538	76.744	79.046	81.418	83.860
Environmental Remediation	1.647	2.000	2.000	2.000	2.000
Total Expenses	\$2,155.761	\$2,223.179	\$2,191.277	\$2,277.504	\$2,343.327
Baseline Surplus/(Deficit)	(\$1,074.593)	(\$1,135.530)	(\$1,126.602)	(\$1,214.493)	(\$1,277.708)
<u>Cash Conversion Adjustments</u>					
Depreciation	\$323.830	\$327.053	\$330.308	\$333.596	\$336.916
Operating/Capital	(14.864)	(32.412)	(10.202)	(13.247)	(13.168)
Other Cash Adjustment	167.389	98.383	87.697	88.893	84.924
Total Cash Conversion Adjustments	\$476.355	\$393.024	\$407.803	\$409.242	\$408.672
Net Surplus/(Deficit)	(\$598.238)	(\$742.506)	(\$718.799)	(\$805.251)	(\$869.036)

MTA LONG ISLAND RAIL ROAD
February Financial Plan 2016 - 2019
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES					
	2015 Final Estimate	2016 Adopted Budget	2017	2018	2019
Receipts					
Farebox Revenue	\$714.295	\$723.872	\$726.821	\$728.444	\$729.997
Vehicle Toll Revenue	-	-	-	-	-
Other Operating Revenue	64.423	39.864	42.428	41.028	41.304
Capital and Other Reimbursements	313.440	297.752	291.083	285.744	286.088
Total Receipts	\$1,092.158	\$1,061.488	\$1,060.332	\$1,055.216	\$1,057.389
Expenditures					
<u>Labor:</u>					
Payroll	\$608.855	\$620.364	\$629.055	\$660.785	\$683.896
Overtime	154.367	142.054	141.077	144.620	145.950
Health and Welfare	103.678	122.288	123.882	133.363	140.757
OPEB Current Payment	57.071	66.700	68.144	71.573	75.155
Pensions	163.343	163.377	162.863	165.344	173.707
Other Fringe Benefits	147.118	152.533	155.146	162.628	167.733
GASB Account	-	-	-	0.686	1.402
Reimbursable Overhead	-	-	-	-	-
Total Labor Expenditures	\$1,234.432	\$1,267.316	\$1,280.167	\$1,338.999	\$1,388.600
<u>Non-Labor:</u>					
Electric Power	\$95.128	\$93.930	\$97.465	\$101.641	\$106.043
Fuel	19.395	18.483	19.435	21.671	23.764
Insurance	29.272	33.259	34.042	36.605	38.189
Claims	1.970	1.733	1.747	1.747	1.748
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	91.873	107.778	88.504	88.787	96.896
Professional Service Contracts	24.276	31.486	23.593	25.558	25.041
Materials & Supplies	157.662	213.803	197.731	203.243	208.386
Other Business Expenses	15.388	14.956	15.197	20.966	16.508
Total Non-Labor Expenses	\$434.964	\$515.428	\$477.714	\$500.218	\$516.575
<u>Other Expenditure Adjustments:</u>					
Other	\$21.000	\$21.250	\$21.250	\$21.250	\$21.250
Total Other Expenditure Adjustments	\$21.000	\$21.250	\$21.250	\$21.250	\$21.250
Total Expenditures	\$1,690.396	\$1,803.994	\$1,779.131	\$1,860.467	\$1,926.425
Cash Timing and Availability Adjustment	-	-	-	-	-
Net Cash Surplus/(Deficit)	(\$598.238)	(\$742.506)	(\$718.799)	(\$805.251)	(\$869.036)

MTA LONG ISLAND RAIL ROAD
February Financial Plan 2016 - 2019
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS					
	2015 Final Estimate	2016 Adopted Budget	2017	2018	2019
Receipts					
Farebox Revenue	\$22.020	\$21.250	\$21.250	\$21.250	\$21.250
Vehicle Toll Revenue	-	-	-	-	-
Other Operating Revenue	9.765	(14.475)	(14.839)	(15.232)	(15.735)
Capital and Other Reimbursements	(20.795)	(32.936)	(10.754)	(13.813)	(13.745)
Total Receipts	\$10.990	(\$26.161)	(\$4.343)	(\$7.795)	(\$8.230)
Expenditures					
<u>Labor:</u>					
Payroll	(\$6.698)	\$7.627	\$7.803	\$7.982	\$8.166
Overtime	(3.650)	-	-	-	-
Health and Welfare	7.258	-	-	-	-
OPEB Current Payment	2.411	-	-	-	-
Pensions	28.000	-	-	-	-
Other Fringe Benefits	1.406	1.000	1.000	1.000	1.000
GASB Account	-	-	-	(0.686)	(1.402)
Reimbursable Overhead	-	-	-	-	-
Total Labor Expenditures	\$28.727	\$8.627	\$8.803	\$8.296	\$7.764
<u>Non-Labor:</u>					
Electric Power	(\$0.371)	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	(0.505)	-	-	-	-
Insurance	(0.513)	(0.276)	0.372	(0.297)	0.429
Claims	2.419	2.570	2.623	2.623	2.671
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	(13.345)	3.706	-	-	-
Professional Service Contracts	38.603	4.392	4.612	4.842	5.084
Materials & Supplies	30.357	14.502	4.515	4.705	(1.260)
Other Business Expenditures	0.978	1.117	1.117	1.104	0.688
Total Non-Labor Expenses	\$57.623	\$26.011	\$13.239	\$12.977	\$7.612
<u>Other Expenditures Adjustments:</u>					
Other	(\$21.000)	(\$21.250)	(\$21.250)	(\$21.250)	(\$21.250)
Total Other Expenditures Adjustments	(\$21.000)	(\$21.250)	(\$21.250)	(\$21.250)	(\$21.250)
Total Cash Conversion Adjustments before Depreciation and GASB Adjs.	\$76.340	(\$12.773)	(\$3.551)	(\$7.772)	(\$14.104)
Depreciation Adjustment	\$323.830	\$327.053	\$330.308	\$333.596	\$336.916
OPEB Obligation	74.538	76.744	79.046	81.418	83.860
Environmental Remediation	1.647	2.000	2.000	2.000	2.000
Cash Timing and Availability Adjustment	-	-	-	-	-
Total Cash Conversion Adjustments	\$476.355	\$393.024	\$407.803	\$409.242	\$408.672

**MTA Long Island Rail Road
2016 Adopted Budget
Non-Reimbursable/Reimbursable Overtime**
(\$ in millions)

NON-REIMBURSABLE OVERTIME	Total		
	Hours	\$	%
<u>Scheduled Service</u>	403,260	\$24.434	21.2%
<u>Unscheduled Service</u>	103,961	6.512	5.7%
<u>Programmatic/Routine Maintenance</u>	627,414	35.421	30.7%
<u>Unscheduled Maintenance</u>	5,894	0.347	0.3%
<u>Vacancy/Absentee Coverage</u>	657,744	38.191	33.1%
<u>Weather Emergencies</u>	160,522	9.180	8.0%
<u>Safety/Security/Law Enforcement</u>	0	0.000	0.0%
<u>Other</u>	21,713	1.162	1.0%
Subtotal	1,980,508	\$115.247	100.0%
REIMBURSABLE OVERTIME	465,256	\$26.807	
TOTAL OVERTIME	2,445,764	\$142.054	

MTA LONG ISLAND RAIL ROAD
February Financial Plan 2016 - 2019
Ridership/ (Utilization)
(in millions)

	2015 Final Estimate	2016 Adopted Budget	2017	2018	2019
<u>RIDERSHIP</u>					
Monthly	48.325	48.793	48.816	49.086	49.167
Weekly	2.021	2.035	2.043	2.049	2.053
Total Commutation	50.346	50.828	50.859	51.135	51.220
One-Way Full Fare	8.393	8.430	8.465	8.484	8.499
One-Way Off Peak	18.071	18.175	18.251	18.292	18.323
All Other	10.560	10.620	10.664	10.689	10.769
Total Non Commutation	37.024	37.225	37.380	37.465	37.591
Total Ridership	87.370	88.053	88.239	88.600	88.811
<u>FAREBOX REVENUE</u>					
Total Revenue	\$692.275	\$702.622	\$705.571	\$707.194	\$708.747

MTA LONG ISLAND RAIL ROAD
February Financial Plan 2016 - 2019
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full Time Equivalents

FUNCTION/DEPARTMENT	2015 Final Estimate	2016 Adopted Budget	2017	2018	2019
Administration					
Executive VP	6	2	2	2	2
Sr Vice President - Engineering	0	5	5	5	5
Labor Relations	19	19	19	19	19
Procurement & Logistics (excl. Stores)	82	82	82	82	79
Human Resources	33	33	33	39	49
Sr VP Administration	2	2	2	2	2
Strategic Investments	35	25	25	25	25
President	4	4	4	4	4
VP & CFO	5	5	5	5	5
Information Technology	0	0	0	0	0
Controller	42	42	42	42	43
Management and Budget	21	21	21	21	21
BPM, Controls, & Compliance	7	7	7	7	7
Market Dev. & Public Affairs	69	69	69	69	69
Gen. Counsel & Secretary	32	32	32	32	32
Diversity Management	3	3	3	3	3
Security	17	12	12	12	12
System Safety	36	36	36	36	36
Training	64	64	64	64	63
Service Planning	22	23	23	25	25
Sr Vice President - Operations	2	12	12	12	12
Total Administration	501	498	498	506	513
Operations					
Train Operations	2,097	2,127	2,096	2,255	2,322
Customer Service	294	296	295	295	295
Total Operations	2,391	2,423	2,391	2,550	2,617
Maintenance					
Engineering	1,811	1,866	1,896	1,928	1,945
Equipment	2,105	2,126	2,049	2,066	2,060
Procurement (Stores)	93	93	93	93	93
Total Maintenance	4,009	4,085	4,038	4,087	4,098
Engineering/Capital					
Department of Project Management	139	157	157	157	157
VP - East Side Access & Special Projects	43	43	43	43	42
Total Engineering/Capital	182	200	200	200	199
Total Positions	7,083	7,206	7,127	7,343	7,427
Non-Reimbursable	6,284	6,162	6,243	6,466	6,574
Reimbursable	799	1,044	884	877	853
Total Full-Time	7,083	7,206	7,127	7,343	7,427
Total Full-Time Equivalents					

MTA LONG ISLAND RAIL ROAD
February Financial Plan 2016 - 2019
Total Positions by Function and Occupation

FUNCTION/OCCUPATIONAL GROUP	2015 Final Estimate	2016 Adopted Budget	2017	2018	2019
Administration					
Managers/Supervisors	252	249	249	250	248
Professional, Technical, Clerical	147	147	147	154	163
Operational Hourlies	102	102	102	102	102
Total Administration	501	498	498	506	513
Operations					
Managers/Supervisors	288	288	286	282	279
Professional, Technical, Clerical	101	102	102	102	102
Operational Hourlies	2,002	2,033	2,003	2,166	2,236
Total Operations	2,391	2,423	2,391	2,550	2,617
Maintenance					
Managers/Supervisors	743	757	723	732	735
Professional, Technical, Clerical	260	246	265	270	268
Operational Hourlies	3,006	3,082	3,050	3,085	3,095
Total Maintenance	4,009	4,085	4,038	4,087	4,098
Engineering/Capital					
Managers/Supervisors	127	141	141	141	141
Professional, Technical, Clerical	55	59	59	59	58
Operational Hourlies	-	-	-	-	-
Total Engineering/Capital	182	200	200	200	199
Public Safety					
Managers/Supervisors	-	-	-	-	-
Professional, Technical, Clerical	-	-	-	-	-
Operational Hourlies	-	-	-	-	-
Total Public Safety	-	-	-	-	-
Total Positions					
Managers/Supervisors	1,410	1,435	1,399	1,405	1,403
Professional, Technical, Clerical	563	554	573	585	591
Operational Hourlies	5,110	5,217	5,155	5,353	5,433
Total Positions	7,083	7,206	7,127	7,343	7,427

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

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
NON-REIMBURSABLE													
Operating Revenue													
Farebox Revenue	\$53,946	\$52,355	\$57,090	\$57,090	\$59,041	\$62,037	\$63,605	\$61,349	\$59,199	\$58,723	\$58,146	\$60,036	\$702,622
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	3,535	3,536	6,263	3,676	4,962	5,652	3,973	4,020	5,325	3,688	3,926	5,783	54,339
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	\$57,481	\$55,891	\$63,358	\$60,766	\$64,003	\$67,689	\$67,578	\$65,369	\$64,524	\$62,411	\$62,072	\$65,819	\$756,961
Operating Expenses													
Labor:													
Payroll	\$45,990	\$43,451	\$41,758	\$42,678	\$40,462	\$44,356	\$43,659	\$41,665	\$44,489	\$43,733	\$39,479	\$46,663	\$518,383
Overtime	10,174	12,250	8,282	7,863	9,069	7,702	10,112	10,187	9,540	8,896	10,579	10,593	115,247
Health and Welfare	9,097	8,851	7,959	8,496	7,977	8,483	8,420	7,804	8,379	8,303	7,774	8,266	99,809
OP&B Current Payment	5,568	5,568	5,568	5,568	5,568	5,568	5,568	5,568	5,568	5,568	5,568	5,568	66,700
Pensions	11,584	11,208	9,997	10,632	10,063	10,524	10,449	9,720	10,400	10,329	9,817	12,132	126,855
Other Fringe Benefits	11,888	12,510	12,906	11,748	12,946	11,748	12,055	12,364	10,163	8,486	7,657	6,199	130,547
Reimbursable Overhead	(1,005)	(1,176)	(1,809)	(1,438)	(1,755)	(1,489)	(1,537)	(1,960)	(1,574)	(1,606)	(1,901)	(1,596)	(18,853)
Total Labor Expenses	\$93,286	\$92,652	\$84,651	\$85,414	\$84,320	\$86,875	\$88,716	\$85,338	\$86,955	\$83,699	\$78,963	\$87,819	\$1,038,688
Non-Labor:													
Electric Power	\$7,183	\$7,888	\$8,177	\$7,420	\$7,802	\$8,071	\$8,911	\$8,907	\$8,520	\$7,204	\$6,307	\$6,905	\$93,295
Fuel	1,552	1,363	1,920	1,442	1,532	1,440	1,563	1,680	1,494	1,596	1,358	1,503	16,483
Insurance	2,045	2,045	2,057	2,057	2,101	2,101	2,102	2,102	2,102	2,102	2,144	1,756	24,714
Claims	0.359	0.359	0.359	0.359	0.359	0.359	0.359	0.359	0.359	0.359	0.359	0.359	4,303
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	5,633	5,590	5,697	7,071	6,669	6,813	7,019	7,427	7,073	8,559	8,421	9,502	86,474
Professional Service Contracts	1,924	2,005	2,100	1,968	2,336	2,104	3,162	3,038	2,897	2,864	2,995	4,717	32,110
Materials & Supplies	11,838	11,627	13,688	18,547	13,658	19,437	12,877	12,860	15,002	13,617	14,485	16,330	173,866
Other Business Expenses	1,242	1,211	1,279	1,271	1,305	1,339	1,355	1,338	1,326	1,332	1,277	1,486	15,761
Total Non-Labor Expenses	\$31,776	\$32,088	\$35,177	\$40,135	\$35,762	\$41,764	\$37,348	\$37,691	\$38,773	\$37,593	\$37,346	\$42,553	\$448,006
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.	\$125,062	\$124,740	\$119,828	\$125,549	\$120,082	\$128,639	\$126,064	\$123,029	\$125,728	\$121,292	\$116,309	\$130,372	\$1,486,694
Depreciation	\$27,254	\$27,254	\$27,254	\$27,254	\$27,254	\$27,254	\$27,254	\$27,254	\$27,254	\$27,254	\$27,254	\$27,259	327,053
OP&B Obligation	6,395	6,395	6,395	6,395	6,395	6,395	6,395	6,395	6,395	6,395	6,395	6,399	76,744
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	\$158,878	\$158,556	\$153,644	\$159,365	\$153,898	\$162,455	\$159,880	\$156,845	\$159,544	\$155,108	\$150,125	\$164,193	\$1,892,491
Net Surplus/(Deficit)	(\$101,397)	(\$102,665)	(\$90,286)	(\$98,599)	(\$89,895)	(\$94,766)	(\$92,302)	(\$91,476)	(\$95,020)	(\$92,697)	(\$88,053)	(\$98,374)	(\$1,135,530)
Cash Conversion Adjustments:													
Depreciation	27,254	27,254	27,254	27,254	27,254	27,254	27,254	27,254	27,254	27,254	27,254	27,259	327,053
Operating Capital	(0,313)	(1,462)	(2,011)	(2,809)	(2,284)	(3,661)	(3,262)	(2,801)	(3,340)	(3,004)	(3,734)	(3,731)	(32,412)
Other Cash Adjustments	(1,865)	2,320	(9,576)	(5,396)	1,326	5,620	15,634	16,774	3,081	28,359	24,480	17,626	98,383
Total Cash Conversion Adjustments	\$25,076	\$28,112	\$15,667	\$19,049	\$26,296	\$29,213	\$39,626	\$41,227	\$26,995	\$52,609	\$48,000	\$41,154	\$393,024
Net Cash Surplus/(Deficit)	(\$76,321)	(\$74,553)	(\$74,619)	(\$79,550)	(\$63,599)	(\$65,553)	(\$52,676)	(\$50,249)	(\$68,025)	(\$40,088)	(\$40,053)	(\$57,220)	(\$742,506)

MTA LONG ISLAND RAIL ROAD
February Financial Plan - 2016 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	16.614	20.210	30.312	26.864	29.990	28.320	28.286	32.751	28.694	29.043	32.610	26.994	330.688
Total Revenue	\$16.614	\$20.210	\$30.312	\$26.864	\$29.990	\$28.320	\$28.286	\$32.751	\$28.694	\$29.043	\$32.610	\$26.994	\$330.688
Expenses													
Labor:													
Payroll	\$5.906	\$6.963	\$10.511	\$8.305	\$10.290	\$8.610	\$8.901	\$11.553	\$9.074	\$9.268	\$11.168	\$9.059	\$109.608
Overtime	1.177	1.391	2.451	2.478	2.473	2.592	2.559	2.397	2.548	2.657	2.478	1.606	26.807
Health and Welfare	1.167	1.398	2.143	1.753	2.103	1.819	1.865	2.314	1.939	1.939	2.254	1.829	22.479
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	1.895	2.272	3.483	2.848	3.417	2.956	3.031	3.759	3.079	3.151	3.662	2.969	36.522
Other Fringe Benefits	1.193	1.430	2.192	1.792	2.150	1.860	1.907	2.360	1.938	1.938	2.305	1.870	22.986
Reimbursable Overhead	1.005	1.176	1.809	1.438	1.755	1.496	1.537	1.960	1.574	1.606	1.901	1.596	18.853
Total Labor Expenses	\$12.343	\$14.630	\$22.589	\$18.614	\$22.188	\$19.333	\$19.800	\$24.349	\$20.108	\$20.604	\$23.768	\$18.929	\$237.255
Non-Labor:													
Electric Power	\$0.000	\$0.000	\$0.159	\$0.041	\$0.041	\$0.076	\$0.041	\$0.041	\$0.076	\$0.041	\$0.041	\$0.078	\$0.635
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	0.346	0.434	0.807	0.639	0.764	0.669	0.706	0.905	0.731	0.760	0.871	0.637	8.269
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	1.420	1.386	2.431	2.505	2.313	2.271	2.285	2.333	2.270	2.288	2.297	2.211	26.010
Professional Service Contracts	0.103	0.103	0.118	0.118	0.115	0.114	0.112	0.354	0.127	0.336	0.829	0.839	3.768
Materials & Supplies	2.386	3.638	4.178	4.923	4.540	5.832	5.316	4.737	5.356	4.487	4.773	4.273	54.439
Other Business Expenses	0.016	0.019	0.030	0.024	0.029	0.025	0.026	0.032	0.026	0.027	0.031	0.027	0.312
Total Non-Labor Expenses	\$4.271	\$5.580	\$7.723	\$8.250	\$7.802	\$9.987	\$8.486	\$8.402	\$8.586	\$8.439	\$8.842	\$8.065	\$93.433
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.	\$16.614	\$20.210	\$30.312	\$26.864	\$29.990	\$28.320	\$28.286	\$32.751	\$28.694	\$29.043	\$32.610	\$26.994	\$330.688
Depreciation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
OPEB Obligation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$16.614	\$20.210	\$30.312	\$26.864	\$29.990	\$28.320	\$28.286	\$32.751	\$28.694	\$29.043	\$32.610	\$26.994	\$330.688
Net Surplus/(Deficit)	\$0.000												

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

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
NON-REIMBURSABLE / REIMBURSABLE													
Revenue													
Farebox Revenue	\$53,946	\$52,355	\$57,095	\$57,090	\$59,041	\$62,037	\$63,605	\$61,349	\$59,199	\$58,723	\$58,146	\$60,036	\$702,622
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	3,535	3,536	6,263	3,676	4,962	3,973	4,020	5,325	3,688	3,926	3,926	5,783	54,339
Capital and Other Reimbursements	16,614	20,210	30,312	26,864	29,990	28,320	28,286	32,751	28,694	29,043	32,610	26,994	330,688
Total Revenue	\$74,095	\$76,101	\$93,670	\$87,630	\$93,993	\$96,009	\$95,864	\$98,120	\$93,218	\$91,454	\$94,682	\$92,813	\$1,087,649
Expenses													
Labor:													
Payroll	\$51,896	\$50,414	\$52,269	\$50,983	\$50,752	\$52,966	\$52,560	\$53,218	\$53,563	\$53,001	\$50,647	\$55,722	\$627,991
Overtime	11,351	13,641	10,733	10,341	11,542	10,294	12,671	12,584	12,088	11,553	13,057	12,199	142,054
Health and Welfare	10,264	10,249	10,102	10,249	10,080	10,302	10,285	10,118	10,274	10,242	10,028	10,095	122,288
OPEB Current Payment	5,558	5,558	5,558	5,558	5,558	5,558	5,558	5,558	5,558	5,558	5,558	5,558	66,700
Pensions	13,479	13,480	13,480	13,480	13,480	13,480	13,480	13,479	13,479	13,480	13,479	15,101	163,377
Other Fringe Benefits	13,081	13,940	15,098	13,417	15,096	13,608	13,962	14,730	12,101	10,469	9,962	8,069	153,533
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 Expenses	\$105,629	\$107,282	\$107,240	\$104,028	\$106,508	\$106,208	\$108,516	\$109,687	\$107,063	\$104,303	\$102,731	\$106,748	\$1,275,943
Non-Labor:													
Electric Power	\$7,183	\$7,888	\$8,336	\$7,461	\$7,843	\$8,147	\$8,952	\$8,948	\$8,596	\$7,245	\$6,348	\$6,983	\$93,930
Fuel	1,552	1,363	1,920	1,442	1,532	1,540	1,563	1,660	1,494	1,556	1,358	1,503	18,483
Insurance	2,391	2,479	2,864	2,696	2,770	2,808	2,833	3,007	2,833	2,862	3,015	2,393	32,983
Claims	0.359	0.359	0.359	0.359	0.359	0.359	0.359	0.359	0.359	0.359	0.359	0.354	4,303
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	7,053	6,976	8,128	9,576	8,982	9,084	9,304	9,780	9,343	10,847	10,718	11,713	111,484
Professional Service Contracts	2,027	2,108	2,218	2,086	2,451	2,218	3,274	3,024	3,392	3,700	3,824	5,556	36,878
Materials & Supplies	14,224	15,265	17,766	23,470	18,198	25,269	18,193	17,597	20,358	18,104	19,258	20,603	228,305
Other Business Expenses	1,258	1,230	1,309	1,295	1,334	1,364	1,381	1,370	1,352	1,359	1,308	1,513	16,073
Total Non-Labor Expenses	\$36,047	\$37,668	\$42,900	\$46,385	\$43,564	\$50,751	\$45,834	\$46,093	\$47,359	\$46,032	\$46,188	\$50,618	\$541,439
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.	\$141,676	\$144,950	\$150,140	\$152,413	\$150,072	\$156,959	\$154,350	\$155,780	\$154,422	\$150,335	\$148,919	\$157,366	\$1,817,382
Depreciation	27,254	27,254	27,254	27,254	27,254	27,254	27,254	27,254	27,254	27,254	27,254	27,259	327,053
OPEB Obligation	6,395	6,395	6,395	6,395	6,395	6,395	6,395	6,395	6,395	6,395	6,395	6,399	76,744
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	\$175,492	\$178,766	\$183,956	\$186,229	\$183,888	\$190,775	\$188,166	\$189,596	\$188,238	\$184,151	\$182,735	\$191,187	\$2,223,179
Net Surplus/(Deficit)	(\$101,397)	(\$102,665)	(\$90,286)	(\$98,599)	(\$89,895)	(\$94,766)	(\$92,302)	(\$91,476)	(\$95,020)	(\$92,697)	(\$88,053)	(\$98,374)	(\$1,135,530)
Cash Conversion Adjustments:													
Depreciation	27,254	27,254	27,254	27,254	27,254	27,254	27,254	27,254	27,254	27,254	27,254	27,259	327,053
Operating Capital	(0,313)	(1,462)	(2,011)	(2,809)	(2,284)	(3,661)	(3,262)	(2,801)	(3,340)	(3,004)	(3,731)	(3,731)	(32,412)
Other Cash Adjustments	(1,865)	2,320	(9,576)	(6,396)	1,326	5,620	15,634	16,774	3,081	28,359	24,480	17,626	98,383
Total Cash Conversion Adjustments	\$25,076	\$28,112	\$15,667	\$19,049	\$26,296	\$29,213	\$39,626	\$41,227	\$26,995	\$52,609	\$48,000	\$41,154	\$393,024
Net Cash Surplus/(Deficit)	(\$76,321)	(\$74,553)	(\$74,619)	(\$79,550)	(\$63,598)	(\$65,553)	(\$52,676)	(\$50,249)	(\$68,025)	(\$40,088)	(\$40,053)	(\$57,220)	(\$742,506)

MTA LONG ISLAND RAIL ROAD
February Financial Plan - 2016 Adopted Budget
Cash Receipts & Expenditures
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
CASH RECEIPTS AND EXPENDITURES													
Receipts													
Farebox Revenue	\$55,717	\$54,126	\$58,866	\$58,861	\$60,812	\$63,808	\$65,376	\$63,120	\$60,969	\$60,493	\$59,917	\$61,807	\$723,872
Vehicle Toll Revenue	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000
Other Operating Revenue	2,316	2,321	5,058	2,462	3,758	4,495	2,758	2,815	4,110	2,474	2,722	4,575	39,864
Capital and Other Reimbursements	14,277	17,440	13,920	11,502	14,489	19,456	32,608	30,241	26,208	42,483	34,630	40,498	297,752
Total Receipts	\$72,310	\$73,867	\$77,844	\$72,825	\$79,059	\$87,759	\$100,742	\$96,176	\$91,287	\$105,450	\$97,269	\$106,880	\$1,061,488
Expenditures													
Labor:													
Payroll	\$46,726	\$47,682	\$54,601	\$50,767	\$47,494	\$55,079	\$51,614	\$48,576	\$58,857	\$48,718	\$46,261	\$61,989	\$620,364
Overtime	12,468	13,672	10,207	11,028	8,841	12,379	13,499	10,026	14,677	11,580	10,506	13,171	142,054
Health and Welfare	10,263	10,249	10,103	10,249	10,080	10,302	10,285	10,118	10,274	10,242	10,242	10,095	122,288
OPEB Current Payment	5,568	5,568	5,568	5,568	5,568	5,568	5,568	5,568	5,568	5,568	5,568	5,562	66,700
Pensions	13,615	13,615	13,615	13,615	13,615	13,615	13,615	13,615	13,615	13,615	13,615	13,612	163,377
Other Fringe Benefits	13,926	13,799	12,471	16,105	12,915	12,911	16,645	12,495	13,686	10,749	8,524	8,307	152,533
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 Expenditures	\$102,556	\$104,575	\$106,555	\$107,322	\$98,503	\$109,844	\$111,216	\$100,388	\$116,667	\$100,462	\$96,492	\$112,736	\$1,267,316
Non-Labor:													
Electric Power	\$7,183	\$7,888	\$8,336	\$7,461	\$7,843	\$8,147	\$8,953	\$8,948	\$8,596	\$7,245	\$6,348	\$6,982	\$93,930
Fuel	1,552	1,363	1,920	1,441	1,532	1,540	1,563	1,659	1,494	1,556	1,358	1,505	18,483
Insurance	8,985	2,067	0,000	2,215	2,106	2,800	2,184	4,005	2,237	2,151	2,067	2,442	33,259
Claims	0,144	0,144	0,144	0,144	0,144	0,144	0,144	0,144	0,144	0,144	0,144	0,149	1,733
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	7,053	6,976	8,128	9,576	8,982	9,084	7,361	7,997	9,343	10,847	10,718	11,713	107,778
Professional Service Contracts	2,508	1,318	1,428	2,567	1,661	1,428	3,756	2,602	2,234	4,182	3,034	4,768	31,486
Materials & Supplies	15,675	21,162	22,926	18,637	18,836	17,699	15,143	17,595	15,528	15,875	14,136	20,591	213,803
Other Business Expenditures	1,204	1,176	1,255	1,241	1,280	0,855	1,327	1,316	1,298	1,305	1,254	1,445	14,956
Total Non-Labor Expenditures	\$44,304	\$42,094	\$44,137	\$43,282	\$42,384	\$41,697	\$40,431	\$44,266	\$40,874	\$43,305	\$39,059	\$49,595	\$515,428
Other Adjustments:													
Other	\$1,771	\$1,771	\$1,771	\$1,771	\$1,771	\$1,771	\$1,771	\$1,771	\$1,771	\$1,771	\$1,771	\$1,769	\$21,250
Total Other Expenditure Adjustments	\$1,771	\$1,769	\$21,250										
Total Expenditures	\$148,631	\$148,440	\$152,463	\$152,375	\$142,658	\$153,312	\$153,418	\$146,425	\$159,312	\$145,538	\$137,322	\$164,100	\$1,803,994
Cash Timing and Availability 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
Net Cash Surplus/(Deficit)	(\$76,321)	(\$74,553)	(\$74,619)	(\$79,550)	(\$63,599)	(\$65,553)	(\$52,676)	(\$50,249)	(\$68,025)	(\$40,088)	(\$40,053)	(\$57,220)	(\$742,506)

MTA LONG ISLAND RAIL ROAD
February Financial Plan - 2016 Adopted Budget
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
CASH FLOW ADJUSTMENTS													
Receipts													
Freight Revenue	\$1,771	\$1,771	\$1,771	\$1,771	\$1,771	\$1,771	\$1,771	\$1,771	\$1,771	\$1,770	\$1,771	\$1,771	\$21,250
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	(1,219)	(1,215)	(1,205)	(1,214)	(1,204)	(1,157)	(1,215)	(1,205)	(1,215)	(1,214)	(1,204)	(1,208)	(14,475)
Capital and Other Reimbursements	(2,337)	(2,770)	(16,392)	(15,362)	(15,501)	(8,864)	4,322	(2,510)	(2,486)	13,440	2,020	13,504	(32,936)
Total Receipts	(\$1,785)	(\$2,214)	(\$15,826)	(\$14,805)	(\$14,934)	(\$8,250)	\$4,878	(\$1,944)	(\$1,931)	\$13,996	\$2,587	\$14,067	(\$26,161)
Expenditures													
Labor:													
Payroll	\$5,170	\$2,732	(\$2,332)	\$0,216	\$3,258	(\$2,113)	\$0,946	\$4,642	(\$5,294)	\$4,283	\$2,386	(\$6,267)	\$7,627
Overtime	(1,117)	(0,031)	0,526	(0,687)	2,701	(2,085)	(0,828)	2,588	(2,589)	(0,027)	2,551	(0,972)	0,000
Health and Welfare	0,001	0,000	(0,001)	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000
OP&B 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	(0,136)	(0,135)	(0,135)	(0,135)	(0,135)	(0,135)	(0,135)	(0,136)	(0,136)	(0,135)	(0,136)	1,488	0,000
Other Fringe Benefits	(0,845)	0,141	2,627	(2,668)	2,181	0,697	(2,683)	2,235	(1,585)	(0,280)	1,438	(0,238)	1,000
GASB Account	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	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 Expenditures	\$3,073	\$2,707	(\$0,685)	(\$3,294)	\$8,005	(\$3,636)	(\$2,700)	\$9,299	(\$9,604)	\$3,841	\$6,239	(\$5,988)	\$8,627
Non-Labor:													
Electric Power	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	(\$0,001)	\$0,000	\$0,000	\$0,000	\$0,000	\$0,001	\$0,000
Fuel	0,000	0,000	0,000	0,001	0,000	0,000	0,000	0,001	0,000	0,000	0,000	(0,002)	0,000
Insurance	(6,594)	0,412	2,864	0,481	0,759	(0,030)	0,624	(0,998)	0,596	0,711	0,948	(0,049)	(0,276)
Claims	0,215	0,215	0,215	0,215	0,215	0,215	0,215	0,215	0,215	0,215	0,215	0,205	2,570
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	0,000	0,000	0,000	0,000	0,000	0,000	1,943	1,763	0,000	0,000	0,000	0,000	3,706
Professional Service Contracts	(0,481)	0,790	0,790	(0,481)	0,790	0,790	(0,482)	0,790	0,790	(0,482)	0,790	0,788	4,392
Materials & Supplies	(1,451)	(5,897)	(5,160)	4,833	(0,638)	7,570	3,050	0,002	4,830	2,229	5,122	0,012	14,502
Other Business Expenditures	0,054	0,054	0,054	0,054	0,054	0,509	0,054	0,054	0,054	0,054	0,054	0,068	1,117
Total Non-Labor Expenditures	(\$8,257)	(\$4,426)	(\$1,237)	\$5,103	\$1,180	\$9,054	\$5,403	\$1,827	\$6,485	\$2,727	\$7,129	\$1,023	\$26,011
Other Adjustments:													
Other	(\$1,771)	(\$1,771)	(\$1,771)	(\$1,771)	(\$1,771)	(\$1,771)	(\$1,771)	(\$1,771)	(\$1,771)	(\$1,771)	(\$1,771)	(\$1,769)	(\$21,250)
Total Other Expenditures Adjustments	(\$1,771)	(\$1,771)	(\$1,771)	(\$1,771)	(\$1,771)	(\$1,771)	(\$1,771)	(\$1,771)	(\$1,771)	(\$1,771)	(\$1,771)	(\$1,769)	(\$21,250)
Total Cash Conversion Adjustments before Non-Cash Liability Adjts.	(\$8,740)	(\$5,704)	(\$18,149)	(\$14,767)	(\$7,520)	(\$4,603)	\$5,810	\$7,411	(\$6,821)	\$18,793	\$14,184	\$7,333	(\$12,773)
Depreciation Adjustment	27,254	27,254	27,254	27,254	27,254	27,254	27,254	27,254	27,254	27,254	27,254	27,259	327,053
OP&B Obligation	6,395	6,395	6,395	6,395	6,395	6,395	6,395	6,395	6,395	6,395	6,395	6,399	76,744
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 Cash Conversion Adjustments	\$25,076	\$28,112	\$15,667	\$19,049	\$26,296	\$29,213	\$39,626	\$41,227	\$26,995	\$52,609	\$48,000	\$41,154	\$393,024

MTA LONG ISLAND RAIL ROAD
 February Financial Plan - 2016 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>	\$2.666	\$2.489	\$1.450	\$1.754	\$2.141	\$1.041	\$1.941	\$1.298	\$1.941	\$2.087	\$3.332	\$2.293	\$24.434
<u>Unscheduled Service</u>	0.432	0.477	0.629	0.502	0.631	0.502	0.498	0.631	0.498	0.498	0.627	0.587	6.512
<u>Programmatic/Routine Maintenance</u>	2.212	2.465	3.123	2.802	3.372	2.985	2.926	3.571	2.889	2.845	3.093	3.137	35.421
<u>Unscheduled Maintenance</u>	0.034	0.030	0.031	0.025	0.029	0.028	0.029	0.022	0.026	0.034	0.029	0.032	0.347
<u>Vacancy/Absentee Coverage</u>	2.019	2.584	1.953	2.596	2.737	2.985	4.556	4.485	4.006	3.217	3.253	3.801	38.191
<u>Weather Emergencies</u>	2.715	4.108	0.998	0.087	0.064	0.066	0.064	0.084	0.083	0.118	0.148	0.646	9.180
<u>Safety/Security/Law Enforcement</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
<u>Other</u>	0.097	0.097	0.097	0.097	0.097	0.097	0.097	0.096	0.097	0.097	0.097	0.098	1.162
Sub-Total	\$10.174	\$12.250	\$8.282	\$7.863	\$9.069	\$7.702	\$10.112	\$10.187	\$9.540	\$8.896	\$10.579	\$10.593	\$115.247
REIMBURSABLE OVERTIME	\$1.177	\$1.391	\$2.451	\$2.478	\$2.473	\$2.592	\$2.559	\$2.397	\$2.548	\$2.657	\$2.478	\$1.606	\$26.807
TOTAL NR & R OVERTIME	\$11.351	\$13.641	\$10.733	\$10.341	\$11.542	\$10.294	\$12.671	\$12.584	\$12.088	\$11.553	\$13.057	\$12.199	\$142.054

MTA LONG ISLAND RAIL ROAD
 February Financial Plan - 2016 Adopted Budget
 Ridership/Utilization
 (in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<u>RIDERSHIP</u>													
Monthly	3,719	3,886	4,493	4,113	4,093	4,281	3,766	4,078	4,080	4,236	4,007	4,041	48,793
Weekly	0.154	0.149	0.164	0.156	0.152	0.184	0.208	0.245	0.169	0.169	0.130	0.155	2,035
Total Commutation	3,873	4,035	4,657	4,269	4,245	4,465	3,974	4,323	4,249	4,405	4,137	4,196	50,828
One-Way Full Fare	0.599	0.570	0.675	0.691	0.725	0.764	0.811	0.789	0.725	0.721	0.667	0.693	8,430
One-Way Off-Peak	1.321	1.179	1.399	1.424	1.536	1.602	1.765	1.713	1.558	1.445	1.532	1.701	18,175
All Other	0.736	0.723	0.831	0.876	0.900	1.018	1.006	0.963	0.888	0.866	0.861	0.952	10,620
Total Non-Commutation	2,656	2,472	2,905	2,991	3,161	3,384	3,582	3,465	3,171	3,032	3,060	3,346	37,225
Total Ridership	6,529	6,507	7,562	7,260	7,406	7,849	7,556	7,788	7,420	7,437	7,197	7,542	88,053
<u>FAREBOX</u>													
Passenger Revenue	\$53,946	\$52,355	\$57,095	\$57,090	\$59,041	\$62,037	\$63,605	\$61,349	\$59,199	\$58,723	\$58,146	\$60,036	\$702,622
Total Revenue	\$53,946	\$52,355	\$57,095	\$57,090	\$59,041	\$62,037	\$63,605	\$61,349	\$59,199	\$58,723	\$58,146	\$60,036	\$702,622

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

FUNCTION/DEPARTMENT	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
Executive VP	2	2	3	2	2	3	2	2	2	2	2	2
Sr Vice President - Engineering	5	5	5	5	5	5	5	5	5	5	5	5
Labor Relations	19	19	19	19	19	19	19	19	19	19	19	19
Procurement & Logistics (excl. Stores)	82	82	82	82	82	82	82	82	82	82	82	82
Human Resources	33	33	33	33	33	33	33	33	33	33	33	33
Sr VP Administration	2	2	2	2	2	2	2	2	2	2	2	2
Strategic Investments	25	25	25	25	25	25	25	25	25	25	25	25
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	42	42	42	42	42	42	42	42	42	42	42	42
Management and Budget	21	21	21	21	21	21	21	21	21	21	21	21
BPM, Controls, & Compliance	7	7	7	7	7	7	7	7	7	7	7	7
Market Dev. & Public Affairs	69	69	69	69	69	69	69	69	69	69	69	69
Gen. Counsel & Secretary	32	32	32	32	32	32	32	32	32	32	32	32
Diversity Management	3	3	3	3	3	3	3	3	3	3	3	3
Security	12	12	12	12	12	12	12	12	12	12	12	12
System Safety	36	36	36	36	36	36	36	36	36	36	36	36
Training	64	64	64	64	64	64	64	64	64	64	64	64
Service Planning	23	23	23	23	23	23	23	23	23	23	23	23
Sr Vice President - Operations	12	12	12	12	12	12	12	12	12	12	12	12
Total Administration	498	498	499	498	498	499	498	498	498	498	498	498
Operations												
Train Operations	2,139	2,136	2,150	2,129	2,144	2,155	2,161	2,158	2,154	2,140	2,128	2,127
Customer Service	296	296	296	296	298	305	305	305	298	296	296	296
Total Operations	2,435	2,432	2,446	2,424	2,441	2,460	2,466	2,464	2,452	2,436	2,424	2,423
Maintenance												
Engineering	1,857	1,857	1,857	1,857	1,857	1,857	1,857	1,857	1,857	1,857	1,857	1,866
Equipment	2,121	2,165	2,163	2,164	2,148	2,148	2,136	2,146	2,146	2,136	2,126	2,126
Procurement (Stores)	93	93	93	93	93	93	93	93	93	93	93	93
Total Maintenance	4,071	4,115	4,113	4,114	4,098	4,098	4,086	4,096	4,096	4,086	4,076	4,085
Engineering/Capital												
Department of Project Management	136	136	138	141	147	150	152	153	154	157	157	157
East Side Access & Other Major Projects	43	43	43	43	43	43	43	43	43	43	43	43
Total Engineering/Capital	179	179	181	184	190	193	195	196	197	200	200	200
Total Positions	7,183	7,224	7,239	7,220	7,227	7,250	7,245	7,254	7,243	7,220	7,198	7,206
Non-Reimbursable	6,352	6,337	6,133	6,151	6,151	6,137	6,088	6,019	6,060	6,007	6,011	6,162
Reimbursable	831	886	1,106	1,069	1,077	1,113	1,157	1,235	1,183	1,213	1,187	1,044
Total Full-Time	7,183	7,224	7,239	7,220	7,227	7,250	7,245	7,254	7,243	7,220	7,198	7,206
Total Full-Time-Equivalents												

MTA LONG ISLAND RAIL ROAD
February Financial Plan - 2016 Adopted Budget
Total Positions by Function and Occupation

FUNCTION/OCCUPATION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
Managers/Supervisors	249	249	249	249	249	249	249	249	249	249	249	249
Professional, Technical, Clerical	147	147	148	147	147	148	147	147	147	147	147	147
Operational Hourlies	102	102	102	102	102	102	102	102	102	102	102	102
Total Administration	498	498	499	498	498	499	498	498	498	498	498	498
Operations												
Managers/Supervisors	288	288	288	288	289	289	289	289	289	288	288	288
Professional, Technical, Clerical	103	103	103	104	106	106	106	106	106	104	102	102
Operational Hourlies	2,044	2,041	2,055	2,032	2,046	2,065	2,071	2,069	2,057	2,044	2,034	2,033
Total Operations	2,435	2,432	2,446	2,424	2,441	2,460	2,466	2,464	2,452	2,436	2,424	2,423
Maintenance												
Managers/Supervisors	751	757	757	757	757	757	757	757	757	757	757	757
Professional, Technical, Clerical	238	238	238	238	238	238	226	236	236	236	236	246
Operational Hourlies	3,082	3,120	3,118	3,119	3,103	3,103	3,103	3,103	3,103	3,093	3,083	3,082
Total Maintenance	4,071	4,115	4,113	4,114	4,098	4,098	4,086	4,096	4,096	4,086	4,076	4,085
Engineering/Capital												
Managers/Supervisors	126	126	128	131	135	137	138	139	140	141	141	141
Professional, Technical, Clerical	53	53	53	53	55	56	57	57	57	59	59	59
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
Total Engineering/Capital	179	179	181	184	190	193	195	196	197	200	200	200
Public Safety												
Managers/Supervisors	-	-	-	-	-	-	-	-	-	-	-	-
Professional, Technical, Clerical	-	-	-	-	-	-	-	-	-	-	-	-
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
Total Public Safety	-											
Total Positions												
Managers/Supervisors	1,414	1,420	1,422	1,425	1,430	1,432	1,433	1,434	1,435	1,435	1,435	1,435
Professional, Technical, Clerical	541	541	542	542	546	548	536	546	546	546	544	554
Operational Hourlies	5,228	5,263	5,275	5,253	5,251	5,270	5,276	5,274	5,262	5,239	5,219	5,217
Total Positions	7,183	7,224	7,239	7,220	7,227	7,250	7,245	7,254	7,243	7,220	7,198	7,206



LONG ISLAND RAIL ROAD



Annual Operating Report 2015

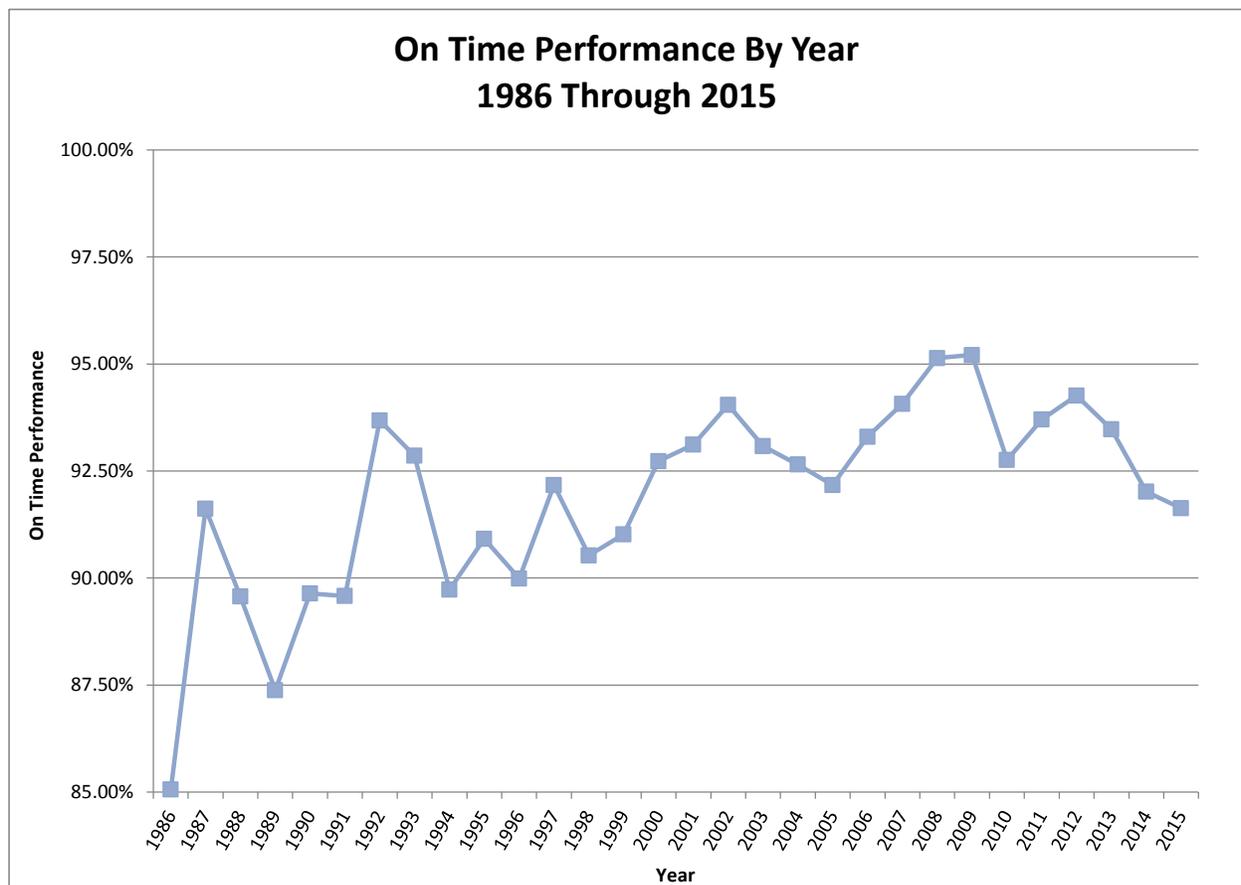
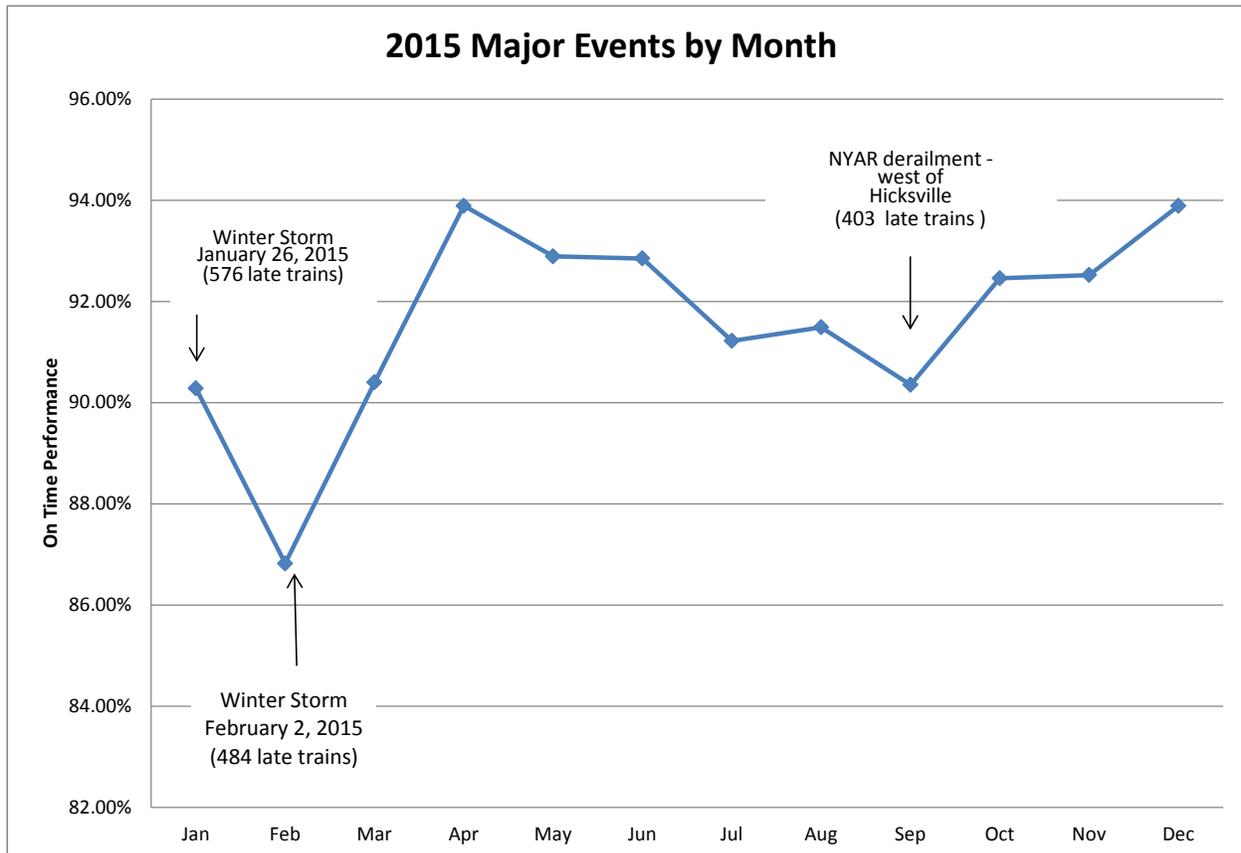
Patrick A. Nowakowski
President

02/22/16 *****

Performance Summary			2015 Data		2014 Data
			Annual	YTD thru	YTD thru
			Goal	Dec	Dec
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	System	Overall	94.0%	91.6%	92.0%
		AM Peak		90.0%	91.5%
		PM Peak		87.5%	86.5%
		Total Peak		88.8%	89.1%
		Off Peak Weekday		92.0%	92.4%
		Weekend		94.2%	94.8%
	Babylon Branch	Overall	93.9%	91.7%	91.4%
		AM Peak		91.0%	92.3%
		PM Peak		86.9%	82.8%
		Total Peak		89.1%	87.9%
	Off Peak Weekday		92.6%	92.4%	
	Weekend		93.9%	94.5%	
Far Rockaway Branch	Overall	96.6%	95.5%	95.6%	
	AM Peak		90.3%	91.4%	
	PM Peak		94.6%	93.2%	
	Total Peak		92.2%	92.2%	
	Off Peak Weekday		96.3%	96.1%	
	Weekend		97.3%	98.1%	
Huntington Branch	Overall	92.5%	88.6%	89.6%	
	AM Peak		88.8%	91.6%	
	PM Peak		83.7%	82.9%	
	Total Peak		86.3%	87.4%	
	Off Peak Weekday		86.4%	88.0%	
	Weekend		93.6%	93.6%	
Hempstead Branch	Overall	96.5%	94.8%	95.1%	
	AM Peak		94.2%	95.3%	
	PM Peak		91.0%	90.8%	
	Total Peak		92.7%	93.2%	
	Off Peak Weekday		95.3%	95.2%	
	Weekend		95.9%	96.5%	
Long Beach Branch	Overall	95.9%	93.3%	93.7%	
	AM Peak		91.5%	93.3%	
	PM Peak		90.9%	90.4%	
	Total Peak		91.2%	91.9%	
	Off Peak Weekday		93.6%	93.0%	
	Weekend		95.2%	97.0%	
Montauk Branch	Overall	90.8%	90.0%	89.9%	
	AM Peak		88.8%	89.5%	
	PM Peak		86.4%	85.3%	
	Total Peak		87.6%	87.4%	
	Off Peak Weekday		91.9%	91.7%	
	Weekend		89.0%	89.0%	
Oyster Bay Branch	Overall	94.1%	92.4%	92.8%	
	AM Peak		92.8%	92.8%	
	PM Peak		83.8%	84.8%	
	Total Peak		88.7%	89.1%	
	Off Peak Weekday		92.8%	94.1%	
	Weekend		96.4%	94.9%	

Performance Summary		2015 Data		2014 Data
		Annual	YTD thru	YTD thru
		Goal	Dec	Dec
Port Jefferson Branch	Overall	90.9%	87.0%	88.0%
	AM Peak		85.6%	86.9%
	PM Peak		83.7%	82.8%
	Total Peak		84.7%	85.0%
	Off Peak Weekday		84.3%	86.0%
	Weekend		96.1%	95.5%
Port Washington Branch	Overall	95.3%	91.8%	93.0%
	AM Peak		91.2%	91.6%
	PM Peak		85.2%	86.3%
	Total Peak		88.1%	88.9%
	Off Peak Weekday		92.2%	93.2%
	Weekend		95.4%	97.1%
Ronkonkoma Branch	Overall	91.6%	89.2%	90.3%
	AM Peak		85.1%	88.4%
	PM Peak		89.2%	89.6%
	Total Peak		87.0%	89.0%
	Off Peak Weekday		90.1%	90.6%
	Weekend		90.4%	91.5%
West Hempstead Branch	Overall	95.8%	95.0%	94.3%
	AM Peak		93.7%	95.1%
	PM Peak		89.4%	87.1%
	Total Peak		91.3%	90.8%
	Off Peak Weekday		96.3%	96.6%
	Weekend		96.8%	92.3%
Operating Statistics	Trains Scheduled		247,112	245,400
	Avg. Delay per Late Train (min) excluding trains canceled or terminated		-12.9	-12.2
	Trains Over 15 min. Late excluding trains canceled or terminated		3,849	3,223
	Trains Canceled		1,260	843
	Trains Terminated		653	490
	Percent of Scheduled Trips Completed		99.2%	99.5%

System Categories Of Delay	% Total	2015 Data YTD Thru Dec.	2014 Data YTD Thru Dec.	YTD 2014 Vs 2015
Engineering (Scheduled)	2.0%	420	575	(155)
Engineering (Unscheduled)	10.1%	2,081	2,280	(199)
Maintenance of Equipment	9.0%	1,857	1,597	260
Transportation	3.8%	777	495	282
Capital Projects	2.0%	415	447	(32)
Weather and Environmental	15.9%	3,290	2,569	721
Police	12.6%	2,615	2,431	184
Customers	22.7%	4,698	5,052	(354)
Other	9.4%	1,951	2,026	(75)
3rd Party Operations	12.5%	2,585	2,106	479
Total	100.0%	20,689	19,578	1,111



Long Island Rail Road

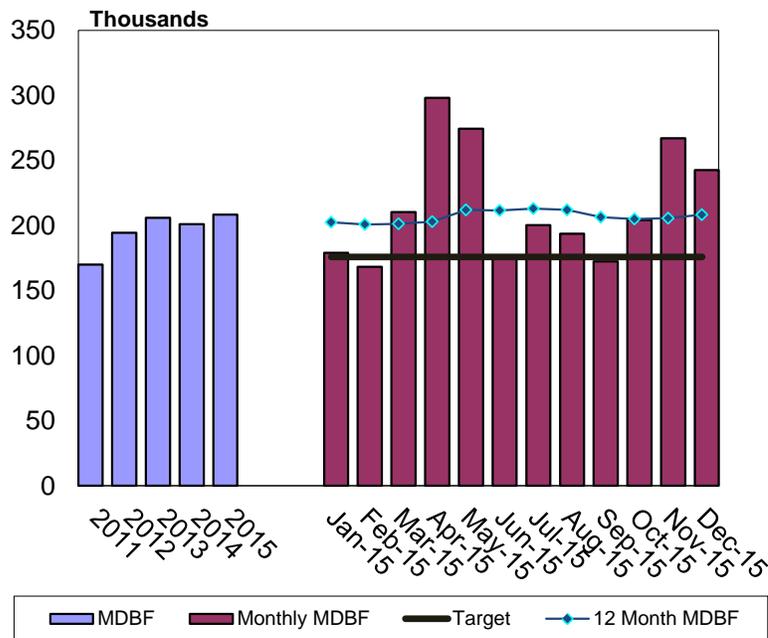
MEAN DISTANCE BETWEEN FAILURES

	Equip-ment Type	Total Fleet Size	2015 Data			2014 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	75,000	63,791	63,791	94,557
	M-7	836	400,000	488,470	488,470	483,122
	DM	21	20,000	24,360	24,360	24,839
	DE	24	20,000	25,139	25,139	23,700
	C-3	134	80,000	120,652	120,652	83,040
	Diesel	179	51,000	69,549	69,549	57,100
Fleet	1,165	176,000	208,383	208,383	206,226	

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

2011 - 2015





Standee Report

East Of Jamaica

			2015 Data	
			AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	1	2
			Total Standees	2
	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	0	0
			Total Standees	0
	Huntington Branch	Program Standees	40	0
		Add'l Standees	2	1
			Total Standees	42
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	2	0
			Total Standees	2
	Long Beach Branch	Program Standees	0	0
		Add'l Standees	1	0
			Total Standees	1
	Montauk Branch	Program Standees	0	0
		Add'l Standees	1	0
			Total Standees	1
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	0	0
			Total Standees	0
	Port Jefferson Branch	Program Standees	0	0
		Add'l Standees	1	0
			Total Standees	1
	Port Washington Branch	Program Standees	0	0
		Add'l Standees	3	11
			Total Standees	14
	Ronkonkoma Branch	Program Standees	0	0
		Add'l Standees	4	8
			Total Standees	12
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
			Total Standees	0
			System Wide PEAK	54
				21

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		2015 Data		
		AM Peak	PM Peak	
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	4	5
		Total Standees	4	5
	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	1	0
		Total Standees	1	0
	Huntington Branch	Program Standees	10	0
		Add'l Standees	2	15
		Total Standees	12	15
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	1	6
		Total Standees	1	6
	Long Beach Branch	Program Standees	18	0
		Add'l Standees	6	0
		Total Standees	24	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	11
		Total Standees	3	11
	Ronkonkoma Branch	Program Standees	0	0
		Add'l Standees	5	7
		Total Standees	5	7
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	1	0
		Total Standees	1	0
		System Wide PEAK	52	45

Definitions

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

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

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

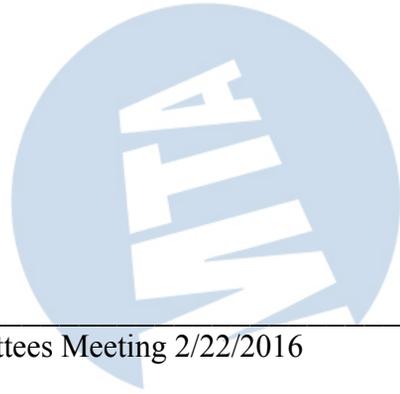
Note: These statistics do not include the effects of daily ridership variation or uneven distribution of customers within trains.

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

MTA Long Island Rail Road Maintenance of Equipment

Annual Report on Fleet Maintenance For 2015

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), customer satisfaction, and regulatory compliance.

The Department has implemented a comprehensive approach to safety and maintenance 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 covering a fleet of 1053 vehicles.
- Each fleet type is scheduled for maintenance events at various shop locations. Calendar Day, 92-Day, 180-Day, 1-Year, and time based interval 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. RCM has contributed to the fleets' improved performance as measured by Mean Distance Between Failure and On Time Performance.
- Interior cleaning and maintenance of work engines are also critical parts of the plan.



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.



Maintenance Plan

Fleet Modifications (Campaigns, Projects)

LIRR manages programmed 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 failure monitoring/RCM processes, strives to maximize scheduled maintenance and minimize unscheduled maintenance activities.



Completed RCM Tasks by Year

M-3 (RSU)

WO #	QTY	Description	2009	2010	2011	2012	2013	2014	2015
M301	50	SYS 3 - Air Brake (COTS)	52	46	52	52	50	50	50
M302	24	SYS 3 - ASU Dryer C/O	16	12	27	23	23	26	25
M303	26	SYS 7 - 3 YR Truck	24	20	32	34	36	38	30
M312	12	SYS 4 - 6 YR Battery	14	13	0	0	12	16	25
M315	24	SYS 7 - 6 Yr Coupler	26	24	0	2	50	58	24
M316	24	SYS 7 - 6 YR Truck	26	24	22	18	10	12	20
M318	13	SYS 12 - Event Recorder	15	14	10	8	9	12	17
M319	13	SYS 2 - ATC C/O	20	10	9	9	15	13	13

M-7 (RSU)

WO #	QTY	Description	2009	2010	2011	2012	2013	2014	2015
M701	93	3 YR ASU Dryer	108	58	64	91	86	91	97
M710	140	Air Brake	170	142	142	137	148	138	142
M753	168	Truck	172	140	170	166	184	166	164
M712	140	Aux Power			110	70	166	136	140
M713	70/84	Battery	88	32	3	88	68	80	84
M714/M750	140	Doors	170	142	148	124	184	136	162
M715	168	Car Body				108	162	165	154
M717/M745	140	Coupler	172	140	154	64	175	144	142
M719	84	HVAC	150	78	81	83	76	82	90
M721	42	Event Recorder			367	32	34	37	46
M730	140	ATC	140	166	65	73	178	160	160
M731	47	ASU	67	86	36	44	37	38	43
M732	104	Relays			104	112	104	106	100
M743	84	PH 2 Toilet					7	71	96
M754	140	PH 2 Propulsion						136	134

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	2009	2010	2011	2012	2013	2014	2015
C301	134	1 YR Air Brake Svc	147	183	164	160	157	154	152
C305	34	Air Brake (COTS)	33	31	38	32	36	31	37
C306	34	Aux Power - Battery	31	31	37	33	35	33	36
C308/332	34	Door	32	31	37	33	37	31	35
C310	34	Truck	32	31	37	33	35	34	35
C320	34	HVAC	34	31	19	22	21	20	43
C312	6	Event Recorder (Cab Cars)	5	4	4	6	6	5	6
C321	34	PH 2 Car Body					19	33	37
C322	4	ATC C/O & Test (Cab Cars)	1	0	0	22	1	0	0

DE/DM

WO #	QTY	Description	2009	2010	2011	2012	2013	2014	2015
DD11	45	1 YR Air Brake	50	44	51	56	54	51	50
DD15	9 / offset	2.5 YR LCM DEDM	7	7	11	7	8	9	6
DD06/20	9 / offset	5 YR Engine +DD13	4	8	12	10	9	5	4
DD02	9	5 YR Air Brake	7	8	12	10	9	7	10
DD03/19	9	5 Aux Power	7	8	12	10	9	6	11
DD04	9	5 YR Truck	6	7	15	10	9	7	10
DD05	9	5 YR HVAC	6	7	11	9	9	7	12
DD12/18	9 / offset	5 YR Propulsion	6	7	12	10	9	6	4
DD08	9	5 YR Event Recorder	0	3	6	13	10	7	11
DD22	*	6 YR ATC	2	2	37	8	1	0	0
DD24	*	15 YR DE RCM						1	5

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 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.

These units are being evaluated for either replacement or refurbishment in order to assure future availability.

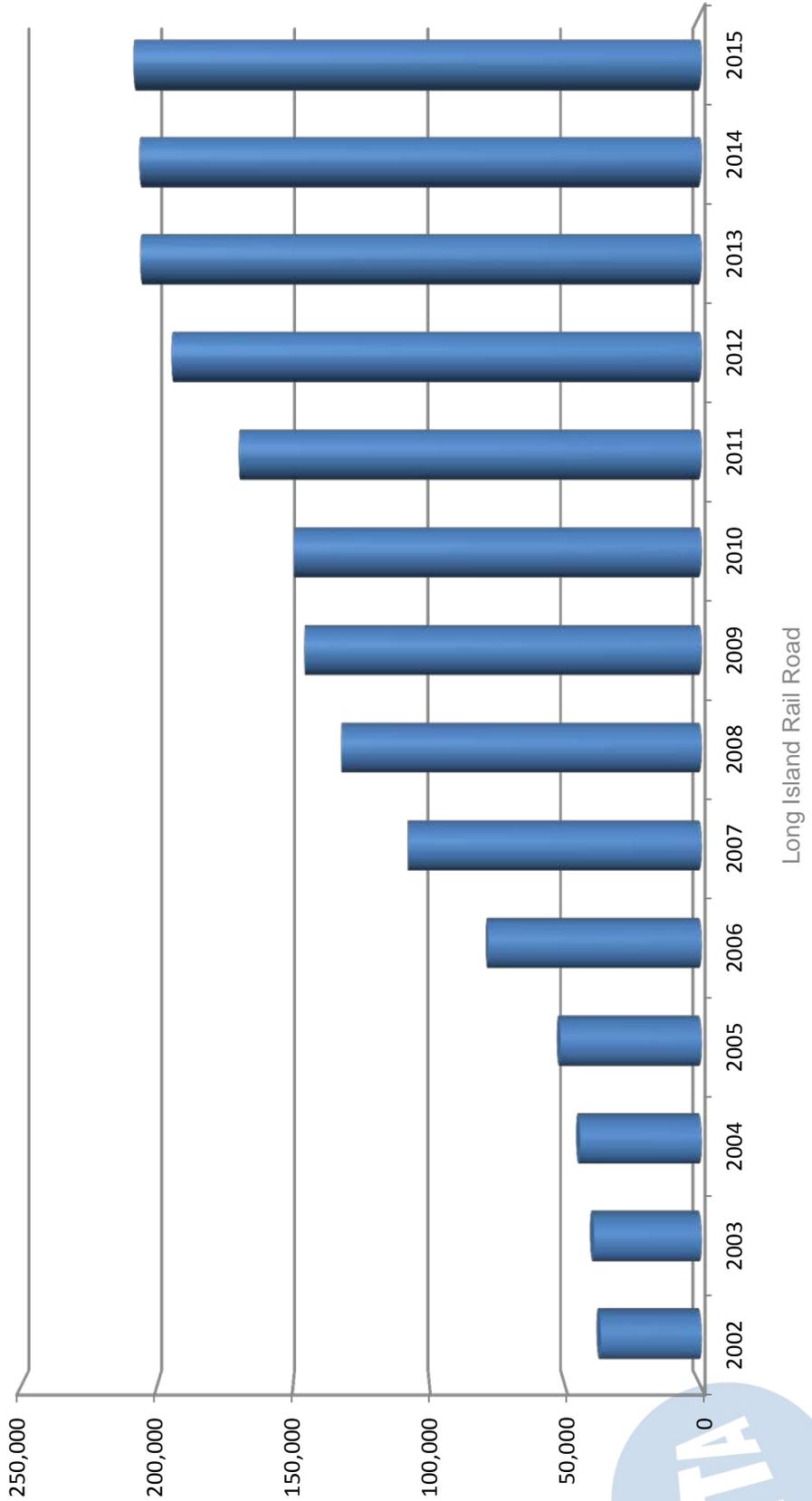
MTA LIRR also owns, leases, and performs heavy repairs, wheel truing, and load box testing for 11 New York & Atlantic Railway freight locomotives, consisting of 3 - 1000 hp switchers, 4 - 1500 hp yard/road locos, and 4 - 2000 hp freight locos. These 33 pieces of equipment are reaching the end of their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



2015 Achievements

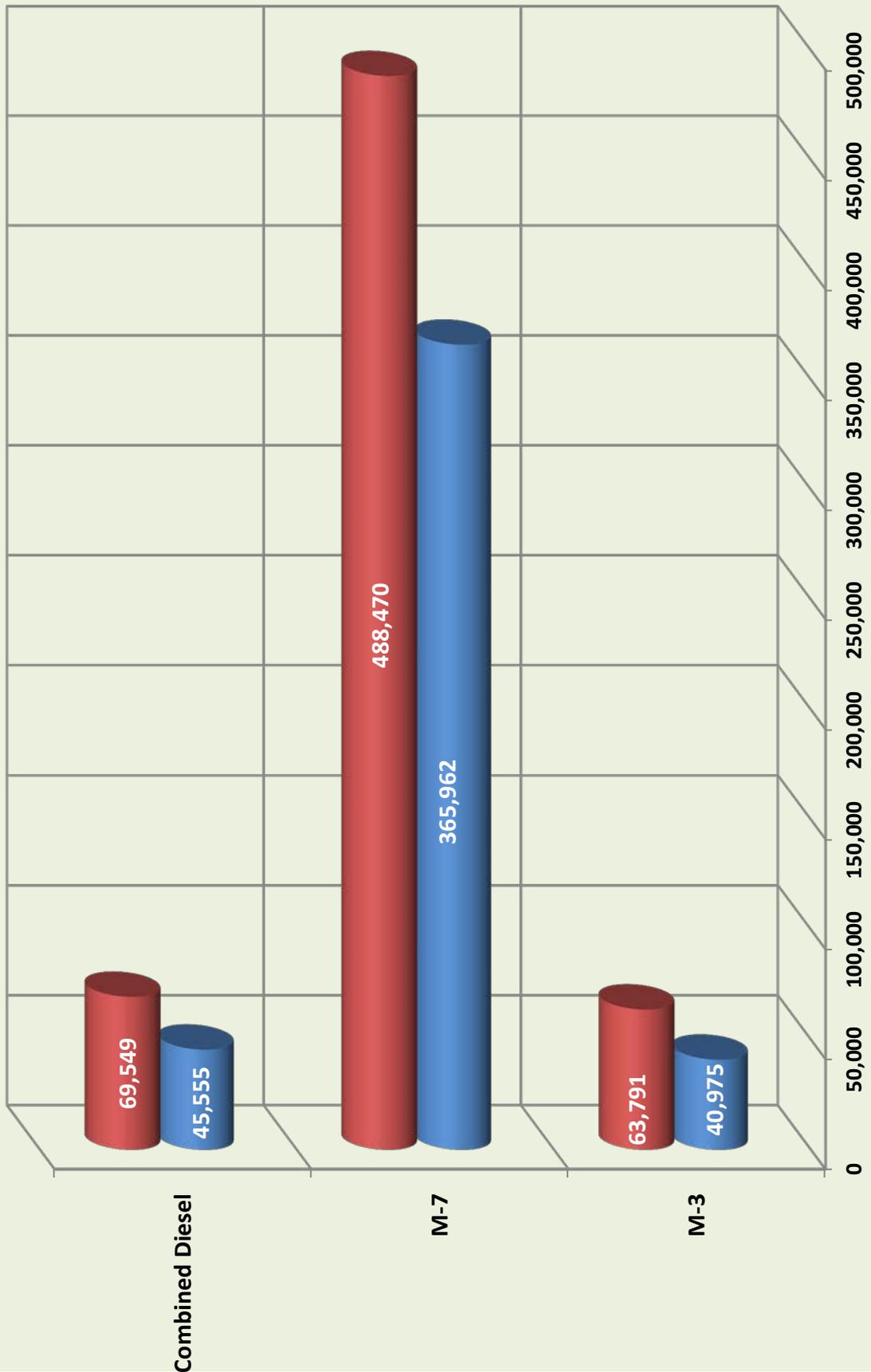
MDBF:

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, versatile maintenance practices, and strategic management approaches, the MDBF had been remarkably improving every year since the last decade. 2015 set a new MDBF performance record for the overall fleet.



Post RCM Reliability Improvements in MDBF

■ 2015 ■ 2008



Long Island Rail Road

2015 Achievements

Overall Fleet Performance

- 208,383 MDBF (vs. a goal of 176,000)
- LIRR M of E department consistently met or exceeded Electric Fleet service requirement goals every single day during 2015.
- Successfully managed maintenance operation around major concurrent programs such as Jamaica Capacity Improvements, VD Yard, West Side Shop/Amtrak tunneling, ESA work, WSY overbuild, and track work programs.

MTA Inter-Agency Activities

The LIRR continues Service Level Agreement 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. Coordination of M7/M9 Project Related Design with MNR

Major Rolling Stock Maintenance Project Activity

- Awarded Contract for Diesel Fleet Communication Control Unit obsolescence replacement
- Completed Preliminary Design Reviews for M7 Central Diagnostic System /Train Operator Display and fleet-wide Closed Circuit TV/Audio Visual Recording and Monitoring System
- Supported Design reviews and Prototyping of M7 PTC On-board Equipment

2015 Achievements

Safety Achievements and Activities

- Implemented Quarterly Departmental Safety Newsletter to reinforce our commitment to Safety.
- Corporately implemented the new Employee Compliance Recording Situational Awareness For Efficient Railroading (ECR SAFER) system which was a conversion from our prior Efficiency Testing System.
- Safety Monitors: Installed (4) new Safety Monitors in key M of E locations to run videos/presentations that will communicate current key safety aspects of work functions being performed at various locations.
- Increased Joint Safety yard walks that are performed in various locations in conjunction with union officials, and Engineering and/or Transportation departments.
- Participated in Corporate revision/implementation of various Safety-related policies including the Fire Extinguisher policy and SAFE-005 Accident Reporting policy.
- In conjunction with the Training Department, implemented a new Crane/Rigging/Sling refresher class.
- 20.6% decrease in FRA reportable accidents; 8.1% decrease in total accidents.
- 50% reduction in Material Handling related employee accidents .

2016 Challenges

- Complete Design and start production of major integrated projects – PTC and AVRМ Camera Systems
- Diesel shop capacity issues
- RCM Related Issues:
 - Review all RCM plans, procedures and maintenance intervals to assure optimum equipment reliability, customer safety and cost effectiveness.
 - Plan and Transition RCM Initiatives to next phases
 - Multi Year Production Plans and Lead Time implications.
- M9 Readiness / M3 Decommissioning Support
- Workforce attrition must be monitored to ensure vacancies are filled on a timely basis and overtime controls remain strong
- Maintaining fleet availability, repair and production with loss of West Side shop, rotating track outages, and loss of Extraordinary Interior Cleaning capability
- Fleet System/Component Obsolescence issues.
- MTA Enterprise Asset Management Plan Development and Support for the New MTA Corporate System



2016 Performance Goals

Description	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	113-123
Diesel Fleet Delays per Month	35
MU Fleet Delays per Month	45
Toilet Servicing Compliance - Electric Fleet	92%
Toilet Servicing Compliance - Diesel Fleet	92%



DIVERSITY / EEO REPORT

4th Quarter

2015

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, 2015 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.

2015 4th QUARTER EEO REPORT

AGENCY NAME: LONG ISLAND RAIL ROAD

**UTILIZATION ANALYSIS
WORKFORCE DATA AS OF DECEMBER 31, 2015**

JOB CATEGORY	FEMALES *			BLACKS			HISPANICS			ASIANS			AI/AN **			NHOP1 ***			OTHER		
	Est Avail %	Actual Met Avail	Yes	Est Avail %	Actual Met Avail	No	Est Avail %	Actual Met Avail	Yes	Est Avail %	Actual Met Avail	Yes	Est Avail %	Actual Met Avail	Yes	Est Avail %	Actual Met Avail	Yes	Est Avail %	Actual Met Avail	Yes
Officials & Administrators	22%	22%	Yes	13%	11%	No	7%	8%	Yes	4%	6%	Yes	0%	0%	Yes	1%	0%	No	2%	3%	Yes
Professionals	19%	22%	Yes	10%	15%	Yes	7%	8%	Yes	6%	13%	Yes	0%	0%	Yes	2%	0%	No	1%	4%	Yes
Technicians	11%	12%	Yes	11%	19%	Yes	8%	13%	Yes	7%	10%	Yes	0%	1%	Yes	1%	0%	No	1%	1%	Yes
Administrative Support	49%	45%	No	19%	26%	Yes	11%	12%	Yes	3%	5%	Yes	0%	0%	Yes	2%	0%	No	2%	3%	Yes
Skilled Craft	9%	10%	Yes	16%	16%	Yes	12%	11%	No	2%	3%	Yes	0%	0%	Yes	1%	0%	No	2%	2%	Yes
Service Maintenance	17%	18%	Yes	17%	25%	Yes	22%	15%	No	2%	3%	Yes	0%	0%	Yes	1%	0%	No	2%	4%	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.

2015 4th QUARTER EEO REPORT

AGENCY NAME: LONG ISLAND RAIL ROAD

**NEW HIRES
AS OF DECEMBER 31, 2015**

JOB CATEGORY	TOTAL ¹	FEMALES ²		NON-MINORITY		MINORITY		BLACKS		HISPANICS		ASIANS		AI/AN		NHOPI		OTHER	
	#	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrator	30	11	36.7%	16	53.3%	14	46.7%	4	13.3%	3	10.0%	7	23.3%	0	0.0%	0	0.0%	0	0.0%
Professionals	57	21	36.8%	25	43.9%	32	56.1%	6	10.5%	5	8.8%	19	33.3%	0	0.0%	0	0.0%	2	3.5%
Technicians	28	7	25.0%	14	50.0%	14	50.0%	2	7.1%	4	14.3%	6	21.4%	0	0.0%	0	0.0%	2	7.1%
Administrative Support	32	14	43.8%	15	46.9%	17	53.1%	7	21.9%	3	9.4%	5	15.6%	0	0.0%	0	0.0%	2	6.3%
Skilled Craft	285	29	10.2%	155	54.4%	130	45.6%	53	18.6%	48	16.8%	18	6.3%	1	0.4%	0	0.0%	10	3.5%
Service Maintenance	115	20	17.4%	64	55.7%	51	44.3%	22	19.1%	21	18.3%	3	2.6%	1	0.9%	0	0.0%	4	3.5%
Total	547	102	18.6%	289	52.8%	258	47.2%	94	17.2%	84	15.4%	58	10.6%	2	0.4%	0	0.0%	20	3.7%

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

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

2015 4th QUARTER EEO REPORT

AGENCY NAME: LONG ISLAND RAIL ROAD

EEO AND TITLE VI COMPLAINTS

JANUARY 1, 2015 THROUGH DECEMBER 31, 2015¹

Category	Race/Color	Sexual Harassment	Gender	Disability	National Origin	Age	Religion	Other ²	Total Issues ³	Total Cases	Status (# Open)
EEO	8	2	0	4	0	2	0	6	22	17	4
External Complaints	5	1	0	4	0	2	0	2	14	10	4
Internal Complaints	3	1	0	0	0	0	0	4	8	7	0

Category	Race	National Origin	Color	Total Issues	Total Cases	Status (# Open)
Title VI	11	2	0	13	13	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 1/1/15 TO 12/31/15

EXTERNAL

Agency	Decided In Favor of Agency	Decided In Favor of Complainant	Administrative Closure	Withdrawn	Dismissed	Resolved / Settled	Total
MTA LIRR	2	0	0	0	3	1	6
TOTAL	2	0	0	0	3	1	6

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

EEO DISCRIMINATION COMPLAINT RESOLUTION FROM 1/1/15 TO 12/31/15

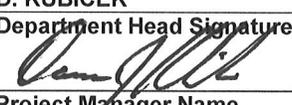
INTERNAL

Agency	Decided In Favor of Agency	Decided In Favor of Complainant	Administrative Closure	Withdrawn	Dismissed	Resolved / Settled	Total
MTA LIRR	5	2	0	0	0	0	7
TOTAL	5	2	0	0	0	0	7

TITLE VI COMPLAINT RESOLUTION FROM 1/1/15 TO 12/31/15

Agency	Decided In Favor of Agency	Decided In Favor of Complainant	Administrative Closure	Withdrawn	Dismissed	Resolved / Settled	Total
MTA LIRR	13	0	0	0	0	0	13
TOTAL	13	0	0	0	0	0	13

Staff Summary

Subject MARCH TIMETABLE CHANGE & TRACKWORK PROGRAMS						Date FEBRUARY 22, 2016			
Department SR. VICE PRESIDENT – OPERATIONS						Vendor Name			
Department Head Name D. KUBICEK						Contract Number			
Department Head Signature 						Contract Manager Signature			
Project Manager Name									
Board Action						Internal Approval			
Order	To	Date	Approval	Info	Other	Order	Approval	Order	Approval
1	LI COMM	2/22/16		X		3	Sr VP – Eng. 	1	President. 
						2	VP Mktg & PA 		

PURPOSE:

This is to inform the Long Island Committee of the MTA Long Island Rail Road's plan to adjust schedules beginning March 7, 2016, through May 22, 2016. Projects supported during this timetable include Bridge Rehabilitation on the Atlantic Branch, Mechanized Tie Replacement on the Port Washington Branch, Concrete Tie Replacement on the Babylon Branch and Hicksville Station Rehabilitation. Continuing projects include East Side Access work in Harold Interlocking, Wantagh Station rehabilitation, Atlantic Branch half-tie replacement, West Side Yard Overbuild, Jamaica Capacity Improvements, and Vanderbilt (VD) Yard construction. Additionally, Trackwork Programs during the month of March will support Concrete Tie Installation and Continuous Welded Rail Layout and Installation on the Babylon Branch at Valley Stream.

MARCH 7 TIMETABLE CHANGE

- **Atlantic Branch, Jamaica-Valley Stream – 150th St. Bridge Rehabilitation** – One of two main tracks will be out of service midday weekdays between Jamaica and Valley Stream for rehabilitation of the 150th St. Bridge in Jamaica.
- **Port Washington Branch, Harold-Shea – Mech Tie Replacement**– One of two main tracks will be out of service midday weekdays for the installation of new mechanized ties between Harold and Shea Interlockings.
- **Babylon Branch, Valley-Rocky – Concrete Tie Replacement** – One of two main tracks will be out of service weekends for the installation of new concrete ties between Valley and Rocky Interlockings. As the work progresses to production in the March timetable from preparation in the November timetable, the work window is extended into late Friday nights and early Monday mornings.
- **Main Line, Hicksville Station Rehabilitation** – One of three station tracks will be out of service weekends for the rehabilitation of Hicksville Station. This phase of the program has no anticipated impact on schedules for customers.

TRACK WORK PROGRAMS

- **Babylon Branch, Jamaica-Rockville Centre – Concrete Tie Replacement & Continuous Welded Rail Installation at Valley Stream** – One of two main tracks will be out of service between Hall Interlocking in Jamaica and Rocky Interlocking in Rockville Centre for installation of new concrete ties and continuous welded rail within Valley Interlocking for 50 hours each on two separate weekends: March 12-13 & March 19-20. In addition, prior to this program, two five-hour overnight outages will occur for the layout of the continuous welded rail within Valley Interlocking on the weekend of March 5-6.

DISCUSSION:

Timetable Change – Construction Activities

- **Atlantic Branch, Jamaica-Valley Stream – 150th St. Bridge Rehabilitation** – Rehabilitation of the 150th St. Bridge requires that one of two main tracks will be out of service midday weekdays between Jamaica and Valley Stream. As a result, 5 westbound Long Beach trains are adjusted 2 minutes earlier than normal, and 5 eastbound Long Beach trains are adjusted 30 minutes earlier. In addition, 6 eastbound Hempstead trains and 6 eastbound Far Rockaway trains are adjusted 30 minutes later.
- **Port Washington Branch, Harold-Shea – Mech Tie Replacement** – One of two main tracks will be out of service midday weekdays between Harold Interlocking and Mets-Willets Point Station for the installation of new mechanized ties. Schedules were adjusted in the November timetable when prep work for this project began.
- **Babylon Branch, Valley-Rocky – Concrete Tie Replacement** – One of two main tracks will be out of service weekends for the installation of new concrete ties between Valley and Rocky Interlockings. Most schedules were adjusted in the November timetable when prep work for this project began, with additional trains adjusted as follows to provide additional production time for the work late Friday nights and early Monday mornings: Three eastbound late evening Babylon Branch trains are adjusted between 7 minutes earlier and 6 minutes later; two westbound late evening Babylon Branch trains are adjusted up to 7 minutes later; four eastbound late evening Montauk Branch trains are adjusted 1 minute later; and all late evening/early morning train passing through the work zone have 1 minute additional running time.

Trackwork Program – Construction Activities

- **Babylon Branch, Jamaica-Rockville Centre – Continuous Welded Rail Layout at Valley Stream** – One of two main tracks will be out of service between Hall Interlocking in Jamaica and Rocky Interlocking in Rockville Centre for the layout of continuous welded rail within Valley Interlocking for two 5-hour overnight periods on the weekend of March 5-6. Overnight Friday into Saturday, two eastbound West Hempstead Branch trains will be replaced by buses between Valley Stream and West Hempstead with up to 19 minutes additional travel time, one westbound West Hempstead Branch train will be replaced by buses serving stations West Hempstead through Westwood and transferring to train service at Rockville Centre with up to 30 minutes additional travel time, two eastbound Babylon trains are adjusted between 6 minutes and 20 minutes later, one eastbound Babylon Branch train is cancelled with service 22 minutes earlier or 38 minutes later, and one westbound Babylon Branch train is cancelled with express service 2 minutes earlier or local service 37 minutes later. Overnight Saturday into Sunday, one eastbound West Hempstead

Branch train will be replaced by buses between Valley Stream and West Hempstead with up to 19 minutes additional travel time, two eastbound Babylon trains are adjusted between 6 minutes and 20 minutes later, one eastbound Babylon Branch train is cancelled with service 22 minutes earlier or 38 minutes later, and one westbound Babylon Branch train is cancelled with express service 2 minutes earlier or local service 37 minutes later.

- **Babylon Branch, Jamaica-Rockville Centre – Concrete Tie Replacement & Continuous Welded Rail Installation at Valley Stream** – One of two main tracks will be out of service between Hall Interlocking in Jamaica and Rocky Interlocking in Rockville Centre for installation of new concrete ties and continuous welded rail within Valley Interlocking for 50 hours each on two separate weekends: March 12-13 & March 19-20. Babylon Branch service will be reduced from half-hourly to hourly throughout the weekend, with remaining trains operating on adjusted schedules. As a result, connecting Montauk Branch trains will also operate on adjusted schedules. Sixteen westbound Huntington trains will have 5 minutes added dwell time at Jamaica to provide connections normally provided by Babylon Branch trains. They will also add local stops west of Jamaica to preserve Kew Gardens and Forest Hills service patterns. West Hempstead Branch trains will be replaced with buses each weekend. Customers can expect up to 30 minutes additional travel time. A similar program will occur on two subsequent weekends later in the Spring.

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.



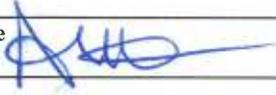
Metro-North Railroad

Procurements

Subject Request for Authorization to Award Various Procurements

Department Procurement and Material Management

Department Head Name Alfred Muir, Sr. Director

Department Head Signature 

Project Manager Name

Date February 8, 2016

Vendor Name Various

Contract Number Various

Contract Manager Name Various

Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	MNR Comm. Mtg.	2-22-16	X		
2	MTA Board Mtg.	2-24-16	X		

Internal Approvals			
	Approval		Approval
X	President 		
X	Executive V.P. 		V.P. Capital Programs
X	Sr. V.P. Operations 	X	Acting V.P. & General Counsel 
X	VP Finance & IT 		

Internal Approvals (cont.)							
Order	Approval	Order	Approval	Order	Approval	Order	Approval
_____	_____	_____	_____	_____	_____	_____	_____

PURPOSE:

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

DISCUSSION:

MNR proposes to award non-competitive procurements in the following categories:

	# of Actions	\$ Amount
<u>Schedules Requiring Two-Thirds Vote (or more, where noted)</u>	NONE	
<u>Schedules Requiring Majority Vote</u>	NONE	

SUB TOTAL:

MNR proposes to award competitive procurements in the following categories:

	<u># of Actions</u>	<u>\$ Amount</u>
<u>Schedules Requiring Two-Thirds Vote (or more, where noted)</u>	<u>NONE</u>	
<u>Schedules Requiring Majority Vote</u>		
Schedule G: Miscellaneous Service Contracts	4	\$1,593,473
Transportation Technology, Inc. \$666,371		
Wabtec Passenger Transit, Inc. \$272,028		
Sherwood Electromotion, Inc. \$500,000		
Walco Electric Company, Inc. \$155,074		
Schedule H: Modifications to Personal/Miscellaneous Service Contracts	2	\$3,000,000
Danella Rental Systems, Inc. \$1,000,000		
TNT Equipment, Inc. \$2,000,000		
SUB TOTAL:	6	\$4,593,473

MNR presents the following procurement actions for Ratification:

<u>Schedules Requiring Two-Thirds Vote (or more, where noted)</u>	<u>NONE</u>	
<u>Schedules Requiring Majority Vote</u>		
SUB TOTAL:		
TOTAL:	6	\$4,593,473

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 MNR operating and capital funds in the amount listed. Funds are available in the current MNR 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 2016

METRO-NORTH RAILROAD

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

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.)

1. Transportation Technology, Inc. \$666,371 (not-to-exceed)

Overhaul of BL20GH Caterpillar Head End Power Engines and Alternators

Approval is requested to award a competitively solicited (one bid received) miscellaneous service contract in the amount of \$666,371 to Transportation Technology Inc. (TTI), the sole responsive, responsible bidder, to overhaul nine BL20GH Caterpillar Head End Power (HEP) Engines and Alternators.

The scope of work includes but is not limited to: disassembling the engine and cleaning and renewing piston rings, cylinder liners, and crankshaft main bearings, replacing connecting rods, cylinder heads, valve rotators, and fuel injectors and specifically overhauling the engine's alternator in accordance with the required Original Equipment Manufacturer (OEM) maintenance specifications. These units will have a warranty of two years after placement in service. The overhaul of these HEP and Alternator units shall maintain them in a state of good repair and preclude system failures.

TTI was the sole responsive and responsible bidder of these services. A price comparison shows that TTI is 19.3% below the engineer's estimate for this overhaul and deemed fair and reasonable. This procurement is to be funded by the MNR Operating Budget.

2. Wabtec Passenger Transit, Inc. \$272,028 (not-to-exceed)

Repair and Return of WABTEC D4 Air Compressors

Approval is requested to award a competitively solicited, two year miscellaneous service contract (two bids received) in the amount of \$272,028 for the pick-up, repair, and delivery of Wabtec D4 Air Compressors used on MNR's M-2 fleet. The current M-2 fleet consists of thirty-six cars.

The scope of work includes but is not limited to: disassembling, cleaning, and inspection of components, motor repairing or rebuilding, rebuilding of compressor and armature balancing and testing. These repairs ensure the efficient, timely, and safe operation of the M-2 railcars. MNR does not have in-house capability to perform this work.

The unit prices contained within this agreement are fixed for the two year period. Wabtec pricing is 32% lower than the next lowest bid and is deemed fair and reasonable for the work to be performed. This procurement is to be funded by the MNR Operating Budget.

3. Sherwood Electromotion, Inc. \$500,000 (not-to-exceed)
Repair and Return of EMD Locomotive D77 and D78 Traction Motors

Approval is requested to award a competitively solicited, five year (three year base with two 1-year options) miscellaneous service contract (three bids received) in the amount of \$500,000 for the pick-up, repair, and delivery of D77 and D78 traction motors used on MNR's switcher shuttle Locomotive fleets. This is required to maintain MNR's locomotive fleet's long term operational requirements.

The scope of work includes but is not limited to: armature testing and rewind, installation of coils, and repair, and recondition and rebuild of motor assemblies. These repairs ensure the efficient, timely, and safe operation of the locomotive fleet. MNR does not have in-house capability to perform this work.

The unit prices contained within this agreement are fixed for the first three years, with the fourth and fifth year prices adjusted in accordance with the Bureau of Labor Statistics. Sherwood's pricing is 60.71% lower than the next lowest bid and is deemed fair and reasonable for the work to be performed. This procurement is to be funded by the MNR Operating Budget.

4. Walco Electric Company, Inc. \$155,074 (not-to-exceed)
Repair and Return of General Electric GDY54 Double Ended Motor Blower Sets

Approval is requested to award a competitively solicited, two year (with options up to four years), miscellaneous service contract (three bids received) in the not-to-exceed amount of \$155,074 for the pick-up, repair, and delivery of General Electric GDY54 Double Ended Motors Blower Sets used on MNR's M-2 EMU Fleet.

The scope of work includes but is not limited to: disassembling, cleaning and inspecting components, motor repairing or rebuilding, rebuilding of compressor, and armature balancing and testing. These repairs ensure the efficient, timely, and safe operation of the remaining EMU railcars in service. MNR does not have the in-house capability to perform this work.

The prices contained within this agreement are fixed for the two year base period with the third fourth, fifth and sixth year prices adjusted in accordance with the Bureau of Labor Statistics. Walco's pricing is 29% lower than the next lowest bid and is deemed fair and reasonable for the work to be performed. This procurement is to be funded by the MNR Operating Budget.

H. Modifications to Personal/Miscellaneous Service Contracts

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

5. **Danella Rental Systems, Inc. \$1,000,000**
TNT Equipment, Inc. \$2,000,000

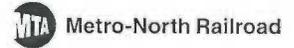
Heavy Equip. and Vehicle Rental Contract \$3,000,000 (not-to-exceed) Staff Summary Attached

Approval is requested to award a contract change order for additional funding under the current purchase authorizations with Danella Rental Systems, Inc. (Danella) and TNT Equipment, Inc. (TNT) in the total amount of \$3,000,000 to provide continuous rental of heavy equipment and vehicles used by MNR's various operating divisions. Danella and TNT currently provide specific earthmoving, truck, and industrial rental equipment to MNR.

In 2014 under a joint procurement lead by Long Island Rail Road (LIRR), MNR awarded a tiered three-year contract to eight heavy and vehicle rental suppliers to support various MNR departments and their territories of responsibility. To date, MNR has experienced significant increases in vehicle rental spending over the last two year period with the trend forecasted to continue through the contract completion of April 2017. This is due to unanticipated rentals and an increase in the number of vehicles needed to meet the demand of all current open projects throughout the Railroad.

All terms and conditions as well as the pricing for equipment rentals will remain unchanged. The total cost for this change order request is not to exceed \$3,000,000 (\$1,000,000 = Danella and \$2,000,000= TNT), and it is to be funded by the MNR Operating Budget.

Schedule H: Modifications to Personal Service and Miscellaneous Service Contracts



Item Number: H

Vendor Name (& Location) Danella Rental Systems, Inc. (Plymouth Meeting, PA) TNT Equipment, Inc. (Cinnaminson, NJ)	Contract Number IT04360-MW04	AWO/Modification # 2
Description Heavy Equipment and Vehicle Rental Contract	Original Amount:	\$2,046,000
Contract Term (including Options, if any) Three Years	Prior Modifications:	\$750,000
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Prior Budgetary Increases:	\$0.00
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	Current Amount:	\$2,796,000
Solicitation Type <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other:	This Request:	\$3,000,000
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	% of This Request to Current Amount:	93.2%
Requesting Dept/Div & Dept/Div Head Name: Procurement & Material Management, A Muir, Sr. Director	% of Modifications (including This Request) to Original Amount:	68.2%

Discussion:

Approval is requested to award a contract change order for additional funding under the current purchase authorizations with Danella Rental Systems, Inc. (Danella) and TNT Equipment, Inc. (TNT) in the total amount of \$3,000,000 to provide continuous rental of heavy equipment and vehicles used by MNR's various operating divisions. Danella and TNT currently provide specific earthmoving, truck, and industrial rental equipment to MNR.

In 2014, under a joint procurement led by Long Island Rail Road (LIRR), MNR awarded a tiered three-year contract to eight heavy and vehicle rental suppliers to support various MNR departments and their territories of responsibility. To date, MNR has experienced significant increases in vehicle rental spending over the last two year period with the trend forecasted to continue through the contract completion of April 2017. This is due to unanticipated rentals and an increase in the number of vehicles needed to meet the demand of MNR's ongoing effort to renew the safety of its infrastructure and return it to a state of good repair.

All terms and conditions as well as the pricing for equipment rentals will remain unchanged. The total cost for this change order request is not to exceed \$3,000,000 (\$1,000,000 = Danella and \$2,000,000 = TNT), and it is to be funded by the MNR Operating Budget.

LONG ISLAND RAIL ROAD

PROCUREMENTS

FOR

BOARD ACTION

February 24, 2016

Staff Summary

Subject : Request for Authorization to Award Various Procurements						Date <p style="text-align: center;">February 24, 2016</p>			
Department Procurement & Logistics									
Department Head Name Dennis L. Mahon, Chief Procurement & Logistics Officer									
Department Head Signature 									
Board Action						Internal Approvals			
Order	To	Date	Approval	Info	Other	Order	Approval	Order	Approval
1	LI Committee	02.22.16				X	President <i>PJM</i>		VP & CFO
2	MTA Board	02.24.16				X	Exec. Vice President <i>cep</i>		VP, Gen. Counsel & Secy
							Sr. VP-Operations		
							Executive VP		

PURPOSE:

To obtain approval of the Board to award various contracts and purchase orders, and to inform the Long Island Rail Road Committee of these procurement actions.

DISCUSSION:

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

<u># of Actions</u>	<u>\$ Amount</u>
None	

LIRR proposes to award Competitive Procurements in the following categories:

<u># of Actions</u>	<u>\$ Amount</u>
---------------------	------------------

Schedules Requiring Two-Thirds Vote

Schedule B: Competitive Requests for Proposals

	1	\$TBD
SUBTOTAL	1	

LIRR proposes to award Ratifications in the following categories:

<u># of Actions</u>	<u>\$ Amount</u>
None	

	<u>1</u>	<u>\$TBD</u>
<u>TOTAL:</u>		

BUDGET IMPACT:

The purchases/contracts will result in obligating LIRR operating and capital funds in the amounts listed. Funds are available in the current operating budget 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 2016

MTA LONG ISLAND RAIL ROAD

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote

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

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

- | | | | |
|----|---|--------------|--------------------------------------|
| 1. | TBD
Competitive RFP
Contract No. TBD | \$TBD | <i><u>Staff Summary Attached</u></i> |
|----|---|--------------|--------------------------------------|

LIRR requests MTA Board approval to adopt a resolution declaring that competitive bidding is impractical or inappropriate and that it is in the public's best interest to use the Request for Proposal (RFP) process pursuant to Section 1265-a of the Public Authorities Law to award a contract to design and furnish signal system components for the New Second Track – Farmingdale to Ronkonkoma on the LIRR Ronkonkoma Branch. A preliminary design is being completed by the LIRR's Design Consultant.

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

Staff Summary



Item Number:					
Dept & Dept Head Name: Procurement & Logistics, Dennis					
Department Head Signature & Date <i>[Signature]</i> 2/10/16					
Division & Division Head Name: Program Management, Richard Oakley					
Division Head Signature & Date <i>[Signature]</i>					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	LI Committee	2.22.16	X		
2	MTA Board	2.24.16	X		
Internal Approvals					
Order	Approval	Ord	Approval		
1	President <i>[Signature]</i>	4	Sr. VP, Engineering <i>[Signature]</i>		
2	Executive VP <i>[Signature]</i>	5	VP, Chief Financial Officer <i>[Signature]</i>		
3	Sr. VP, Operations <i>[Signature]</i>	6	VP, Gen Counsel <i>[Signature]</i>		

SUMMARY INFORMATION	
Vendor Name	Contract Number
TBD	TBD
Description:	
New Signal Equipment - Mainline Second Track, Farmingdale to Ronkonkoma Phase I and Phase II	
Total Amount:	
TBD	
Contract Term (including Options, if any):	
TBD	
Options(s) included in Total Amount:	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Renewal?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Procurement Type	
<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-Competitive	
Solicitation Type	
<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source	
<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

I. PURPOSE/RECOMMENDATION

LIRR requests MTA Board approval to adopt a resolution declaring that competitive bidding is impractical or inappropriate and that it is in the public’s best interest to use the Request for Proposal (RFP) process pursuant to Section 1265-a of the Public Authorities Law to award a contract to design and furnish signal system components for the New Second Track – Farmingdale to Ronkonkoma on the LIRR Ronkonkoma Branch. LIRR’s Design Consultant is completing a preliminary design.

II. DISCUSSION

LIRR’s Main Line track between Farmingdale and Ronkonkoma consists of a single electrified at-grade track, with limited passing sidings. The total length of the corridor is 17.9 miles, with single track segments totaling 12.6 miles. Operation of a full Double Track will allow for more reliable LIRR Main Line service and faster recovery time following service disruptions. This investment will also allow for more frequent, half-hourly, mid-day service along this corridor. For the Farmingdale to Ronkonkoma segment of the LIRR, the construction of the Double Track is the key to improving service reliability and on-time performance and increasing service during off-peak and weekend periods.

Work under this contract supports Phase I (west of Central Islip to Ronkonkoma) currently funded and under construction, and Phase II (Farmingdale to west of Central Islip), which funding is included in LIRR’s proposed 2015- 2019 Capital Plan. Phase II work is included as option work. This request addresses the procurement of a signal system to support the entire second track, which will require final design, fabrication, delivery, testing and system integration of interlocking Central Instrument Locations (“CILs”), master locations, transmitter locations, grade crossing huts, cases and associated subsystems. Divide Tower will control this new signal system and will have new interlockings at Farmingdale, Wyandanch, Deer Park, Central Islip and modified at Ronkonkoma, and will include 18 new grade crossing huts, among other features.

Staff Summary



The RFP process generally is used in design-furnish and design-build contracts because the technical specifications are not sufficiently complete to utilize a formal competitive bidding solicitation. With respect to this procurement, the RFP process also gives LIRR the ability to evaluate terms other than price alone, such as technical approach, staff qualifications, and past performance. In this regard, each qualified firm that is capable of designing and furnishing the signal huts called for under the contract will have a unique system architecture with advantages and disadvantages, which can be evaluated during the RFP process. If the Board adopts this resolution declaring that competitive bidding is impractical, LIRR anticipates presenting a recommendation to the Board to award a contract during the 3rd quarter of 2016.

III. D/M/WBE INFORMATION

Goals for this contract are to be determined by the MTA Office of Civil Rights.

IV. IMPACT ON FUNDING

Funding for Phase I (base) is included in LIRR's 2010-2014 Capital Budget. Phase II (option) funding is included in LIRR's proposed 2015-2019 Capital Program. However, award is subject to approval of the 2015-2019 Capital Program.

V. ALTERNATIVES

The alternative is to use the Invitation for Bid process. However, this alternative prevents communication with the contractor until after award, and as a result the LIRR would lose the ability to negotiate improvements to the construction schedule and incorporate more efficient means and methods for project delivery.

METRO-NORTH AND LONG ISLAND RAILROAD

JOINT COMMITTEE

MTA BOARD

PROCUREMENT PACKAGE

FEBRUARY 2016

Staff Summary



Subject Request for Authorization to Award Various Procurements					
Department Law and Procurement					
Department Head Name <i>JCA</i> Evan M. Eisland					
Department Head Signature <i>[Signature]</i>					
Board Action					
Order	To	Date	Approval	Info	Other
1	Long Island Rail Road Committee	2/22/16	X		
2	Board	2/24/16	X		

Date: February 5, 2016			
Vendor Name GCT Constructors JV			
Contract Number CM014B			
Contract Manager Name W. Ford			
Internal Approvals			
	Approval		Approval
4	President <i>[Signature]</i>	3	Executive Vice President & Chief Financial Officer <i>AD</i>
2	Vice President, Program Controls <i>[Signature]</i>	1	Chief Procurement Officer <i>[Signature]</i>

PURPOSE

To obtain the approval of the Board to award a modification and, to inform the Long Island Railroad Committee of this procurement action.

DISCUSSION

MTA Capital Construction proposes to award Competitive Procurements in the following categories:

Schedules Requiring Majority Vote:	# of Actions	\$ Amount
Schedule I Modifications to Purchase and Public Work Contracts	1	\$2,550,000
TOTAL	1	\$2,550,000

Budget Impact:

The approval of the modification will obligate MTA Capital Construction capital funds in the respective amount listed. Funds are available in the current capital budget for this purpose.

Recommendation:

That the modification be approved as proposed. (The item is included in the resolution of approval at the beginning of the Procurement Section.)

MTA Capital Construction Company

BOARD RESOLUTION

WHEREAS, in accordance with Section 1265-a and 1209 of the Public Authorities Law and the All Agency Procurement guidelines, the Board authorizes the award of certain non-competitive purchase and public works 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 service and miscellaneous procurement contracts, certain change orders to purchase, public work, and miscellaneous service and miscellaneous procurement contracts;

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 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 authorization to solicit proposals is requested, for the reasons specified therein, the Board declares competitive bidding to be impractical or inappropriate, declares it is in the public interest to solicit competitive request for proposals and authorizes the solicitation of such proposals.
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. As to each action set forth in Schedule D, the Board declares competitive bidding impractical or inappropriate for the reasons specified therein, and ratifies each action 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; 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.
7. The Board authorizes the budget adjustments to estimated contracts set forth in Schedule L.

JANUARY 2016

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVALProcurements Requiring Majority Vote:**Schedule I. Modifications To Purchase and Public Work Contracts**

(Staff Summaries required for individual change orders greater than \$750K. Approval without Staff Summary required for change orders greater than 15% of the adjusted contract amount which are also at least \$250K)

- | | | | |
|----|---|--------------|-------------------------------|
| 1. | GCT Constructors JV
Contract No. CM014B
Modification No. 10 | \$ 2,550,000 | <u>Staff Summary Attached</u> |
|----|---|--------------|-------------------------------|

In accordance with Article IX of the All-Agency Procurement Guidelines, MTACC requests that the Board approve a modification to the Contract to accommodate an entrance to the ESA Concourse on 43rd St.

Item Number: 1

Vendor Name (& Location) GCT Constructors JV (NY, NY)	
Description GCT Concourse and Facilities Fit-Out	
Contract Term (including Options, if any) 1,726 Days	
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: East Side Access/W. Goodrich, P.E.	

Contract Number	AWO/Modification #
CM014B	10
Original Amount:	\$ 404,622,096
Prior Modifications:	\$ 612,528
Exercised Options:	\$ 20,184,943
Current Amount:	\$ 425,419,567
This Request	\$ 2,550,000
% of This Request to Current Amount:	.6%
% of Modifications (including This Request) to Original Amount:	.78%

Discussion:

The scope of work under this Contract is for the architectural, structural, mechanical and electrical fit-out of the Long Island Railroad (LIRR) East Side Access Concourse within Grand Central Terminal. In addition, the work includes the fit-out of four major existing escalator wellways and two existing vertical shafts connecting the LIRR Concourse to the terminal caverns below and the Metro North Concourse above, as well as the installation of eleven elevators at various locations and the construction of a structural shell for the future 48th Street Entrance. In accordance with Article IX of the All-Agency Procurement Guidelines, MTACC requests that the Board approve a modification to the Contract to accommodate an entrance to the ESA Concourse on 43rd St.

Real estate developer SL Green has acquired properties between 42nd Street and 43rd Street, between Madison and Vanderbilt Avenues. SL Green plans to build an office tower at this location. As a condition of New York City Department of Building's permit approval for construction of the tower, SL Green is obligated to provide transit improvements for the redeveloped properties. Consistent with this obligation, SL Green and the MTA are in the process of negotiating the definitive agreements that will govern the performance of such work. One of the transit improvements that SL Green will construct is an entrance to the new LIRR GCT Concourse at 43rd St. on SL Green's property. This new entrance will provide supplementary access to the LIRR Concourse, improving passenger flow and providing additional emergency egress.

In order to accommodate the 43rd St. entrance it is necessary to reframe an existing abutment wall, modify affected portions of the architectural, mechanical, plumbing, and electrical components of the new concourse, and perform rock excavation directly adjacent to the ESA LIRR Concourse. This construction work will be performed under this Contract. SL Green will complete the construction of the future entrance west of the abutment wall as part of the office tower construction.

The Contractor proposed \$3,006,293 for this work while MTACC's estimate was \$2,514,000. The parties negotiated and agreed to a cost of \$2,550,000 which is considered to be fair and reasonable. Funding will be allocated through the Interagency area of the 2010-2014 MTA Capital Program. There is no time impact associated with this modification.



Metro-North Railroad

Operations Report



MONTHLY OPERATING REPORT

January 2016

Date Issued:
Thursday, February 04, 2016

Performance Summary			2016 Data			2015 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%	94.2%	94.2%	93.0%	93.0%	
		AM Peak	93.0%	85.7%	85.7%	85.3%	85.3%	
		AM Reverse Peak	93.0%	93.9%	93.9%	91.3%	91.3%	
		PM Peak	93.0%	97.4%	97.4%	94.7%	94.7%	
		Total Peak	93.0%	91.7%	91.7%	90.1%	90.1%	
		Off Peak Weekday	93.0%	94.4%	94.4%	92.5%	92.5%	
		Weekend	93.0%	97.2%	97.2%	97.0%	97.0%	
		Hudson Line	Overall	93.0%	95.5%	95.5%	94.7%	94.7%
		AM Peak	93.0%	87.4%	87.4%	84.3%	84.3%	
		AM Reverse Peak	93.0%	98.1%	98.1%	94.4%	94.4%	
		PM Peak	93.0%	98.6%	98.6%	98.0%	98.0%	
		Total Peak	93.0%	93.4%	93.4%	91.3%	91.3%	
		Off Peak Weekday	93.0%	96.6%	96.6%	95.7%	95.7%	
		Weekend	93.0%	96.8%	96.8%	97.4%	97.4%	
		Harlem Line	Overall	93.0%	95.2%	95.2%	94.8%	94.8%
		AM Peak	93.0%	86.0%	86.0%	88.3%	88.3%	
		AM Reverse Peak	93.0%	93.1%	93.1%	90.9%	90.9%	
		PM Peak	93.0%	98.1%	98.1%	97.7%	97.7%	
		Total Peak	93.0%	92.1%	92.1%	92.6%	92.6%	
		Off Peak Weekday	93.0%	96.5%	96.5%	95.3%	95.3%	
		Weekend	93.0%	97.6%	97.6%	96.7%	96.7%	
	New Haven Line	Overall	93.0%	92.8%	92.8%	90.7%	90.7%	
	AM Peak	93.0%	84.4%	84.4%	83.4%	83.4%		
	AM Reverse Peak	93.0%	92.5%	92.5%	89.9%	89.9%		
	PM Peak	93.0%	96.1%	96.1%	90.3%	90.3%		
	Total Peak	93.0%	90.4%	90.4%	87.2%	87.2%		
	Off Peak Weekday	93.0%	91.8%	91.8%	88.7%	88.7%		
	Weekend	93.0%	97.1%	97.1%	97.0%	97.0%		
Operating Statistics	Trains Scheduled		18,484	18,484	18,484	18,498	18,498	
	Avg. Delay per Late Train (min) <small>excluding trains canceled or terminated</small>			11.0	11.0	10.9	10.9	
	Trains Over 15 min. Late <small>excluding trains canceled or terminated</small>		1,800	142	142	165	165	
	Trains Canceled		220	14	14	27	27	
	Trains Terminated		220	31	31	34	34	
	Percent of Scheduled Trips Completed		99.7%	99.8%	99.8%	99.7%	99.7%	
Consist Compliance	System	Overall	99.8%	99.6%	99.6%	99.5%	99.5%	
<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%	99.1%	99.1%	99.5%	99.5%	
		AM Reverse Peak	99.8%	100.0%	100.0%	100.0%	100.0%	
		PM Peak	99.8%	99.0%	99.0%	98.0%	98.0%	
		Total Peak	99.8%	99.2%	99.2%	99.0%	99.0%	
		Off Peak Weekday	99.8%	99.9%	99.9%	99.8%	99.8%	
		Weekend	99.8%	99.9%	99.9%	100.0%	100.0%	
		Hudson Line	AM Peak	99.8%	100.0%	100.0%	100.0%	100.0%
		PM Peak	99.8%	99.8%	99.8%	99.3%	99.3%	
		Harlem Line	AM Peak	99.8%	98.8%	98.8%	99.2%	99.2%
		PM Peak	99.8%	98.5%	98.5%	98.4%	98.4%	
		New Haven Line	AM Peak	99.8%	98.6%	98.6%	99.3%	99.3%
		PM Peak	99.8%	98.8%	98.8%	96.9%	96.9%	

SYSTEM Category of Delay

Delay Minutes / Delay Threshold	% Total	December	2016 Data		2015 Data		YTD 2016 Vs 2015
			January	YTD thru January	January	YTD thru January	
Engineering (Scheduled)	7.1%	123	133	133	146	146	-13
Engineering (Unscheduled)	32.7%	200	611	611	843	843	-232
Maintenance of Equipment	17.5%	269	327	327	412	412	-85
Transportation	2.6%	67	49	49	26	26	23
Capital Projects	0.3%	7	5	5	0	0	5
Weather and Environmental	24.6%	68	459	459	152	152	307
Police	4.1%	96	76	76	174	174	-98
Customers	5.0%	122	93	93	73	73	20
Other	5.9%	176	111	111	379	379	-268
3rd Party Operations	0.1%	0	2	2	0	0	2
TOTAL	100.0%	1,128	1,866	1,866	2,205	2,205	-339

HUDSON LINE	% Total	December	January	YTD thru January	January	YTD thru January	YTD 2016 Vs 2015
Engineering	31.9%	102	136	136	200	200	-64
Maintenance of Equipment	14.5%	31	62	62	116	116	-54
Transportation	1.6%	13	7	7	6	6	1
Capital Projects	0.0%	2	0	0	0	0	0
Weather and Environmental	36.5%	14	156	156	14	14	142
Police	2.8%	9	12	12	15	15	-3
Customers	4.0%	26	17	17	9	9	8
Other	8.4%	89	36	36	53	53	-17
3rd Party Operations	0.2%	0	1	1	0	0	1
TOTAL	100.0%	286	427	427	413	413	14

HARLEM LINE	% Total	December	January	YTD thru January	January	YTD thru January	YTD 2016 Vs 2015
Engineering	46.2%	80	208	208	184	184	24
Maintenance of Equipment	16.4%	56	74	74	104	104	-30
Transportation	2.9%	23	13	13	2	2	11
Capital Projects	0.0%	0	0	0	0	0	0
Weather and Environmental	24.7%	18	111	111	41	41	70
Police	5.1%	20	23	23	94	94	-71
Customers	4.2%	30	19	19	12	12	7
Other	0.4%	27	2	2	78	78	-76
3rd Party Operations	0.0%	0	0	0	0	0	0
TOTAL	100.0%	254	450	450	515	515	-65

NEW HAVEN LINE	% Total	December	January	YTD thru January	January	YTD thru January	YTD 2016 Vs 2015
Engineering	40.5%	141	400	400	606	606	-206
Maintenance of Equipment	19.3%	182	190	190	192	192	-2
Transportation	2.9%	31	29	29	18	18	11
Capital Projects	0.4%	4	4	4	0	0	4
Weather and Environmental	19.5%	36	192	192	96	96	96
Police	4.2%	66	41	41	65	65	-24
Customers	5.8%	66	57	57	52	52	5
Other	7.4%	60	73	73	248	248	-175
3rd Party Operations	0.1%	0	1	1	0	0	1
TOTAL	100.0%	586	987	987	1,277	1,277	-290

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			TOTAL		
			L	C	T	L	C	T	L	C	T	L	C	T	Late	Cxld Term	
01/05	Tue	Congestion due to Stop and Warn in effect at Hoyt Street and Camp Avenue on New Canaan Branch, truck struck and broke crossing gate.	10	0	0	5	0	0	0	0	0	2	0	0	17	0	0
01/05	Tue	Trains were flagged by 1S Signal account track circuit down.	7	0	0	2	0	0	0	0	0	10	0	0	19	0	0
01/13	Wed	Train 509 was terminated at 125th Street Station account HEP problems.	12	0	0	6	0	1	0	0	0	4	0	0	22	0	1
01/13	Wed	Tracks 4 and 14 not available in New Haven Station due to damage.	3	0	0	0	0	0	1	0	0	8	0	0	12	0	0
01/15	Fri	35 Switch damaged at CP 241 impacting the Danbury Branch.	0	0	0	0	0	0	0	0	0	8	0	2	8	0	2
01/19	Tue	The first track circuit north of Tremont on track 1 was down and a track circuit was dropping intermittently on track E at CP 1, EF track circuit	12	0	0	1	0	0	0	0	0	4	0	0	17	0	0
01/20	Wed	A breaker operation on track 2 from Morris Heights to Highbridge and the power closed back in.	13	0	0	0	0	0	0	0	0	1	0	0	14	0	0
01/22	Fri	Delays due to medical assistance needed on train 1525 at 125th Street Station.	13	0	0	0	0	0	3	0	0	1	0	0	17	0	0
01/25	Mon	Train 761 disabled on track 4 south of Greystone with air issues.	0	0	0	0	0	0	4	1	0	11	0	0	15	1	0
01/25	Mon	Blizzard weather conditions impacted service.	66	0	0	6	1	0	6	0	0	33	0	0	111	1	0

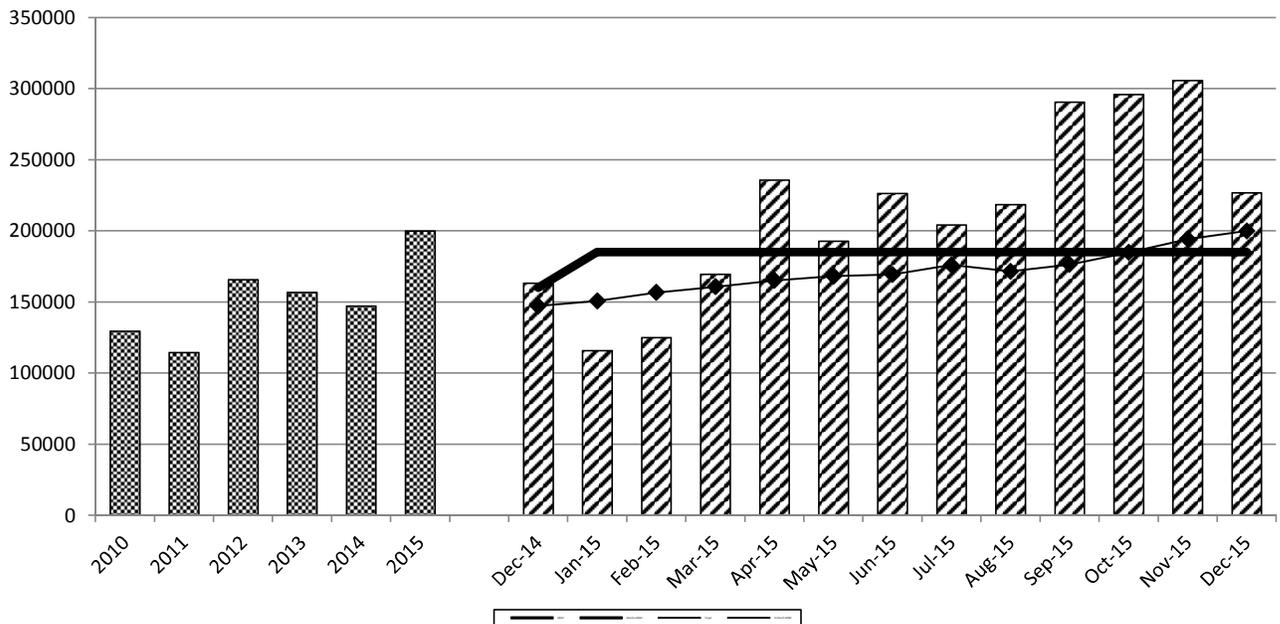
EVENTS RESULTING IN 10 or MORE LATE (L), CANCELED (C) or TERMINATED (T) TRAINS

Date	Day	DESCRIPTION OF EVENT	Number of Late Trains														
			AM Peak			AM Reverse			PM Peak			Off Peak			TOTAL		
			L	C	T	L	C	T	L	C	T	L	C	T	Late	Cxld	Term
01/26	Tue	A broken rail on track 3, 50 feet south of the 3N signal, causing delays.	4	0	0	0	0	0	0	0	0	19	0	0	23	0	0
01/26	Tue	A breaker operation within substation M-50, causing delays.	0	0	0	0	0	0	5	0	0	7	0	0	12	0	0
01/26	Tue	Congestion from CP5 - CP1 due to track circuits down / Ladder K out of service.	46	0	0	12	0	0	0	0	0	8	0	0	66	0	0
01/27	Wed	Congestion between CP5 to CP1 due to a track defect, a cracked point on the normal point of the 313B switch.	60	0	0	3	0	0	4	0	0	5	0	0	72	0	0
01/27	Wed	An unattended bag on train 607 on track 3 at CP 1, requested police assistance at 125th Street.	17	0	0	1	0	1	0	0	0	0	0	0	18	0	1
01/28	Thu	Train 612 terminated at CP 113 due to unable to take power.	32	0	1	6	0	0	0	0	0	0	0	0	38	0	1
01/29	Fri	Restriction on track 5 over the 35B switch at CP 234 account of a pull apart.	0	0	0	0	0	0	4	1	0	32	0	0	36	1	0
TOTAL FOR MONTH			295	0	1	42	1	2	27	2	0	153	0	2	517	3	5
															525		

			2015 Data						2014 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 Rolling Avg MDBF (miles)	Dec MDBF (miles)	Dec No. of Primary Failures	YTD MDBF thru Dec (miles)
Mean Distance Between Failures	M246	36	40,000	11,496	2	5	38,862	38,862	23,848	12	32,408
	M8	405	280,000	221,141	10	12	284,388	284,388	361,654	7	221,076
	M3	140	135,000	296,159	2	0	156,027	156,027	147,142	2	151,934
	M7	336	460,000	2,093,516	4	0	515,182	515,182	512,612	4	382,422
	Coach	213	295,000	367,260	5	4	315,538	315,538	487,118	3	266,970
	P-32	31	35,000	27,507	5	7	24,027	24,027	17,414	11	23,632
	BL-20	12	13,000	20,705	3	2	16,267	16,267	13,597	3	17,343
	Fleet	1173	185,000	226,795	31	30	199,838	199,838	163,243	42	147,063
	M2/4/6/8		185,000	159,481	12	17	209,455	209,455	148,303	19	117,231
	M3/7		320,000	2,389,674	6	0	398,836	398,836	390,789	6	315,088
Diesel/Coach		120,000	131,000	13	13	111,647	111,647	99,629	17	107,035	

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 2010 - 2015



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%	96.2%	96.2%	92.8%	92.8%	
		AM Peak	95.5%	95.1%	95.1%	93.6%	93.6%	
		PM Peak	95.5%	96.4%	96.4%	91.1%	91.1%	
		Total Peak	95.5%	95.7%	95.7%	92.4%	92.4%	
		Off Peak Weekday	95.5%	97.1%	97.1%	93.4%	93.4%	
		Weekend	95.5%	95.3%	95.3%	92.4%	92.4%	
		Pascack Line	Overall	96.5%	97.1%	97.1%	93.6%	93.6%
		AM Peak	96.5%	95.4%	95.4%	94.7%	94.7%	
		PM Peak	96.5%	99.2%	99.2%	88.0%	88.0%	
		Total Peak	96.5%	97.2%	97.2%	91.6%	91.6%	
		Off Peak Weekday	96.5%	98.3%	98.3%	95.2%	95.2%	
		Weekend	96.5%	95.0%	95.0%	93.2%	93.2%	
		Port Jervis Line	Overall	95.0%	95.0%	95.0%	91.7%	91.7%
		AM Peak	95.0%	94.7%	94.7%	92.1%	92.1%	
		PM Peak	95.0%	93.0%	93.0%	94.7%	94.7%	
		Total Peak	95.0%	93.9%	93.9%	93.4%	93.4%	
		Off Peak Weekday	95.0%	95.4%	95.4%	90.5%	90.5%	
	Weekend	95.0%	95.9%	95.9%	91.1%	91.1%		
Operating Statistics	Trains Scheduled		1,587	1,587	1,625	1,625		
	Avg. Delay per Late Train (min) <small>excluding trains canceled or terminated</small>		21.5	21.5	21.1	21.1		
	Trains Over 15 min. Late <small>excluding trains canceled or terminated</small>	200	31	31	50	50		
	Trains Canceled	60	3	3	8	8		
	Trains Terminated	60	5	5	10	10		
	Percent of Scheduled Trips Completed	99.4%	99.5%	99.5%	98.9%	98.9%		

JANUARY 2016 STANDEE REPORT

East of Hudson

			JAN 2015	YTD 2015	JAN 2016	YTD 2016
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	11	11	14	14
Total Standees			11	11	14	14
New Haven Line	Program Standees	0	0	0	0	
	Add'l Standees	11	11	54	54	
Total Standees			11	11	54	54
EAST OF HUDSON TOTAL - AM PEAK			22	22	68	68
Daily Average	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	9	9	0	0
Total Standees			9	9	0	0
PM Peak	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	30	30	28	28
Total Standees			30	30	28	28
New Haven Line	Program Standees	0	0	0	0	
	Add'l Standees	68	68	49	49	
Total Standees			68	68	49	49
EAST OF HUDSON TOTAL - PM PEAK			107	107	77	77

West of Hudson

			JAN 2015	YTD 2015	JAN 2016	YTD 2016
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 reported as consist compliance less than 100%.

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.

ELEVATOR AND ESCALATOR OPERATING REPORT
FOR MONTH OF January 2016

Elevator Availability	2016		2015	
	January	Year to Date	January	Year to Date
Grand Central Terminal	97.63%	97.63%	94.15%	94.15%
Harlem	99.78%	99.78%	99.73%	99.73%
Hudson	99.75%	99.75%	99.77%	99.77%
New Haven	99.77%	99.77%	100.00%	100.00%
Overall Average	99.23%	99.23%	98.41%	98.41%

Escalator Availability	2016		2015	
	January	Year to Date	January	Year to Date
Grand Central Terminal	91.67%	91.67%	99.50%	99.50%
White Plains	100.00%	100.00%	98.50%	98.50%
Overall Average	95.83%	95.83%	99.00%	99.00%

Grand Central Terminal - Escalator #11 (North-End Access) has been Out of Service since Monday, December 7, 2015 due to Defective Motor. Expected back in service by February 8, 2016.



Metro-North Railroad

Financial Report



FINANCIAL STATEMENTS

MONTH ENDED: DECEMBER 2015

OFFICE OF VICE PRESIDENT OF FINANCE & INFORMATION SYSTEMS

MTA METRO-NORTH RAILROAD
DECEMBER 2015 PRELIMINARY FINANCIAL AND RIDERSHIP REPORT
EXECUTIVE SUMMARY

Preliminary December YTD results are compared to the Final Estimate and are subject to change pending final year-end accounting adjustments and audit review.

2015 financial results were favorable with a net operating deficit that was \$36.2 million or 4.7% lower than the Final Estimate. Operating Revenues were \$3.1 million above the Final Estimate driven by \$1.9 million in higher farebox revenue reflecting the highest ridership in Metro-North's history (86.0 million customers in 2015, an increase of 1.6% over 2014). Higher reimbursements were also attributed to the recovery of 2013 Tropical Storm Irene restoration costs (\$0.5 million) and higher commuter parking revenues (\$0.3 million). Total Operating Expenses through December YTD were \$33.1 million (2.2%) favorable due to lower expenditures for contracted maintenance and professional fees (\$14.5 million), favorable energy rates (\$10.6 million) and reduced overtime costs mainly due to improved employee availability for train service coverage and fewer weather emergencies (\$7.2 million).

Preliminary 2015 Reimbursable Capital program expenditures (and reimbursements) of \$195.4 million were \$37.0 million lower than the Final Estimate primarily due to revised timing of several projects (Track and Turnout Replacement Programs as well as Power and C&S Infrastructure Restoration) partially offset by the timing of interagency reimbursements.

Ridership

For the year, total ridership was 86.0 million, 1.6% higher than 2014, and the highest in Metro-North's history. Compared to 2014, both non-commutation and commutation ridership increased by 2.3% and 1.0%, respectively, reflecting record ridership levels on all three East of Hudson lines.

East of Hudson

- December YTD ridership of 84.3 million was 0.1% higher than the Final Estimate and 1.6% higher than 2014.
- YTD Commutation ridership was slightly lower than the Final Estimate by 0.1%. Compared to 2014, YTD commutation ridership was 1.0% higher.
- Non-commutation ridership YTD was 0.3% higher than the Final Estimate. Compared to 2014, YTD non-commutation ridership was 2.3% higher.

West of Hudson

- December YTD ridership of 1.7 million was 1.2% lower than the Final Estimate.

Revenue and Reimbursements

Total Revenue and Reimbursements of \$936.0 million through December was \$34.0 million, or 3.5% lower than the Final Estimate.

- Farebox Revenue of \$677.6 million was \$1.9 million higher than the Final Estimate primarily due to higher than projected non-commutation ridership.
- Other Operating Revenue of \$63.0 million was \$1.2 million higher than the Final Estimate primarily due to an unanticipated reimbursement for 2013 Tropical Storm Irene expenses and higher than forecasted commuter parking revenues.
- Capital and Other Reimbursements of \$195.4 million was \$37.0 million lower than the Final Estimate mainly due to scheduling changes noted above.

Expenses (before Depreciation and Other Non-Cash Liability Adjustments)

Total Non-Reimbursable and Reimbursable expenses of \$1,364.7 million through December were \$74.6 million (5.2%) lower than the Final Estimate:

- Total Labor costs (non-reimbursable and reimbursable) were \$3.0 million (0.3%) below the Final Estimate primarily due to lower overtime and pensions partially offset by unbudgeted intercompany charges that will be reimbursed by MTA and higher unused vacation and sick time payouts.
- Non-labor costs (non-reimbursable and reimbursable) were \$71.7 million (15.8%) lower than the Final Estimate due to scheduling changes for capital project expenditures, lower costs for contractual and professional services and favorable energy rates.

YTD Financial Performance Measures

The YTD performance indicators reflect higher farebox revenue and lower overall expenses:

- Adjusted Farebox Operating Ratio of 67.1% through December was 2.8% higher than the Final Estimate.
- Adjusted Cost per Passenger of \$13.39 for the period was \$0.54 lower than the Final Estimate.
- Revenue per Passenger of \$8.12 for the period was slightly higher than the Final Estimate.

**MTA METRO-NORTH RAILROAD
DECEMBER 2015 FINANCIAL REPORT
PRELIMINARY ACTUALS VERSUS FINAL ESTIMATE**

REVENUE

Total Revenue and Reimbursements of \$936.0 million were \$34.0 million (3.5%) lower than the Final Estimate through December.

- **Fare Box Revenue** – \$1.9 million (0.3%) higher than the Final Estimate for the year primarily due to higher than projected non-commutation ridership growth.
- **Other Operating Revenue** – \$1.2 million (1.9%) above the Final Estimate primarily due an unanticipated reimbursement for 2013 Tropical Storm Irene restoration costs and higher than forecasted commuter parking revenues.
- **Capital and Other Reimbursements** – \$37.0 million (15.9%) lower than the Final Estimate primarily due to the revised timing of several projects (Track and Turnout Replacement Programs as well as Power and C&S Infrastructure Restoration) partially offset by the timing of interagency reimbursements.

EXPENSES

Total Expenses – Preliminary year-to-date results of \$1,669.3 million were \$70.1 million (4.0%) lower than the Final Estimate.

Labor Expenses (including fringes and overhead recoveries) of \$983.5 million were \$3.0 million (0.3%) lower than the Final Estimate. Operating labor costs were \$12.7 million below the forecast due to lower pension expenses of \$8.8 million, reduced overtime costs of \$7.2 million primarily due to improved employee availability for train service coverage and fewer weather emergencies as well as lower other fringe benefits of \$0.8 million. These favorable variances were partially offset by the net effect of payouts related to unused vacation and sick time (\$3.3 million) and payments for NYS mandated training (\$0.6 million). In addition, reimbursable labor costs were \$9.7 million higher than forecasted primarily due to unbudgeted MTA intercompany charges.

Non-Labor Expenses

Total non-labor expenses of \$381.3 million were \$71.7 million lower than the Final Estimate and comprised of:

- **Electric Power** – \$7.9 million lower than the Final Estimate primarily due to lower rates.
- **Fuel** – \$2.6 million lower than the Final Estimate reflecting lower diesel fuel prices per gallon.
- **Insurance** – Year-to-date, premiums were \$0.1 million higher than the Final Estimate.
- **Claims** – \$0.1 million higher than the Final Estimate due to slightly higher than expected passenger injury claims.
- **Maintenance & Other Operating Contracts** – \$10.4 million lower vs. the Final Estimate primarily due to: timing of the M7 Systems Equipment Replacement project (\$1.7 million); lower GCT utilities reflecting the use of energy efficient electrical chillers and a mild winter (\$1.7 million); reduced costs for track maintenance services for rail grinding and testing and weed and brush cutting (\$1 million); rescheduling of the AC Bus Duct Replacement work to 2016 due to additional design requirements and the reclassification of Upper Harlem Transformer Refurbishment project costs to Operating Capital (\$1 million).
- **Professional Services** – \$11.0 million lower than the Final Estimate due to timing differences of \$6.3 million for reimbursable project activity (Waterbury Branch Cab Signaling, SAGA Bridge Repairs and the Cameras/Audio for M8 fleet). Additional favorability results from the timing of engineering services for the GCT Trained (\$1.4 million) and lower expenses of \$3.3 million for IT and BSC services, outside training, consulting fees and medical services.
- **Materials & Supplies** – year-to-date expenditures were \$37.5 million below the Final Estimate. Reimbursable projects were \$40.6 million lower mainly due to the revised scope of the C&S Infrastructure Restoration project, on-going design work for the Power Infrastructure Restoration project and timing differences for the C-30 Track Program, Cos Cob Bridge work, Bronx Stations/ Capacity Improvements and Turnout projects. These decreases were partially offset by \$1.9 million of year-end inventory valuation adjustments and higher usage of rolling stock parts and supplies (\$3.2 million) related to component change-outs, support shop work and on-going repairs.
- **Other Business Expenses** – \$2.5 million lower than the Final Estimate reflecting lower subsidy payments of \$2.1 million to NJT for West of Hudson operations due to improved ridership and favorable fuel-related inflation adjustments as well as higher than forecasted Amtrak recoveries (\$0.8 million).

Depreciation and Other Non-Cash Liability Adjustments – \$4.5 million higher than the Final Estimate due to higher capitalization of assets (\$5.2 million) partially offset by fewer projects requiring environmental remediation (\$0.7 million).

CASH DEFICIT

The Cash Deficit through December was \$580.2 million, which is \$6.9 million (1.2%) lower than the Final Estimate due to the net effect of lower operating expenditures partially offset by timing differences in capital project reimbursements.

MTA METRO NORTH RAILROAD
2015 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL
DECEMBER YEAR-TO-DATE
(\$ in millions)

SCHEDULE I-A

NON-REIMBURSABLE

	2015			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	2015 Adopted Budget		Final Estimate	
				\$	%	\$	%
Revenue							
Farebox Revenue	\$684.053	\$675.692	\$677.558	(\$6.495)	(0.9)	\$1.866	0.3
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	58.144	61.846	63.041	4.897	8.4	1.195	1.9
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	\$742.197	\$737.539	\$740.599	(\$1.598)	(0.2)	\$3.060	0.4
Expenses							
<u>Labor:</u>							
Payroll	\$481.251	\$468.563	\$472.498	\$8.753	1.8	(\$3.935)	(0.8)
Overtime	91.863	96.254	89.077	2.786	3.0	7.177	7.5
Health and Welfare	99.140	94.754	93.618	5.521	5.6	1.136	1.2
OPEB Current Payment	25.186	26.965	27.212	(2.026)	(8.0)	(0.246)	(0.9)
Pensions	85.822	91.874	83.079	2.743	3.2	8.796	9.6
Other Fringe Benefits	108.002	111.874	111.107	(3.105)	(2.9)	0.767	0.7
GASB Account				0.000	-	0.000	-
Reimbursable Overhead	(53.087)	(53.856)	(52.875)	(0.212)	(0.4)	(0.982)	(1.8)
Total Labor Expenses	\$838.178	\$836.428	\$823.715	\$14.462	1.7	\$12.712	1.5
<u>Non-Labor:</u>							
Electric Power	\$85.584	\$86.768	\$78.725	\$6.859	8.0	\$8.042	9.3
Fuel	27.424	20.432	17.834	9.590	35.0	2.598	12.7
Insurance	19.533	19.064	18.353	1.181	6.0	0.712	3.7
Claims	1.000	1.273	1.403	(0.403)	(40.3)	(0.130)	(10.2)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	110.043	107.580	97.781	12.262	11.1	9.798	9.1
Professional Service Contracts	37.576	34.953	30.256	7.320	19.5	4.696	13.4
Materials & Supplies	74.652	74.991	78.050	(3.398)	(4.6)	(3.059)	(4.1)
Other Business Expenses	13.314	25.491	23.248	(9.935)	(74.6)	2.243	8.8
Total Non-Labor Expenses	\$369.127	\$370.552	\$345.651	\$23.475	6.4	\$24.900	6.7
<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.	\$1,207.304	\$1,206.979	\$1,169.367	\$37.937	3.1	\$37.612	3.1
Depreciation	\$231.476	\$226.647	\$231.849	(\$0.373)	(0.2)	(\$5.202)	(2.3)
OPEB Obligation	68.316	68.316	68.316	0.000	0.0	0.000	0.0
Environmental Remediation	3.172	5.109	4.424	(1.252)	(39.5)	0.684	13.4
Total Expenses	\$1,510.269	\$1,507.051	\$1,473.957	\$36.312	2.4	\$33.094	2.2
Net Surplus/(Deficit)	(\$768.071)	(\$769.512)	(\$733.358)	\$34.714	4.5	\$36.155	4.7
Cash Conversion Adjustments:							
Depreciation	\$231.476	\$226.647	\$231.849	\$0.373	0.2	\$5.202	2.3
Operating/Capital	(47.099)	(32.240)	(24.270)	22.829	48.5	7.970	24.7
Other Cash Adjustments	(17.879)	(12.058)	(54.460)	(36.581)	*	(42.402)	*
Total Cash Conversion Adjustments	\$166.498	\$182.349	\$153.119	(\$13.379)	(8.0)	(\$29.230)	(16.0)
Net Cash Surplus/(Deficit)	(\$601.574)	(\$587.163)	(\$580.239)	\$21.335	3.5	\$6.924	1.2

Notes:
-- Results are based on the preliminary close of the general ledger and are subject to review and adjustment.
-- Differences are due to rounding.

MTA METRO NORTH RAILROAD
2015 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL
DECEMBER YEAR-TO-DATE
(\$ in millions)

SCHEDULE I-B

REIMBURSABLE

	2015			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	2015 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	130.759	136.385	117.666	(13.093)	(10.0)	(18.719)	(13.7)
CDOT	50.360	81.028	57.102	6.743	13.4	(23.926)	(29.5)
Other	21.111	14.973	20.586	(0.525)	(2.5)	5.612	37.5
Capital and Other Reimbursements	202.230	232.386	195.353	(6.876)	(3.4)	(37.033)	(15.9)
Total Revenue	\$202.230	\$232.386	\$195.353	(\$6.876)	(3.4)	(\$37.033)	(15.9)
Expenses							
<u>Labor:</u>							
Payroll	\$50.900	\$46.143	\$50.197	\$0.703	1.4	(\$4.054)	(8.8)
Overtime	15.313	17.678	19.226	(3.913)	(25.6)	(1.548)	(8.8)
Health and Welfare	14.263	14.201	16.518	(2.255)	(15.8)	(2.317)	(16.3)
OPEB Current Payment	0.000	0.000	0.000	0.000	-	0.000	-
Pensions	8.220	9.930	9.981	(1.761)	(21.4)	(0.052)	(0.5)
Other Fringe Benefits	11.591	9.153	12.272	(0.681)	(5.9)	(3.119)	(34.1)
GASB Account	-	-	-	0.000	-	0.000	-
Reimbursable Overhead	47.400	52.892	51.540	(4.140)	(8.7)	1.352	2.6
Total Labor Expenses	\$147.687	\$149.996	\$159.734	(\$12.047)	(8.2)	(\$9.739)	(6.5)
<u>Non-Labor:</u>							
Electric Power	\$0.000	\$0.478	\$0.629	(\$0.629)	-	(\$0.151)	(31.5)
Fuel	0.000	0.000	0.000	0.000	-	0.000	-
Insurance	3.613	3.559	4.338	(0.725)	(20.1)	(0.779)	(21.9)
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	11.543	12.764	12.195	(0.652)	(5.6)	0.568	4.5
Professional Service Contracts	8.642	12.224	5.922	2.721	31.5	6.302	51.6
Materials & Supplies	30.180	52.708	12.130	18.050	59.8	40.578	77.0
Other Business Expenses	0.565	0.658	0.406	0.160	28.2	0.252	38.3
Total Non-Labor Expenses	\$54.544	\$82.390	\$35.619	\$18.924	34.7	\$46.771	56.8
<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	\$202.230	\$232.386	\$195.353	\$6.876	3.4	\$37.033	15.9
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	\$202.230	\$232.386	\$195.353	\$6.876	3.4	\$37.033	15.9
Net 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	-
Net Cash Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	100.0	\$0.000	-

Notes:

-- Results are based on the preliminary close of the general ledger and are subject to review and adjustment.

-- Differences are due to rounding.

* Variance exceeds 100%.

MTA METRO NORTH RAILROAD
2015 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL
DECEMBER YEAR-TO-DATE
(\$ in millions)

SCHEDULE I-C

NON-REIMBURSABLE/ REIMBURSABLE	2015			Favorable/(Unfavorable) Variance			
	<u>Adopted Budget</u>	<u>Final Estimate</u>	<u>Actual</u>	<u>2015 Adopted Budget</u>		<u>Final Estimate</u>	
				\$	%	\$	%
Revenue							
Farebox Revenue	\$684.053	\$675.692	\$677.558	(\$6.495)	(0.9)	\$1.866	0.3
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	58.144	61.846	63.041	4.897	8.4	1.195	1.9
MTA	130.759	136.385	117.666	(13.093)	(10.0)	(18.719)	(13.7)
CDOT	50.360	81.028	57.102	6.743	13.4	(23.926)	(29.5)
Other	21.111	14.973	20.586	(0.525)	(2.5)	5.612	37.5
Capital and Other Reimbursements	202.230	232.386	195.353	(6.876)	(3.4)	(37.033)	(15.9)
Total Revenue	\$944.427	\$969.925	\$935.952	(\$8.474)	(0.9)	(\$33.972)	(3.5)
Expenses							
<u>Labor:</u>							
Payroll	\$532.151	\$514.706	\$522.695	\$9.457	1.8	(\$7.989)	(1.6)
Overtime	107.176	113.932	108.303	(1.127)	(1.1)	5.629	4.9
Health and Welfare	113.403	108.955	110.136	3.266	2.9	(1.182)	(1.1)
OPEB Current Payment	25.186	26.965	27.212	(2.026)	(8.0)	(0.246)	(0.9)
Pensions	94.042	101.804	93.060	0.982	1.0	8.744	8.6
Other Fringe Benefits	119.593	121.027	123.379	(3.786)	(3.2)	(2.352)	(1.9)
GASB Account	0.000	0.000	0.000	0.000	-	0.000	-
Reimbursable Overhead	(5.687)	(0.965)	(1.335)	(4.352)	(76.5)	0.370	38.4
Total Labor Expenses	\$985.864	\$986.423	\$983.450	\$2.415	0.2	\$2.974	0.3
<u>Non-Labor:</u>							
Electric Power	\$85.584	\$87.246	\$79.354	\$6.230	7.3	\$7.892	9.0
Fuel	27.424	20.432	17.834	9.590	35.0	2.598	12.7
Insurance	23.146	22.623	22.690	0.456	2.0	(0.067)	(0.3)
Claims	1.000	1.273	1.403	(0.403)	(40.3)	(0.130)	(10.2)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	121.587	120.344	109.977	11.610	9.5	10.367	8.6
Professional Service Contracts	46.218	47.176	36.178	10.041	21.7	10.998	23.3
Materials & Supplies	104.833	127.699	90.180	14.653	14.0	37.519	29.4
Other Business Expenses	13.879	26.149	23.654	(9.775)	(70.4)	2.495	9.5
Total Non-Labor Expenses	\$423.670	\$452.942	\$381.271	\$42.400	10.0	\$71.671	15.8
<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.	\$1,409.535	\$1,439.365	\$1,364.720	\$44.815	3.2	\$74.645	5.2
Depreciation	\$231.476	\$226.647	\$231.849	(\$0.373)	(0.2)	(\$5.202)	(2.3)
OPEB Obligation	68.316	68.316	68.316	0.000	0.0	0.000	0.0
Environmental Remediation	3.172	5.109	4.424	(1.252)	(39.5)	0.684	13.4
Total Expenses	\$1,712.499	\$1,739.437	\$1,669.310	\$43.189	2.5	\$70.127	4.0
Net Surplus/(Deficit)	(\$768.072)	(\$769.512)	(\$733.358)	\$34.715	4.5	\$36.155	4.7
Cash Conversion Adjustments:							
Depreciation	\$231.476	\$226.647	\$231.849	\$0.373	0.2	\$5.202	2.3
Operating/Capital	(47.099)	(32.240)	(24.270)	22.829	48.5	7.970	24.7
Other Cash Adjustments	(17.879)	(12.058)	(54.460)	(36.581)	*	(42.402)	*
Total Cash Conversion Adjustments	166.498	182.349	153.119	(\$13.379)	(8.0)	(\$29.230)	(16.0)
Net Cash Surplus/(Deficit)	(\$601.574)	(\$587.163)	(\$580.239)	\$21.335	3.5	\$6.924	1.2

Notes:
-- Results are based on the preliminary close of the general ledger and are subject to review and adjustment.
-- Differences are due to rounding.
* Variance exceeds 100%.

MTA METRO-NORTH RAILROAD
2015 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)	%	Variance Fav (Unfav)	%	
						\$
OTHER OPERATING REVENUE	Non-Reimb	\$4,897	8.4%	\$1,195	1.9%	Primarily reflects NYCT interagency fare revenue and higher net CCT revenues due to increased tenant rents and lower management expenses.
CAPITAL AND OTHER REIMBURSEMENTS	Reimb	(\$6,876)	(3.4%)	(\$37,033)	(15.9%)	Lower reimbursements reflect scheduling changes in capital project expenditures.
PAYROLL	Reimb	\$0,703	1.4%	(\$4,054)	(8.8%)	Reflects unbudgeted intercompany charges that will be reimbursed by MTA partially offset by lower project activity for the C-30 Track program and the Turnouts; Mainline/High Speed Program.
OVERTIME	Non-Reimb	\$2,786	3.0%	\$7,177	7.5%	Reflects lower requirements due to improved employee availability for train service coverage and fewer weather emergencies. These favorable results were partially offset by higher vacancy/absentee coverage, unscheduled maintenance primarily due to the CSX derailment and timing differences related to payroll and calendar cutoff dates.
	Reimb	(\$3,913)	(25.6%)	(\$1,548)	(8.8%)	Reflects increased activity for the following projects: Cyclical Track Programs, C-29 Program, Devon Bridge, NHL Grade Crossing Renewal and the NHL Signal Improvements.
HEALTH AND WELFARE	Non-Reimb	\$5,521	5.6%	\$1,136	1.2%	Primarily reflects vacancies.
	Reimb	(\$2,255)	(15.8%)	(\$2,317)	(16.3%)	Reflects unbudgeted intercompany charges that will be reimbursed by MTA.
OPEB CURRENT PAYMENT	Non-Reimb	(\$2,026)	(8.0%)	(\$0,246)	(0.9%)	Reflects larger than expected number of retirees receiving healthcare premiums combined with an adjustment for prior period premiums.
PENSIONS	Non-Reimb	\$2,743	3.2%	\$8,796	9.6%	Pension expenses will be adjusted pending the year-end Actuarial Valuation report.
	Reimb	(\$1,761)	(21.4%)	(\$0,052)	(0.5%)	Reflects unbudgeted intercompany charges that will be reimbursed by MTA.
OTHER FRINGE BENEFITS	Reimb	(\$0,681)	(5.9%)	(\$3,119)	(34.1%)	Largely reflects unbudgeted intercompany charges that will be reimbursed by MTA.

MTA METRO-NORTH RAILROAD
2015 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)	%	Variance Fav (Unfav)	%	
		\$		\$		
REIMBURSABLE OVERHEAD	Non-Reimb Reimb	(\$0.212) (\$4.140)	(0.4%) (8.7%)	(\$0.982) \$1.352	(1.8%) 2.6%	The non-reimbursable and reimbursable variances reflect lower project activity for Turnouts; Mainline/High Speed, Bridge Timbers install and C-30 Track Program partially offset by higher project activity for the NHL Signal Improvements and Program Administration. Primarily reflects favorable rates.
ELECTRIC POWER	Non-Reimb Reimb	\$6.859 (\$0.629)	8.0% -	\$8.042 (\$0.151)	9.3% (31.5%)	Primarily reflects favorable rates. Reflects prior period billing adjustments for Shore Line East service power utilization on the New Haven Line.
FUEL	Non-Reimb	\$9.590	35.0%	\$2.598	12.7%	Primarily reflects lower diesel fuel price per gallon.
INSURANCE	Non-Reimb Reimb	\$1.181 (\$0.725)	6.0% (20.1%)	\$0.712 (\$0.779)	3.7% (21.9%)	Reflects a refund for station liability insurance from prior year premium audits and lower property insurance premiums. Reflects higher than forecast activity for the Cyclical Track Programs, NHL Signal Improvement and Devon Bridge.
CLAIMS	Non-Reimb	(\$0.403)	(40.3%)	(\$0.130)	(10.2%)	Primarily reflects higher passenger injury claims.
MAINTENANCE AND OTHER OPERATING CONTRACTS	Non-Reimb Reimb	\$12.262 (\$0.652)	11.1% (5.6%)	\$9.798 \$0.568	9.1% 4.5%	Primarily due to lower expenditures for track maintenance services, locomotive overhauls and GCT utilities, a prior period adjustment for MTA Police services, reclassification of several projects to operating capital as well as the rescheduling of the AC Bus Duct Replacement project. Reflects higher activity for the Cyclical Track Programs, Devon Bridge, NHL Grade Crossing Renewal and Harmon Shop Improvements mitigated by lower expenses for the East of Hudson Overhead Bridge program and the Rehab Bridge Over Merritt Parkway project.

MTA METRO-NORTH RAILROAD
2015 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)		Variance Fav (Unfav)		
		\$	%	\$	%	
PROFESSIONAL SERVICE CONTRACTS	Non-Reimb	\$7,320	19.5%	\$4,696	13.4%	Favorable variance reflects the timing of engineering services for the GCT Trainshed and lower expenses for outside training, IT and BSC services, consulting fees and medical services.
	Reimb	\$2,721	31.5%	\$6,302	51.6%	Reflects lower expense for the Cameras/Audio for M8 fleet projects and the CCO Shop Furniture Acquisition mitigated by higher activity for Positive Train Control in Connecticut and the Design of Railway C&S System project.
MATERIAL AND SUPPLIES	Non-Reimb	(\$3,398)	(4.6%)	(\$3,059)	(4.1%)	Primarily reflects year end inventory valuation adjustments and higher expenses for rolling stock parts and supplies related to the component change-out shops, support shop work and on-going repairs.
	Reimb	\$18,050	59.8%	\$40,578	77.0%	Favorable variance the revised scope of the C&S Infrastructure Restoration project, on-going design work for the Power Infrastructure Restoration project and timing differences for the Bronx Stations/ Capacity Improvements and Turnouts: Mainline/High Speed.
OTHER BUSINESS EXPENSES	Non-Reimb	(\$9,935)	(74.6%)	\$2,243	8.8%	Primarily reflects the cost recovery from Con Edison for the 2013 New Haven Line power outage losses not received and the write-off of two M-7 cars related to the Commerce St collision. These were partially offset by lower subsidy payment to NJT for West of Hudson operations due to improved ridership and favorable fuel-related inflation adjustments.
	Reimb	\$0,160	28.2%	\$0,252	38.3%	Largely reflects lower expense associated with the M-9 development specifications.
ENVIRONMENTAL REMEDIATION	Non-Reimb	(\$1,252)	(39.5%)	\$0,684	13.4%	Primarily reflects the recognition of non-hazardous environmental abatement and disposal costs associated with demolition and excavation activities required as part of the Harmon Shop improvements capital program project. This was partially offset by fewer projects requiring remediation in the second half of the year.
OPERATING CAPITAL	Non-Reimb	\$22,829	48.5%	\$7,970	24.7%	Reflects lower activity for the following projects: Cameras/Audios for M8 and Non-M8 Fleet, West of Hudson Camera Installation, GCT Bltmore, Expand Real-Time Train Status, Mobile Ticketing System Upgrade, delayed acquisitions for MoW Equipment and Snow Fighting Equipment as well as scheduling revisions for Catenary Maintenance Vehicles and K STAK systems.
						Reflects lower activity for the following projects: Cameras/Audios for M8 and Non-M8 Fleet, West of Hudson Camera Installation, GCT Service Elevator 6 & 7, Mobile Ticketing System Upgrade, GCT Terrazzo Floor Rehabilitation, Expand Real-Time Train Status, GCT Bltmore, several projects related to the Park Avenue Tunnel as well as timing of the 2015 Vehicle Replacement Program and GCT 7B Renovation project. These decreases were partially offset by higher expenses for GCT Escalators and the GCT 4C buildout.

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

	2015 Adopted Budget		2015 Final Estimate		Preliminary Actual		2015 Adopted Budget vs. Actuals		2015 Final Estimate vs. Actuals	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
<u>NON-REIMBURSABLE OVERTIME</u>										
<u>Scheduled Service</u> ¹	588,622	\$ 37,719	647,379	\$ 38,116	576,546	\$ 34,103	12,076	\$ 3,616	70,833	\$ 4,013
							2.1%	9.6%	10.9%	10.5%
<u>Unscheduled Service</u>	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -
<u>Programmatic/Routine Maintenance</u>	582,128	\$ 29,843	575,191	\$ 31,134	552,814	\$ 29,688	29,314	\$ 0,155	22,378	\$ 1,446
							5.0%	0.5%	3.9%	4.6%
<u>Unscheduled Maintenance</u>	12,202	\$ 0,626	13,387	\$ 0,882	16,970	\$ 0,902	(4,768)	\$ (\$0,277)	(3,582)	\$ (\$0,020)
									-26.8%	-2.3%
<u>Vacancy/Absentee Coverage</u>	321,438	\$ 16,478	319,328	\$ 16,774	338,390	\$ 17,719	(16,952)	\$ (\$1,240)	(19,062)	\$ (\$0,945)
							-5.3%	-7.5%	-6.0%	-5.6%
<u>Weather Emergencies</u>	140,395	\$ 7,197	163,843	\$ 8,930	112,049	\$ 6,084	28,346	\$ 1,113	51,794	\$ 2,846
							*	*	31.6%	31.9%
<u>Safety/Security/Law Enforcement</u> ²	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -
<u>All Other</u> ³	0	\$ -	0	\$ 0,417	0	\$ 0,582	(0)	\$ (\$0,582)	(0)	\$ (\$0,164)
							0	*	0	-39.4%
Subtotal	1,644,785	\$ 91,863	1,719,129	\$ 96,254	1,596,768	\$ 89,077	48,017	\$ 2,786	122,361	\$ 7,177
<u>REIMBURSABLE OVERTIME</u>	298,704	\$ 15,313	316,095	\$ 17,678	370,495	\$ 19,226	(71,791)	\$ (\$3,913)	(54,400)	\$ (\$1,548)
							-24.0%	-25.6%	-17.2%	-8.8%
TOTAL OVERTIME	1,943,489	\$ 107,176	2,035,224	\$ 113,932	1,967,263	\$ 108,303	(23,774)	\$ (\$1,127)	67,961	\$ 5,629
							-1.2%	-1.1%	3.3%	4.9%

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 2015 Overtime Results
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	Final Estimate December Year-to-Date		
	Var. - Fav./(Unfav)	Hours	\$
NON-REIMBURSABLE OVERTIME			
<u>Scheduled Service</u> ¹		70,833	\$4,013
		10.9%	10.5%
<u>Unscheduled Service</u>		0	\$ -
<u>Programmatic/Routine Maintenance</u>		22,378	\$1,446
		3.9%	4.6%
<u>Unscheduled Maintenance</u>		(3,582)	(\$0.020)
		-26.8%	-2.3%
<u>Vacancy/Absentee Coverage</u> ²		(19,062)	(\$0.945)
		-6.0%	-5.6%
<u>Weather Emergencies</u>		51,794	\$2,846
		31.6%	31.9%
<u>Safety/Security/Law Enforcement</u> ³		0	\$ -
<u>Other</u> ⁴		(0)	(\$0.164)
		0.0%	-39.4%
Subtotal		122,360	\$7,177
REIMBURSABLE OVERTIME		(54,400)	(\$1,548)
		-17.2%	-8.8%
TOTAL OVERTIME		67,960	\$5,629

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
2015 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
2015 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL
CASH RECEIPTS AND EXPENDITURES
DECEMBER YEAR-TO-DATE
(\$ in millions)

SCHEDULE III

	2015			Favorable/(Unfavorable) Variance			
	<u>Adopted Budget</u>	<u>Final Estimate</u>	<u>Actual</u>	<u>2015 Adopted Budget</u>		<u>Final Estimate</u>	
				\$	%	\$	%
Receipts							
Farebox Revenue	\$689.884	\$680.394	\$682.626	(\$7.258)	(1.1)	\$2.232	0.3
Vehicle Toll Revenue	0.000	0.000	0.000	-	-	0.000	-
Other Operating Revenue	76.789	98.208	88.897	12.108	15.8	(9.311)	(9.5)
MTA	143.516	129.686	90.696	(52.820)	(36.8)	(38.990)	(30.1)
CDOT	61.996	90.742	67.154	5.158	8.3	(23.588)	(26.0)
Other	22.177	16.780	18.761	(3.416)	(15.4)	1.981	11.8
Capital & Other Reimbursements	227.689	237.208	176.611	(51.078)	(22.4)	(60.597)	(25.5)
Total Receipts	\$994.362	\$1,015.810	\$948.134	(\$46.228)	(4.6)	(\$67.676)	(6.7)
Expenditures							
<u>Labor:</u>							
Payroll	\$609.621	\$592.224	\$594.416	\$15.205	2.5	(\$2.192)	(0.4)
Overtime	125.135	132.357	123.414	1.721	1.4	8.943	6.8
Health and Welfare	117.688	113.621	113.233	4.455	3.8	0.388	0.3
OPEB Current Payment	25.186	25.615	27.521	(2.335)	(9.3)	(1.906)	(7.4)
Pensions	111.267	90.970	74.771	36.496	32.8	16.199	17.8
Other Fringe Benefits	125.657	128.230	135.027	(9.370)	(7.5)	(6.797)	(5.3)
GASB Account	0.000	0.000	0.000	0.000	-	0.000	-
Reimbursable Overhead	0.000	0.256	0.000	0.000	-	0.256	100.0
Total Labor	\$1,114.554	\$1,083.273	\$1,068.382	\$46.172	4.1	\$14.891	1.4
<u>Non-Labor:</u>							
Electric Power	\$87.127	\$88.743	\$82.276	\$4.851	5.6	\$6.467	7.3
Fuel	26.569	19.558	17.930	8.639	32.5	1.628	8.3
Insurance	22.817	23.306	24.684	(1.867)	(8.2)	(1.378)	(5.9)
Claims	9.419	22.845	14.943	(5.524)	(58.6)	7.902	34.6
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	116.851	125.808	118.425	(1.574)	(1.3)	7.383	5.9
Professional Service Contracts	60.334	52.985	43.055	17.279	28.6	9.930	18.7
Materials & Supplies	113.820	129.410	112.724	1.096	1.0	16.686	12.9
Other Business Expenditures	44.445	57.045	45.954	(1.509)	(3.4)	11.091	19.4
Total Non-Labor	\$481.382	\$519.700	\$459.991	\$21.391	4.4	\$59.709	11.5
<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	\$1,595.936	\$1,602.973	\$1,528.373	\$67.563	4.2	\$74.600	4.7
Net Cash Surplus/(Deficit)	(\$601.574)	(\$587.163)	(\$580.239)	\$21.335	3.5	\$6.924	1.2
<u>Subsidies</u>							
MTA	\$456.741	\$438.321	\$450.775	(5.966)	(1.3)	12.454	2.8
CDOT	144.833	148.842	\$128.962	(15.871)	(11.0)	(19.880)	(13.4)
Total Subsidies	\$601.574	\$587.163	\$579.737	(\$21.837)	(3.6)	(\$7.426)	(1.3)
Opening Cash Balance	0.000	0.000	0.000	0.000	-	0.000	-
Cash Timing and Availability Adjustment	0.000	0.000	0.502	0.502	-	0.502	-
Closing Cash Balance	0.000	0.000	0.000	0.000	-	0.000	-

Notes:

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

MTA METRO-NORTH RAILROAD
 CASH RECEIPTS AND EXPENDITURES
 2015 ADOPTED BUDGET AND FINAL ESTIMATE vs. ACTUAL
 DECEMBER YEAR-TO-DATE
 EXPLANATION OF VARIANCE BETWEEN ADOPTED BUDGET, FINAL ESTIMATE, AND ACTUAL RESULTS
 (\$ in millions)

Generic Receipt or Expense Category	Year-to-Date as of December 31, 2015 vs. 2015 Adopted Budget		Year-to-Date as of December 31, 2015 vs. 2015 Final Estimate	
	Fav (Unfav)	%	Variance Fav (Unfav)	%
	\$		\$	
OTHER OPERATING REVENUE	12,108	15.8%	(9,311)	(9.5%)
				Reason for Variance
				Delay in receipt of Madison Ave no-action Condo rebate combined with reduced Amtrak reimbursement partially offset by higher GCT revenue and Tropical Storm Irene reimbursement.
CAPITAL AND OTHER REIMBURSEMENTS:				
MTA	(52,820)	(36.8%)	(38,990)	(30.1%)
ODOT	5,158	8.3%	(23,588)	(26.0%)
OTHER	(3,416)	(15.4%)	1,981	11.8%
				Reason for Variance
				Lower cash receipts due to lower capital related project activity combined with timing of cash payments. Higher cash receipts due to timing of cash payments partially offset by lower capital related project activity. Lower cash receipts due to lower capital related project activity partially offset by timing of cash payments. Higher cash receipts due to higher capital related project activity combined with timing of cash payments.
OVERTIME	1,721	1.4%	8,943	6.8%
				Reason for Variance
				Lower scheduled service, weather incidents and programmatic/routine maintenance combined with training expense budgeted in overtime but paid in straight time partially offset by higher vacancy/absentee coverage.
OPEB CURRENT PAYMENT	(2,335)	(9.3%)	(1,906)	(7.4%)
				Reason for Variance
				Higher retirees than anticipated.
PENSIONS	36,496	32.8%	16,199	17.8%
				Reason for Variance
				Lower than forecasted rates.
OTHER FRINGE BENEFITS	(9,370)	(7.5%)	(6,797)	(5.3%)
				Reason for Variance
				Higher employee claims combined with higher railroad employer payroll taxes.
ELECTRIC POWER	4,851	5.6%	6,467	7.3%
				Reason for Variance
				Lower electric rates on all lines.
FUEL	8,639	32.5%	1,628	8.3%
				Reason for Variance
				Primarily reflects lower diesel fuel price per gallon.
INSURANCE	(1,867)	(8.2%)	(1,378)	(5.9%)
				Reason for Variance
				Timing of premium payments for All Agency Property partially offset by All Agency Catastrophic.
CLAIMS	(5,524)	(58.6%)	7,902	34.6%
				Reason for Variance
				Timing of passenger injury settlements relating to the Spuyten Duyvil incident and other passenger injury claims.
MAINTENANCE & OTHER OPERATING CONTRACTS	(1,574)	(1.3%)	7,383	5.9%
				Reason for Variance
				Lower Maintenance & Repair - Other, Steam, capital project activity and Graybar Common space payments.
PROFESSIONAL SERVICE CONTRACTS	17,279	28.6%	9,990	18.7%
				Reason for Variance
				Timing of capital related projects (CCO Furniture Shop, MNR Tech Move, Camera/Audio for M8 Fleet and Mobile Ticketing Contractor) and Engineering Services.

MTA METRO-NORTH RAILROAD
 CASH RECEIPTS AND EXPENDITURES
 2015 ADOPTED BUDGET AND FINAL ESTIMATE vs. ACTUAL
 DECEMBER YEAR-TO-DATE
 EXPLANATION OF VARIANCE BETWEEN ADOPTED BUDGET, FINAL ESTIMATE, AND ACTUAL RESULTS
 (\$ in millions)

Generic Receipt or Expense Category	Year-to-Date as of December 31, 2015 vs. 2015 Adopted Budget		Year-to-Date as of December 31, 2015 vs. 2015 Final Estimate		
	Fav (Unfav)		Variance Fav (Unfav)		
	\$	%	\$	%	
MATERIALS & SUPPLIES	1,096	1.0%	16,686	12.9%	Timing of capital related projects (Turnout Mainline High-speed, C-30 Track Program, Comm & Signal Infrastructure Restore and Power Infrastructure Restore).
OTHER BUSINESS EXPENSES	(1,509)	(3.4%)	11,091	19.4%	Miscell of Asset Impairment (classified in Materials), lower Other Miscellaneous, NJT subsidy payments, Other Liabilities combined with timing of capital related projects.
MTA SUBSIDY RECEIPTS	(5,966)	(1.3%)	12,454	2.8%	
CDOT SUBSIDY RECEIPTS	(15,871)	(11.0%)	(19,880)	(13.4%)	Lower estimated deficits of prior months than forecasted combined with timing of RWA reimbursement.
TOTAL SUBSIDY RECEIPTS	(21,837)	(3.6%)	(7,426)	(1.3%)	

* Variance exceeds 100%

MTA METRO NORTH RAILROAD
2015 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL
CASH CONVERSION (CASH FLOW ADJUSTMENTS)
DECEMBER YEAR-TO-DATE
(\$ in millions)

	2015			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	2015 Adopted Budget		Final Estimate	
				\$	%	\$	%
Receipts							
Farebox Revenue	\$5.831	\$4.702	\$5.068	(\$0.763)	(13.1)	\$0.366	7.8
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	18.645	36.362	25.856	7.212	38.7	(10.506)	(28.9)
MTA	12.757	(6.699)	(26.970)	(39.727)	*	(20.271)	*
CDOT	11.636	9.714	10.052	(1.585)	(13.6)	0.338	3.5
Other	1.066	1.807	(1.825)	(2.890)	*	(3.631)	*
Capital & Other Reimbursements	25.460	4.822	(18.742)	(44.202)	*	(23.564)	*
Total Receipts	\$49.935	\$45.885	\$12.182	(\$37.754)	(75.6)	(\$33.704)	(73.5)
Expenditures							
<u>Labor:</u>							
Payroll	(\$77.470)	(\$77.518)	(\$71.721)	\$5.749	7.4	\$5.797	7.5
Overtime	(17.959)	(18.425)	(15.111)	2.848	15.9	3.314	18.0
Health and Welfare	(4.285)	(4.666)	(3.097)	1.189	27.7	1.569	33.6
OPEB Current Payment	(0.000)	1.350	(0.309)	(0.309)	*	(1.659)	*
Pensions	(17.225)	10.834	18.289	35.514	*	7.455	68.8
Other Fringe Benefits	(6.064)	(7.203)	(11.648)	(5.584)	(92.1)	(4.445)	(61.7)
GASB Account	0.000	0.000	0.000	0.000	-	0.000	-
Reimbursable Overhead	(5.687)	(1.221)	(1.335)	4.352	76.5	(0.114)	(9.4)
Total Labor	(\$128.690)	(\$96.850)	(\$84.932)	\$43.758	34.0	\$11.917	12.3
<u>Non-Labor:</u>							
Electric Power	(\$1.543)	(\$1.497)	(\$2.922)	(\$1.379)	(89.4)	(\$1.425)	(95.2)
Fuel	0.855	0.874	(0.096)	(0.951)	*	(0.970)	*
Insurance	0.329	(0.683)	(1.994)	(2.323)	*	(1.311)	*
Claims	(8.419)	(21.572)	(13.540)	(5.121)	(60.8)	8.032	37.2
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	4.736	(5.464)	(8.448)	(13.184)	*	(2.984)	(54.6)
Professional Service Contracts	(14.116)	(5.809)	(6.877)	7.239	51.3	(1.068)	(18.4)
Materials & Supplies	(8.988)	(1.711)	(22.544)	(13.556)	*	(20.833)	*
Other Business Expenditures	(30.567)	(30.896)	(22.300)	8.267	27.0	8.596	27.8
Total Non-Labor	(\$57.712)	(\$66.758)	(\$78.720)	(\$21.009)	(36.4)	(\$11.962)	(17.9)
<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 Adjs.	(\$136.466)	(\$117.723)	(\$151.471)	(\$15.005)	(11.0)	(\$33.748)	(28.7)
Depreciation	\$231.476	\$226.647	\$231.849	\$0.373	0.2	\$5.202	2.3
OPEB Obligation	68.316	68.316	68.316	0.000	0.0	0.000	0.0
Environmental Remediation	3.172	5.109	4.424	1.252	39.5	(0.684)	(13.4)
Total Cash Conversion Adjustments	\$166.498	\$182.349	\$153.119	(\$13.379)	(8.0)	(\$29.230)	(16.0)

Notes:

-- Results are based on the preliminary close of the general ledger and are subject to review and adjustment.

-- Differences are due to rounding.

* Variance exceeds 100%.

MTA METRO-NORTH RAILROAD
2015 ADOPTED BUDGET AND FINAL ESTIMATE VS ACTUAL
UTILIZATION
(in millions)

	Year-to-Date as of December 2015			Variance Favorable/(Unfavorable)			
	Adopted Budget	Final Estimate	Actual	vs. Adopted Budget		vs. Final Estimate	
				Amount	%	Amount	%
<u>Farebox Revenue</u>							
Harlem Line	\$203.596	\$200.711	\$201.749	(\$1.848)	(0.9)	\$1.038	0.5
Hudson Line	\$148.249	\$146.569	\$146.891	(\$1.359)	(0.9)	\$0.322	0.2
New Haven Line	\$331.765	\$328.010	\$328.540	(\$3.224)	(1.0)	\$0.531	0.2
Total Farebox Revenue	\$683.611	\$675.290	\$677.180 ⁽¹⁾	(6.431)	(0.9)	\$1.890	0.3
<u>Ridership</u>							
Harlem Line	27.763	27.426	27.504	(0.259)	(0.9)	0.078	0.3
Hudson Line	16.522	16.404	16.425	(0.097)	(0.6)	0.020	0.1
New Haven Line	40.520	40.362	40.344	(0.177)	(0.4)	(0.018)	0.0
Total Ridership East of Hudson	84.805	84.192	84.272	(0.533)	(0.6)	0.080	0.1
West of Hudson	1.720	1.766	1.746	0.026	1.5	(0.021)	-1.2
Total Ridership	86.525	85.958	86.018	(0.507)	(0.6)	0.060	0.1

(1) Excludes West of Hudson Mail & Ride revenue totaling \$0.378 million year-to-date.

East of Hudson:

East of Hudson ridership for the year ending was 0.1% or 80K rides higher as compared to the Final Estimate and 0.6% lower to the Budget:

- Harlem Line was 0.3% above the Final Estimate due to higher than projected non-commutation growth
- Hudson Line was 0.1% above the Final Estimate due to higher than projected non-commutation growth
- New Haven Line was on target to the Final Estimate
- Compared to 2014, East of Hudson ridership was up by 1.6%

Commutation ridership as compared to the Final Estimate was 0.1% lower for the year:

- Hudson Line was 0.3% lower for the year
- Harlem and New Haven Line commutation were on target to the Final Estimate
- Compared to 2014, commutation ridership was 1.0% higher

Non-commutation ridership as compared to the Final Estimate was 0.3% higher for the year:

- Harlem Line was 0.8% higher than projected
- Hudson Line was 0.7% higher than projected
- New Haven Line was 0.2% lower than projected
- Compared to 2014, non-commutation was 2.3% higher

West of Hudson:

West of Hudson ridership as compared to the Final Estimate and Budget was:

- 1.2% lower and 1.5% higher, respectively
- Compared to 2014, West of Hudson ridership was up by 3.7%

MTA METRO-NORTH RAILROAD
2015 FINAL ESTIMATE VS. ACTUALS
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
December 31, 2015

<u>Department</u>	<u>Final Estimate</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>
Administration			
President	4	4	-
Labor Relations (1)	15	16	(1)
Safety/Security (2)(3)	72	58	14
COO/Corporate & Public Affairs (4)	18	22	(4)
Legal	18	17	1
Claims Services	14	13	1
Environmental Compliance & Svce	8	7	1
VP Human Resources	7	4	3
Human Resources	36	33	3
Training (2)	98	66	33
Employee Relations & Diversity	6	6	-
VP Planning	2	2	-
Operations Planning & Analysis	22	20	2
Capital Planning & Programming	14	10	5
GCT & Corporate Development (4)	31	9	22
Long Range Planning	8	7	1
VP Finance & Information Systems	4	1	3
Controller	81	75	6
Budget	20	17	3
Customer Service (4)	37	53	(16)
Procurement & Material Mgmt	52	28	24
Total Administration	567	466	101
Operations			
Operations Administration (5)	89	76	13
Transportation (6)(7)	1,470	1,511	(41)
Customer Service (5)	241	222	19
GCT & Corporate Development (5)	38	30	9
Metro-North West (5)	46	29	17
Total Operations	1,884	1,867	17
Maintenance			
GCT & Corporate Development (5)	171	158	13
Maintenance of Equipment (2)(5)	1,748	1,617	131
Maintenance of Way (2)(5)	2,084	1,877	207
Procurement & Material Mgmt	128	120	9
Total Maintenance	4,131	3,771	360
Engineering/Capital			
Construction Management	43	36	7
Engineering & Design	72	70	2
Total Engineering/Capital	115	106	9
Total Positions	6,697	6,211	487
Non-Reimbursable	6,115	5,888	227
Reimbursable	582	323	260
Total Full-Time	6,696	6,210	487
Total Full-Time-Equivalents (of part-time positions)	1	1	-

(1) Variance reflects early hiring of a position scheduled in January, 2016.

(2) Variance reflects new vacant positions.

(3) Safety and Security are separate departments but are combined for 2015 reporting purposes.

(4) Variance reflects the transfer of positions from GCT and Corporate Development to the Chief of Staff/Corporate & Public Affairs, Customer Service and Engineer & Design departments as a result of the GCT and Corporate Development reorganization.

(5) Variance reflects existing vacant positions.

(6) Please note that the Transportation department has recently undergone a name change and was formerly known as Operation Services.

(7) Variance reflects lower attrition than planned as well as employees in training not ready for service.

MTA METRO-NORTH RAILROAD
 2015 FINAL ESTIMATE VS. ACTUALS
 TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
 December 31, 2015

FUNCTION/OCCUPATION	Final Estimate	Actual	Favorable (Unfavorable) Variance
Administration (1)			
Managers/Supervisors	164	148	16
Professional, Technical, Clerical Operational Hourlies	402	318	84
	-	-	-
Total Administration	567	466	101
Operations (1)			
Managers/Supervisors	236	216	20
Professional, Technical, Clerical	199	179	20
Operational Hourlies	1,450	1,472	(22)
Total Operations	1,884	1,867	17
Maintenance (1)			
Managers/Supervisors	619	570	49
Professional, Technical, Clerical	535	496	38
Operational Hourlies	2,978	2,705	273
Total Maintenance	4,131	3,771	360
Engineering/Capital			
Managers/Supervisors	53	40	13
Professional, Technical, Clerical	62	66	(4)
Operational Hourlies	-	-	-
	115	106	9
Public Safety			
Managers/Supervisors	-	-	-
Professional, Technical, Clerical	-	-	-
Operational Hourlies	-	-	-
Total Public Safety	-	-	-
Total Positions			
Managers/Supervisors	1,072	975	97
Professional, Technical, Clerical	1,198	1,060	139
Operational Hourlies	4,427	4,177	251
Total Positions	6,697	6,211	487

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
2015 FINAL ESTIMATE VS. ACTUALS**

December 31, 2015

Agency-wide (Non-Reimbursable and Reimbursable)	Final Estimate	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<i>Functional Classification:</i>				
Operations (1)	1,884	1,867	17	
Maintenance (1)	4,131	3,771	360	Reflects vacant positions in Maintenance of Way (managers, engineers, directors, electrical workers, plumbers and tinsmith) and Maintenance of Equipment (technicians, directors, foreman, electricians, machinists and laborers) which are under active recruitment. Vacancies are driven by a high degree of internal transfers in filling open jobs which has extended the time of reducing vacant positions.
Administration (1)	567	466	101	Vacancies reflects timing differences in hiring of newly created positions in the Training and Safety departments.
Engineering / Capital	115	106	9	
Total Agency-wide Headcount	6,697	6,211	487	
Non-Reimbursable	6,115	5,888	227	Reflects a transfer of reimbursable Maintenance of Way positions to perform operating work.
Reimbursable	582	323	260	

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
2015 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL
MONTHLY PERFORMANCE INDICATORS *
DECEMBER 2015**

	YEAR-TO-DATE		FINAL		VARIANCE ⁽⁴⁾	
	2015	ESTIMATE	2014	ESTIMATE	2014	ESTIMATE
Farebox Operating Ratio						
Standard ⁽¹⁾	59.4%	57.1%	53.7%	2.3%	5.7%	
Adjusted ⁽²⁾	67.1%	64.3%	60.8%	2.8%	6.3%	
Cost per Passenger						
Standard ⁽¹⁾	\$13.67	\$14.20	\$14.75	\$0.53	\$1.08	
Adjusted ⁽²⁾	\$13.39	\$13.93	\$14.50	\$0.54	\$1.11	
Passenger Revenue/Passenger ⁽³⁾	\$8.12	\$8.10	\$7.92	\$0.02	\$0.20	

	YEAR-TO-DATE		ADOPTED		VARIANCE ⁽⁴⁾	
	2015	BUDGET	2014	BUDGET	2014	BUDGET
Farebox Operating Ratio						
Standard ⁽¹⁾	59.4%	57.1%	53.7%	2.3%	5.7%	
Adjusted ⁽²⁾	67.1%	63.9%	60.8%	3.2%	6.3%	
Cost per Passenger						
Standard ⁽¹⁾	\$13.67	\$14.26	\$14.75	\$0.59	\$1.08	
Adjusted ⁽²⁾	\$13.39	\$14.00	\$14.50	\$0.61	\$1.11	
Passenger Revenue/Passenger ⁽³⁾	\$8.12	\$8.15	\$7.92	(\$0.03)	\$0.20	

(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, Business Service Center and IT costs.

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

(3) Includes Commissary Services.

(4) 2014 actual results include the impact of the retroactive wage adjustment.

* Monthly Performance Indicators include both East and West of Hudson revenue and expenses. Total passenger revenue also includes the West of Hudson passenger revenue which is reclassified from the net subsidy paid to New Jersey Transit for West of Hudson Lines operations.



Metro-North Railroad

Ridership Report

MTA METRO-NORTH RAILROAD

MONTHLY RIDERSHIP REPORT

DECEMBER 2015

Operations Planning & Analysis Department
February, 2016

DECEMBER 2015 RIDERSHIP & REVENUE REPORT MTA METRO-NORTH RAILROAD

EXECUTIVE SUMMARY

December Ridership and Revenue (millions)

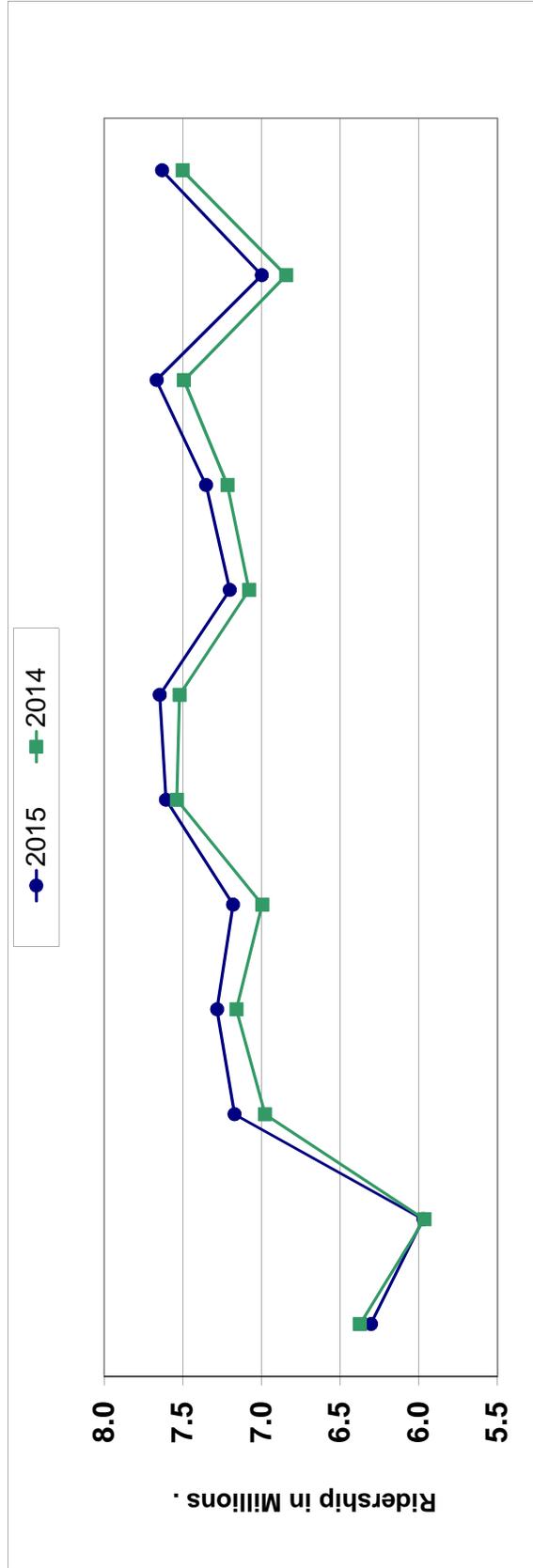
	December 2015	% Change vs. 2014
Total Rail Ridership	7.632	+1.7% ▲
Commutation Ridership	4.195	+1.4% ▲
Non-Commutation Ridership	3.437	+2.1% ▲
Connecting Service Ridership	0.046	+3.9% ▲
Total MNR System Ridership	7.678	+1.7% ▲
Rail Revenue	\$61.5	+5.3% ▲

Year-to-Date to December Ridership and Revenue (millions)

	YTD 2015	% Change vs. 2014	Comparison to Forecast
Total Rail Ridership	86.018	+1.6% ▲	+0.1% ▲
Commutation Ridership	49,346	+1.0% ▲	-0.1% ▼
Non-Commutation Ridership	36.672	+2.4% ▲	+0.3% ▲
Connecting Service Ridership	0.556	+3.8% ▲	+3.0% ▲
Total MNR System Ridership	86.574	+1.6% ▲	+0.1% ▲
Rail Revenue	\$692.1	+4.3% ▲	+0.3% ▲

DECEMBER RAIL RIDERSHIP ⁽¹⁾

- December's Total Rail Ridership was 1.7% above 2014 and 0.1% below forecast.

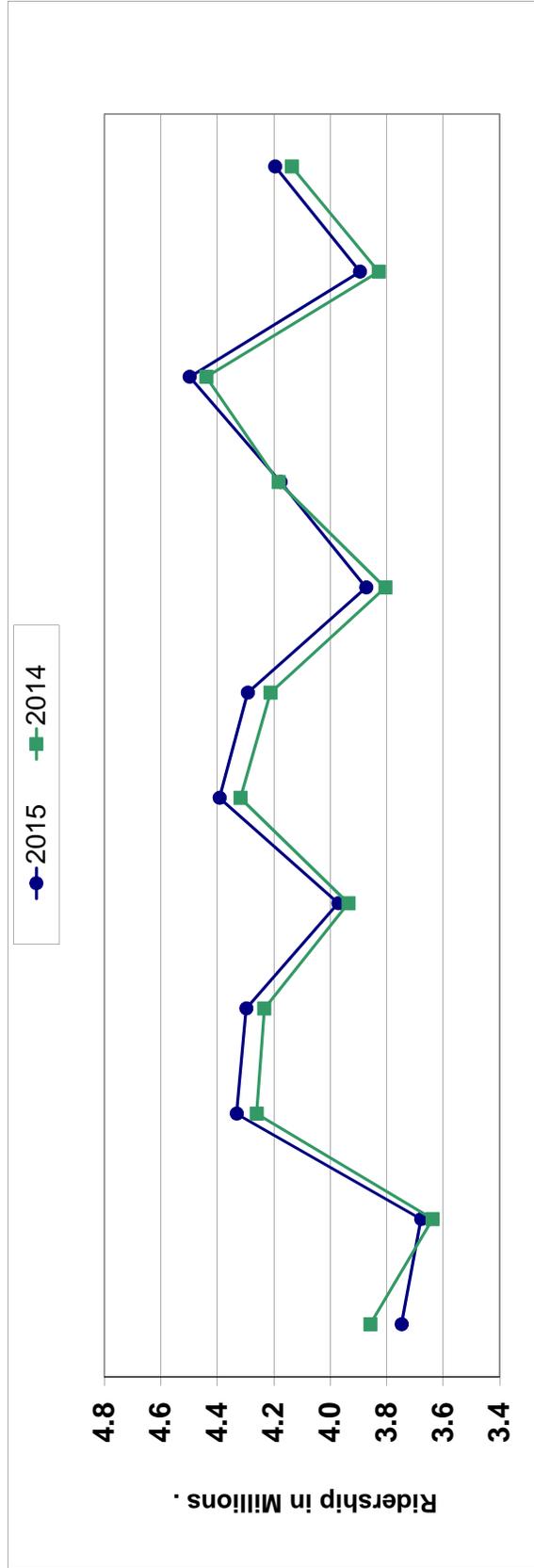


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2015	6.3	6.0	7.2	7.3	7.2	7.6	7.6	7.2	7.4	7.7	7.0	7.6	86.0
2014	6.4	6.0	7.0	7.2	7.0	7.5	7.5	7.1	7.2	7.5	6.8	7.5	84.7
PCT CHG.	-1.1%	0.1%	2.8%	1.7%	2.7%	0.9%	1.7%	1.7%	1.9%	2.3%	2.3%	1.7%	1.6%

¹⁾ Includes East and West of Hudson.

DECEMBER RAIL COMMUTATION RIDERSHIP ⁽¹⁾

- December's Rail Commutation Ridership was 1.4% above 2014 and 0.1% below forecast.

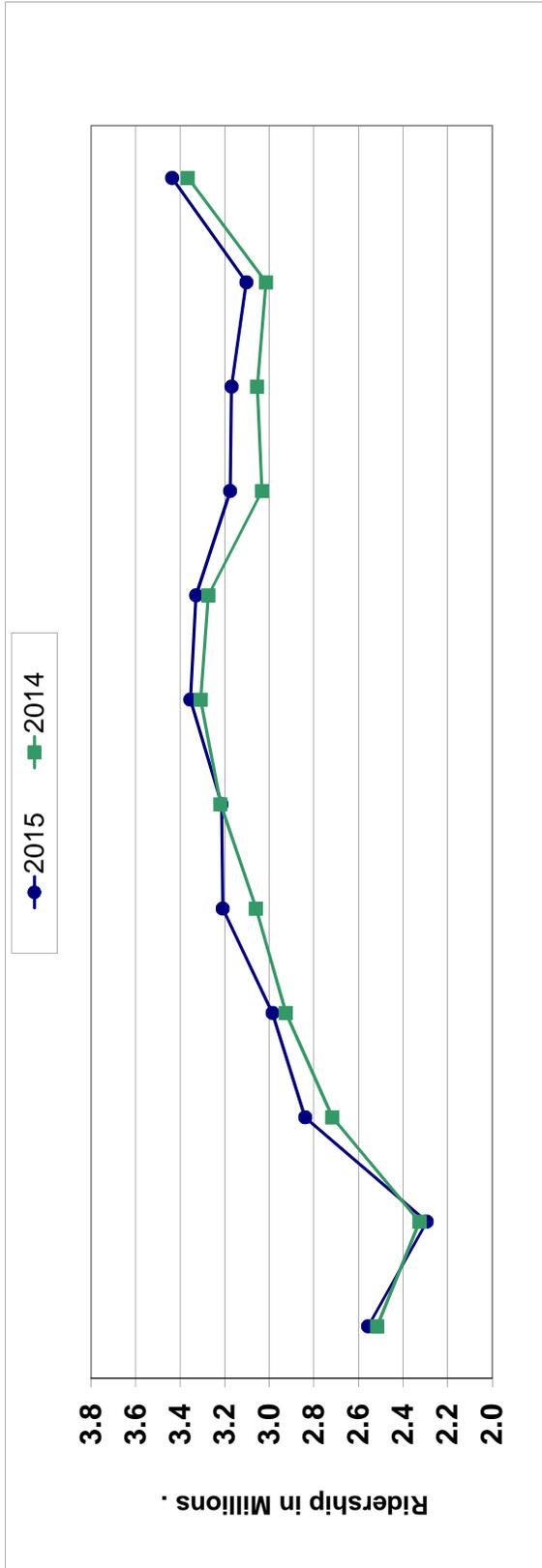


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2015	3.7	3.7	4.3	4.3	4.0	4.4	4.3	3.9	4.2	4.5	3.9	4.2	49.3
2014	3.9	3.6	4.3	4.2	3.9	4.3	4.2	3.8	4.2	4.4	3.8	4.1	48.8
PCT CHG.	-2.9%	1.1%	1.7%	1.5%	0.9%	1.7%	1.9%	1.8%	-0.2%	1.3%	1.7%	1.4%	1.0%

¹⁾ Includes East and West of Hudson.

DECEMBER RAIL NON-COMMUTATION RIDERSHIP ⁽¹⁾

- December's Rail Non-Commutation Ridership was 2.1% above 2014 and 0.2% below forecast.

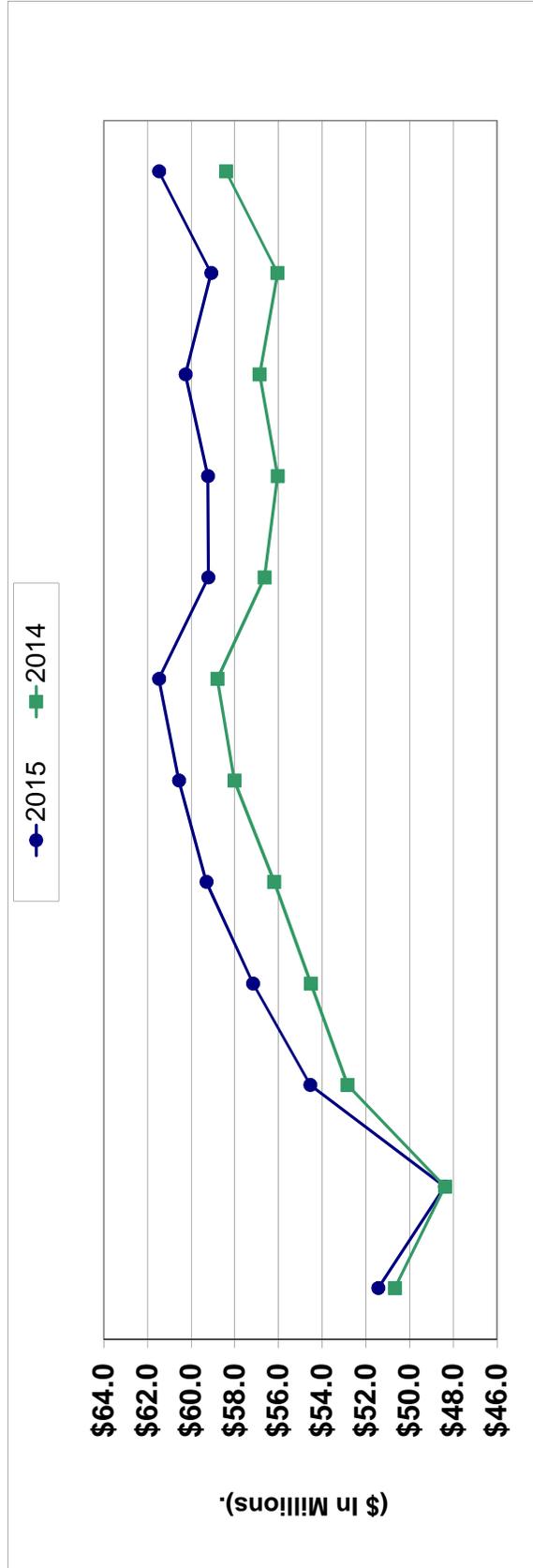


		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
2015		2.6	2.3	2.8	3.0	3.2	3.2	3.4	3.3	3.2	3.2	3.1	3.4	36.7
2014		2.5	2.3	2.7	2.9	3.1	3.2	3.3	3.3	3.0	3.1	3.0	3.4	35.8
PCT CHG.		1.6%	-1.4%	4.5%	2.1%	4.9%	-0.1%	1.4%	1.7%	4.7%	3.8%	2.9%	2.1%	2.4%

¹⁾ Includes East and West of Hudson.

DECEMBER RAIL REVENUE⁽¹⁾

- December's Total Rail Revenue was 5.3% above 2014 and 0.5% above forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2015	\$51.4	\$48.4	\$54.5	\$57.2	\$59.3	\$60.6	\$61.5	\$59.2	\$59.2	\$60.3	\$59.1	\$61.5	\$692.1
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
PCT CHG.	1.5%	0.0%	3.2%	4.9%	5.5%	4.4%	4.6%	4.5%	5.7%	6.0%	5.4%	5.3%	4.3%

¹⁾ Includes East and West of Hudson.

**MTA METRO-NORTH RAILROAD
RIDERSHIP SUMMARY
DECEMBER 2015**

TICKET TYPE/SERVICE	DECEMBER 2015 ACTUAL	DECEMBER 2015 YEAR-END	VARIANCE VS. YEAR-END		DECEMBER 2014 RESTATED (1)	CHANGE FROM 2014	
			AMOUNT	PERCENT		AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP							
East of Hudson	4,115,100	4,112,768	2,332	0.1%	4,054,841	60,259	1.5%
West of Hudson	80,129	85,402	(5,273)	-6.2%	81,432	(1,303)	-1.6%
Total Rail Commutation Ridership	4,195,229	4,198,170	(2,941)	-0.1%	4,136,273	58,956	1.4%
RAIL NON-COMMUTATION RIDERSHIP							
East of Hudson	3,371,128	3,377,570	(6,442)	-0.2%	3,301,596	69,532	2.1%
West of Hudson	65,901	67,747	(1,846)	-2.7%	64,285	1,616	2.5%
Total Rail Non-Commutation Ridership	3,437,029	3,445,317	(8,288)	-0.2%	3,365,881	71,148	2.1%
TOTAL RAIL RIDERSHIP							
East of Hudson	7,486,228	7,490,338	(4,110)	-0.1%	7,356,437	129,791	1.8%
West of Hudson	146,030	153,149	(7,119)	-4.6%	145,717	313	0.2%
TOTAL RAIL RIDERSHIP	7,632,258	7,643,487	(11,229)	-0.1%	7,502,154	130,104	1.7%
CONNECTING SERVICES RIDERSHIP (2)	45,694	44,356	1,338	3.0%	43,984	1,710	3.9%
TOTAL MNR SYSTEM RIDERSHIP	7,677,952	7,687,843	(9,891)	-0.1%	7,546,138	131,814	1.7%

Notes:

1) 2014 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
2015 YEAR-TO-DATE**

TICKET TYPE/SERVICE	2015 YTD ACTUAL	2015 YTD YEAR-END	VARIANCE VS. YEAR-END		2014 YTD RESTATE ⁽¹⁾	CHANGE FROM 2014	
			AMOUNT	PERCENT		AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP							
East of Hudson	48,358,602	48,388,661	(30,059)	-0.1%	47,877,308	481,294	1.0%
West of Hudson	987,793	1,013,773	(25,980)	-2.6%	967,026	20,767	2.1%
Total Rail Commutation Ridership	49,346,395	49,402,434	(56,039)	-0.1%	48,844,334	502,061	1.0%
RAIL NON-COMMUTATION RIDERSHIP							
East of Hudson	35,913,808	35,803,324	110,484	0.3%	35,098,260	815,548	2.3%
West of Hudson	757,957	752,541	5,416	0.7%	717,705	40,252	5.6%
Total Rail Non-Commutation Ridership	36,671,765	36,555,865	115,900	0.3%	35,815,965	855,800	2.4%
TOTAL RAIL RIDERSHIP							
East of Hudson	84,272,410	84,191,985	80,425	0.1%	82,975,568	1,296,842	1.6%
West of Hudson	1,745,750	1,766,314	(20,564)	-1.2%	1,684,731	61,019	3.6%
TOTAL RAIL RIDERSHIP	86,018,160	85,958,299	59,861	0.1%	84,660,299	1,357,861	1.6%
CONNECTING SERVICES RIDERSHIP ⁽²⁾	556,009	540,026	15,983	3.0%	535,534	20,475	3.8%
TOTAL MNR SYSTEM RIDERSHIP	86,574,169	86,498,325	75,844	0.1%	85,195,833	1,378,336	1.6%

Notes:

1) 2014 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 2015**

LINE	DECEMBER 2015 ACTUAL	DECEMBER 2014 RESTATED (1)	CHANGE FROM 2014	
			AMOUNT	PERCENT
EAST OF HUDSON				
Harlem Line	2,442,546	2,398,293	44,253	1.8%
Hudson Line	1,438,103	1,419,350	18,753	1.3%
New Haven Line	3,605,579	3,538,794	66,785	1.9%
Total East of Hudson	7,486,228	7,356,437	129,791	1.8%
WEST OF HUDSON				
Port Jervis Line	86,298	87,965	(1,667)	-1.9%
Pascack Valley Line	59,732	57,752	1,980	3.4%
Total West of Hudson	146,030	145,717	313	0.2%
TOTAL RAIL RIDERSHIP	7,632,258	7,502,154	130,104	1.7%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS				
Hudson Rail Link	31,486	30,540	946	3.1%
Haverstraw-Ossining Ferry	9,576	8,477	1,099	13.0%
Newburgh-Beacon Ferry	4,632	4,967	(335)	-6.7%
Total Connecting Services	45,694	43,984	1,710	3.9%
TOTAL MNR SYSTEM	7,677,952	7,546,138	131,814	1.7%

Notes:

1) 2014 ridership figures have been restated to eliminate calendar impacts on ridership.

**MTA METRO-NORTH RAILROAD
RIDERSHIP BY LINE
2015 YEAR-TO-DATE**

TICKET TYPE/SERVICE	2015 YTD ACTUAL	2014 YTD RESTATE ⁽¹⁾	CHANGE FROM 2014	
			AMOUNT	PERCENT
EAST OF HUDSON				
Harlem Line	27,503,887	27,128,023	375,864	1.4%
Hudson Line	16,424,639	16,237,239	187,400	1.2%
New Haven Line	40,343,884	39,610,306	733,578	1.9%
Total East of Hudson	84,272,410	82,975,568	1,296,842	1.6%
WEST OF HUDSON				
Port Jervis Line	1,039,377	1,018,667	20,710	2.0%
Pascack Valley Line	706,373	666,064	40,309	6.1%
Total West of Hudson	1,745,750	1,684,731	61,019	3.6%
TOTAL RAIL RIDERSHIP	86,018,160	84,660,299	1,357,861	1.6%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS				
Hudson Rail Link	378,103	363,036	15,067	4.2%
Haverstraw-Ossining Ferry	117,867	110,086	7,781	7.1%
Newburgh-Beacon Ferry	60,039	62,412	(2,373)	-3.8%
Total Connecting Services	556,009	535,534	20,475	3.8%
TOTAL MNR SYSTEM	86,574,169	85,195,833	1,378,336	1.6%

Notes:

1) 2014 ridership figures have been restated to eliminate calendar impacts on ridership.



Metro-North Railroad

Capital Program Report

CAPITAL PROGRAM

HIGHLIGHTS

January 31, 2016

STATIONS/PARKING/FACILITIES

Station Building Renewal Projects

- *Port Chester Station Elevator Design (outbound side of Port Chester Station)* – The 90% design was submitted in January 2016 for Metro-North Railroad's (MNR) review. Elevator construction is planned to commence in the third quarter of 2016 with completion in the third quarter of 2017.
- *Hartsdale Window and Exterior Renovations* (contract is under the Small Business Mentoring Program) – Site work is currently on-hold, pending more favorable weather; the door saddle replacements and finishes are expected to commence in March 2016, with overall project completion anticipated by July 2016 .

Croton Harmon Station Interior Improvements

A Small Business Development Tier II Program project to perform station improvements which includes: new light fixtures, ceiling tiles, wall panels, concession stand panels, floor tiles, and air conditioning throughout the station. The new ticket office in the station has been completed and only minor miscellaneous items of work remain. Completion is anticipated by the end of February 2016.

Fordham Station Improvements

Work at the station's platforms includes:

Inbound (IB): Completed installation of HVAC ductwork for the elevator machine room. Continued with installing stair window glass; and painting of fence located on the concrete wall along the platform. Complete in first quarter 2016.

Outbound (OB): At the staircase continued installation of: roof panels, hand rails, intermediate posts, and applied touch-up paint. At the southern shelter continued with installation of the: drop ceiling; doors and hardware; and exterior panels and frame. At the plaza on the street level, continued with signage installation. For approximately 120 feet, platform surface and under-platform structural repairs are anticipated to commence in March 2016.

Overall project is scheduled to be completed in second quarter 2016.

Strategic Facilities – Replacement of Prospect Hill Road Bridge (Southeast Station)

Design phase is underway, with field work complete and the following associated reports submitted: geotechnical recommendations, bridge inspections, and hazardous materials and subsurface environmental investigations. A preliminary yard alignment comparison matrix was also submitted for MNR's stakeholder's review.

POWER

Power, Communication & Signals Infrastructure Restoration Phase I – Sandy (Design-Build)

Progressing design development towards 90% level for the Phase I limits CP19 (Greystone) to CP35 (Croton-Harmon). Fabrication of steel for elevated platforms that will house critical equipment located near the Ossining Station is underway. Continue to perform excavation/installation of: communication & signal trough; signal power duct banks north and south of the Ossining station; third rail set-ups and continuity jumpers; and conduits under Croton-Harmon, Ossining, Scarborough, and Philipse Manor station platforms.

Power Infrastructure Restoration – Substations – Sandy

Riverdale: Completed substation vault walls at the crew quarters. Fabrication of switchgear is underway with delivery forecasted in June 2016.

Tarrytown: Completed grounding of substation, waterproofing, and backfilling the foundation walls. Fabrication of switchgear is underway with delivery forecasted in July 2016.

Croton-Harmon: Continued with grounding of substation, waterproofing, and backfilling the foundation walls. Installation of DC platform footings and columns; conduits under track crossings is ongoing. Fabrication of switchgear is underway with delivery forecasted in September 2016.

Harlem & Hudson Lines Power Improvements

Construction of 110th Negative Return Reactors and 86th Street Substation

- 110th St: Negative return reactor pad preparation work underway for concrete placement in February 2016. Reactors have been fabricated and are in storage and will be installed in March 2016, with cutover to the new reactors anticipated in spring 2016.
- 86th St: AC switchgear equipment layout and transformer structural/layout submittal process continues. Mobilization at the site is anticipated in March 2016. AC switchgear is in fabrication and delivery is anticipated in the fourth quarter of 2016.

Brewster Substation –Continued with excavation and formwork for substation foundation footings and walls. Conduit installation under track crossings is ongoing. Fabrication of switchgear is underway with delivery forecasted in fourth quarter of 2016.

Substation Replacement Bridge-23

The control and power wiring pre-outage work for east switchgear cutover at Mount Vernon is complete; testing and commissioning is ongoing; and final cutover is anticipated in February 2016. Review of signal substation drawings for switchgear fabrication at Mount Vernon is complete; structural fabrication to commence in February 2016. Factory acceptance testing for New Rochelle switchgear is anticipated completion by March 2016.

Harlem River Lift Bridge-Cable Replacement/Control System

The electrical and control commissioning process continues. Elevator rehabilitation work continues for the Manhattan and the Bronx towers to gain access to the bridge control and machine rooms. Utilizing utility power, testing of the bridge opening/closing in normal and backup modes is complete. Testing in emergency generator power mode is nearing completion with modified configuration settings for emergency generators and bridge motor control drives. The bridge is available to support river traffic upon request.

TRACK AND STRUCTURES

2014 Cyclical Track Program (Resumption of Program after Bronx Priority Repairs)

The 2014 Cyclical Track program consists of the replacement of 18,650 wood ties, 5 miles of continuous welded rail, and surfacing of 120 miles of track. To date, MNR forces have installed approximately 14,000 ties and 6.5 miles of rail, and surfaced 52 miles of track on the Hudson, Harlem, and New Haven lines.

Bronx Drainage Phase II B Improvements between Mott Haven and Fordham

Preparation for site mobilization and technical submittals has commenced. The work includes installation of a track under-drain system between Mott Haven Yard and Fordham on MNR's Harlem Line. This work is the second phase of a multi-phase project in which this system will be connected to New York City Department Environmental Protection's (NYCDEP) combined sewer at the intersection point where NYCDEP's pipes cross under the tracks.

Inspection and Load Rating of Select Undergrade Bridges in New York State

The field inspection phase of select bridges continues and is approximately 50% complete. Bridge inspectors continue to progress with the inspection along the Hudson and Harlem lines.

Undergrade Bridges – West of Hudson

The preliminary design for repairs to seven undergrade bridges on the Port Jervis Line is ongoing. The 75% design for Bridge JS 63.04, Shea Road and for JS 61.56, Twin Arch Road, was reviewed by MNR stakeholders and will be incorporated in the next design submission which is due in February 2016.

SHOPS AND YARDS

Harmon Shop Improvements

Phase V, Stage I Design-Build

- Consist Shop Facility (Building 6): Completed asbestos abatement and demolition of the roof and walls at tracks 132-136. Remaining roof abatement is ongoing. Asbestos abatement and demolition of the slab continues between tracks 132-136 and column lines R-T. Mass excavation of the area north of the Consist Shop commenced.

- EMU (Electric Multiple Unit) Annex: Continue excavation, formwork, installation of reinforcement and placement of concrete for the east and west EMU annex foundations and walls.
- Delivery and installation of smoke stack on the roof of the locomotive shop to be completed in February 2016.

Phase V Stage II Preliminary Design

- Stage II Preliminary Design for the Running Repair and Support Shop has re-commenced now that the final design packages for Stage I are complete. Information and data gathering activities to facilitate the update of the Harlem and Hudson Master Plan for Harmon Yard and other NY Maintenance of Equipment facilities continues.

GRAND CENTRAL TERMINAL (GCT)

GCT Train Shed Rehabilitation

Completed work includes: steel repairs and final paint coat at many locations in the train shed and the replacement of the platform located adjacent to Track 101. In progress work includes: deleading of steel; shop drawing submittal process; and fabrication and delivery of new steel. Steel repairs are progressing at 60% complete with repairs completed at many of the areas and final paint coat applied. Repairs to be performed at the street level will commence in spring 2016; when the weather becomes more favorable.

GCT Elevators Rehabilitation Phase 4 (SE-1 & SE-2 serve upper and lower levels and Depew Place loading dock; A-car elevator serves M42 substation)

Elevators SE-1, SE-2 car platform and components were delivered in January 2016. Installation of SE-1 elevator to commence in February 2016; and will be placed in service second quarter of 2016. SE-2 elevator installation will commence after SE-1 is in service. A-car elevator delivery is anticipated in second quarter of 2016. A-car elevator doors at each elevation have been abated of lead and demolition of doors has commenced.

GCT Utilities (fire suppression system upgrade at lower Level of train shed & replacement of 49th St. existing fire pump)

Project kickoff meeting was held in January 2016. The contractor has commenced inspection of the facility for shop drawing submittals.

GCT Leaks Remediation

Restoration activities continue on the 42nd Street bridge abutments at 89th East 42nd Street via removal of the stones encasing the bridge columns. Lead abatement and waterproofing are complete with restoration of masonry components to be performed next.

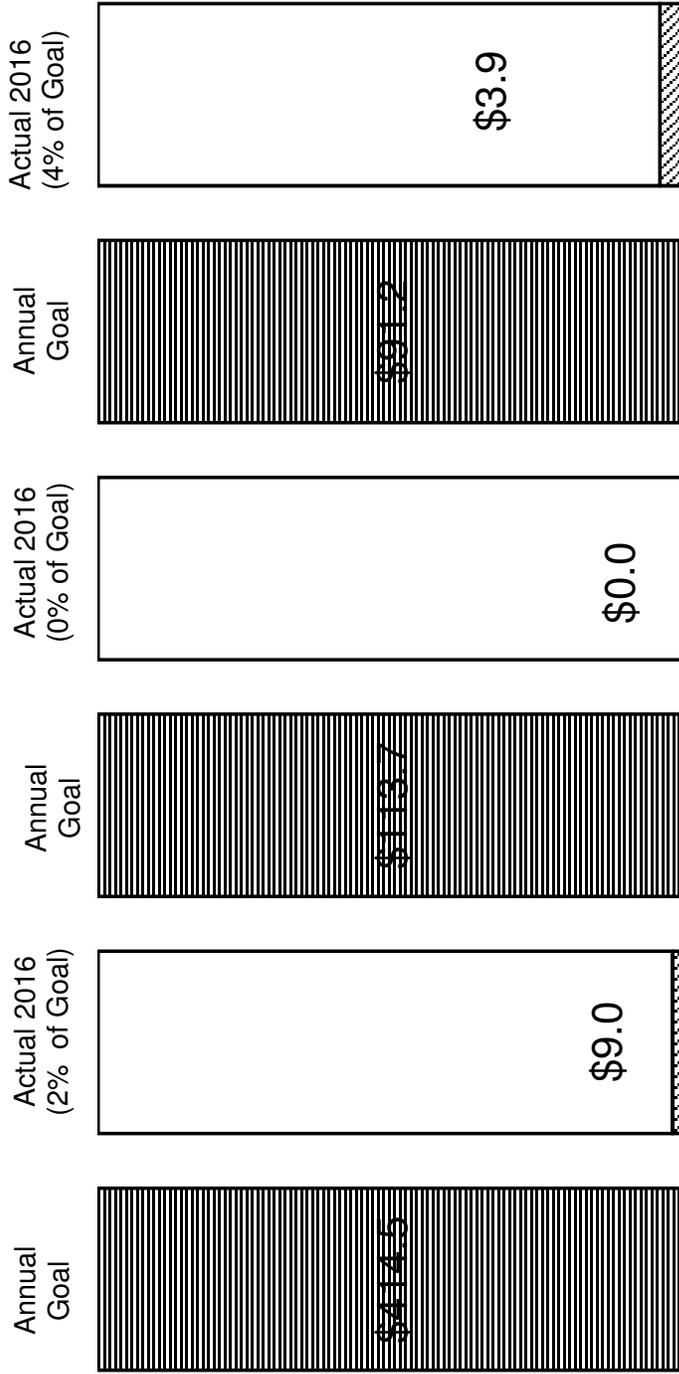
Park Avenue Viaduct Direct Fixation

Evaluation of the data collected during field investigation and core sampling continues. The design consultant has commenced a program of tension testing of the existing threaded inserts in the concrete deck that anchor the direct fixation “fastener bodies,” which sit atop the deck and hold the rails in place. Three of the four tracks have been tested, with the final track testing to proceed when weather permits. A final report of inspection findings will be issued upon conclusion of all testing and evaluation of results.

2016 MNR Capital Program Goals

As of January 31, 2016

In Millions



Commitments Completions Closeouts

■ 2016 Goals

▨ Actual as of Jan 31, 2016



LONG ISLAND RAIL ROAD



Monthly Operating Report January 2016

Patrick Nowakowski
President

02/22/16 *****

Performance Summary			2016 Data			2015 Data	
			Annual	YTD thru		YTD thru	
			Goal	Jan	Jan	Jan	Jan
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	System	Overall	94.0%	91.6%	91.6%	90.3%	90.3%
		AM Peak		86.6%	86.6%	84.5%	84.5%
		PM Peak		88.6%	88.6%	83.6%	83.6%
		Total Peak		87.5%	87.5%	84.0%	84.0%
		Off Peak Weekday		92.2%	92.2%	89.8%	89.8%
		Weekend		94.3%	94.3%	96.7%	96.7%
	Babylon Branch	Overall	93.9%	91.2%	91.2%	89.9%	89.9%
		AM Peak		86.8%	86.8%	85.4%	85.4%
		PM Peak		86.8%	86.8%	81.6%	81.6%
		Total Peak		86.8%	86.8%	83.6%	83.6%
		Off Peak Weekday		92.4%	92.4%	89.6%	89.6%
		Weekend		94.6%	94.6%	98.4%	98.4%
	Far Rockaway Branch	Overall	96.6%	95.8%	95.8%	94.1%	94.1%
		AM Peak		91.4%	91.4%	83.7%	83.7%
		PM Peak		96.3%	96.3%	91.2%	91.2%
		Total Peak		93.6%	93.6%	87.1%	87.1%
		Off Peak Weekday		96.3%	96.3%	94.3%	94.3%
	Weekend		96.7%	96.7%	99.2%	99.2%	
Huntington Branch	Overall	92.5%	88.4%	88.4%	88.0%	88.0%	
	AM Peak		82.1%	82.1%	81.4%	81.4%	
	PM Peak		84.5%	84.5%	79.3%	79.3%	
	Total Peak		83.3%	83.3%	80.4%	80.4%	
	Off Peak Weekday		86.3%	86.3%	85.9%	85.9%	
	Weekend		93.9%	93.9%	94.9%	94.9%	
Hempstead Branch	Overall	96.5%	95.5%	95.5%	94.0%	94.0%	
	AM Peak		96.7%	96.7%	89.5%	89.5%	
	PM Peak		90.7%	90.7%	91.2%	91.2%	
	Total Peak		93.9%	93.9%	90.3%	90.3%	
	Off Peak Weekday		96.0%	96.0%	92.9%	92.9%	
	Weekend		95.9%	95.9%	98.4%	98.4%	
Long Beach Branch	Overall	95.9%	94.6%	94.6%	90.4%	90.4%	
	AM Peak		97.2%	97.2%	85.1%	85.1%	
	PM Peak		89.9%	89.9%	84.7%	84.7%	
	Total Peak		93.7%	93.7%	84.9%	84.9%	
	Off Peak Weekday		94.6%	94.6%	89.4%	89.4%	
	Weekend		95.5%	95.5%	96.9%	96.9%	
Montauk Branch	Overall	90.8%	90.6%	90.6%	88.3%	88.3%	
	AM Peak		84.9%	84.9%	84.2%	84.2%	
	PM Peak		92.0%	92.0%	80.9%	80.9%	
	Total Peak		88.2%	88.2%	82.5%	82.5%	
	Off Peak Weekday		92.0%	92.0%	86.1%	86.1%	
	Weekend		90.3%	90.3%	96.5%	96.5%	
Oyster Bay Branch	Overall	94.1%	89.5%	89.5%	92.7%	92.7%	
	AM Peak		88.0%	88.0%	91.7%	91.7%	
	PM Peak		80.7%	80.7%	81.6%	81.6%	
	Total Peak		84.6%	84.6%	87.0%	87.0%	
	Off Peak Weekday		90.4%	90.4%	93.3%	93.3%	
	Weekend		93.1%	93.1%	97.7%	97.7%	

Performance Summary		2016 Data			2015 Data	
		Annual	YTD thru		YTD thru	
		Goal	Jan	Jan	Jan	Jan
Port Jefferson Branch	Overall	90.9%	86.8%	86.8%	86.1%	86.1%
	AM Peak		78.3%	78.3%	78.3%	78.3%
	PM Peak		85.7%	85.7%	85.0%	85.0%
	Total Peak		81.8%	81.8%	81.4%	81.4%
	Off Peak Weekday		85.5%	85.5%	84.3%	84.3%
	Weekend		93.5%	93.5%	93.2%	93.2%
Port Washington Branch	Overall	95.3%	93.4%	93.4%	91.6%	91.6%
	AM Peak		86.5%	86.5%	87.7%	87.7%
	PM Peak		90.7%	90.7%	80.1%	80.1%
	Total Peak		88.6%	88.6%	83.8%	83.8%
	Off Peak Weekday		94.5%	94.5%	91.0%	91.0%
	Weekend		95.7%	95.7%	98.9%	98.9%
Ronkonkoma Branch	Overall	91.6%	87.6%	87.6%	86.8%	86.8%
	AM Peak		77.5%	77.5%	78.7%	78.7%
	PM Peak		89.7%	89.7%	85.2%	85.2%
	Total Peak		83.0%	83.0%	81.7%	81.7%
	Off Peak Weekday		88.4%	88.4%	88.0%	88.0%
	Weekend		91.6%	91.6%	90.6%	90.6%
West Hempstead Branch	Overall	95.8%	94.8%	94.8%	93.8%	93.8%
	AM Peak		92.2%	92.2%	87.4%	87.4%
	PM Peak		88.0%	88.0%	88.6%	88.6%
	Total Peak		89.9%	89.9%	88.0%	88.0%
	Off Peak Weekday		98.0%	98.0%	94.4%	94.4%
	Weekend		94.2%	94.2%	99.0%	99.0%
Operating Statistics	Trains Scheduled		19,516	19,516	20,225	20,225
	Avg. Delay per Late Train (min) <small>excluding trains canceled or terminated</small>		-16.3	-16.3	-13.2	-13.2
	Trains Over 15 min. Late <small>excluding trains canceled or terminated</small>		413	413	381	381
	Trains Canceled		266	266	260	260
	Trains Terminated		61	61	117	117
	Percent of Scheduled Trips Completed		98.3%	98.3%	98.1%	98.1%
	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		99.2%			
	PM Peak		98.9%			
	Total Peak		99.1%			

System Categories Of Delay	% Total	Dec	2016 Data		2015 Data		YTD 2016 Vs 2015
			Jan	YTD Thru Jan	Jan	YTD Thru Jan	
Engineering (Scheduled)	4.0%	25	66	66	6	6	60
Engineering (Unscheduled)	9.3%	145	153	153	123	123	30
Maintenance of Equipment	4.7%	68	78	78	163	163	(85)
Transportation	1.8%	19	29	29	12	12	17
Capital Projects	0.4%	3	7	7	1	1	6
Weather and Environmental	52.6%	55	865	865	849	849	16
Police	6.1%	417	100	100	166	166	(66)
Customers	14.3%	351	236	236	207	207	29
Other	4.7%	183	77	77	201	201	(124)
3rd Party Operations	2.1%	30	34	34	238	238	(204)
Total	100.0%	1,296	1,645	1,645	1,966	1,966	(321)

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	
4-Jan	Mon	Switch trouble at Wantagh Interlocking	42	6						3			45	6	
5-Jan	Tues	Various weather related delays	56	6					34	3		90	9		
15-Jan	Fri	Defective IJ on Atlantic 2 between Brook 2 and ENY				14	3	1	18	2	1	32	5	2	
19-Jan	Tues	Various weather related delays				40	32		35	6	16	75	38	16	
21-Jan	Thurs	Train 2011 struck a vehicle east of Pinelawn Station	11	4	1				13			24	4	1	
23-Jan	Sat	Winter storm Jonas							150	40	10	150	40	10	
25-Jan	Mon	Winter storm Jonas	31	65	8	27	15		111	49	3	169	129	11	
25-Jan	Mon	Evacuation of JCC caused by a fire alarm				16			1			17			
26-Jan	Tues	Winter storm Jonas	41	3		2		1	25	18		68	21	1	
27-Jan	Wed	Train 870 with equipment trouble west of Jamaica				23		1	2			25		1	
29-Jan	Fri	Track condition due to a cracked bar at Nassau Interlocking							11	1		11	1		
TOTAL FOR MONTH			181	84	9	122	50	3	403	119	30	706	253	42	
													1001		

Long Island Rail Road

MEAN DISTANCE BETWEEN FAILURES

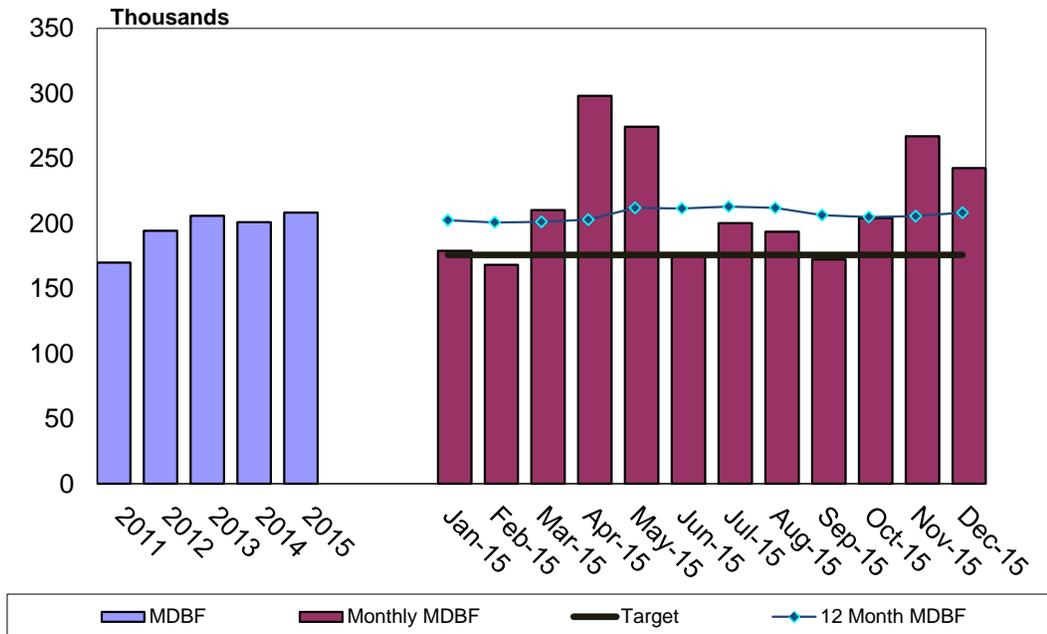
	2015 Data							2014 Data		
	Equip- ment Type	Total Fleet Size	MDBF Goal (miles)	December MDBF (miles)	December No. of Primary Failures	YTD MDBF thru December (miles)	12 month MDBF Rolling Avg (miles)	December MDBF (miles)	December No. of Primary Failures	YTD MDBF thru December (miles)
Mean	M-3	150	75,000	70,784	8	63,791	63,791	75,226	8	94,557
Distance	M-7	836	400,000	446,939	12	488,470	488,470	486,968	11	483,122
Between Failures	DM	21	20,000	80,247*	0	24,360	24,360	73,780	1	24,839
	DE	24	20,000	43,415	2	25,139	25,139	12,877	7	23,700
	C-3	134	80,000	116,269	6	120,652	120,652	118,370	6	83,040
	Diesel	179	51,000	108,087	8	69,549	69,549	62,438	14	57,100
Fleet	1,165		176,000	242,651	28	208,383	208,383	207,048	33	206,226

*DM fleet had no primary failures in December 2015, actual miles are shown on the chart above. □

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

2011 - 2015





Standee Report

East Of Jamaica

			2015 Data	
			January	
			AM Peak	PM Peak
Daily	Babylon Branch	Program Standees	0	0
		Add'l Standees	1	21
Average		Total Standees	1	21
		Far Rockaway Branch	Program Standees	0
		Add'l Standees	0	0
		Total Standees	0	0
	Huntington Branch	Program Standees	40	0
		Add'l Standees	21	0
		Total Standees	61	0
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Long Beach Branch	Program Standees	0	0
		Add'l Standees	1	1
		Total Standees	1	1
	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	34	35
		Total Standees	34	35
	Ronkonkoma Branch	Program Standees	0	0
		Add'l Standees	1	20
		Total Standees	1	20
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
System Wide PEAK			98	77

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		2015 Data		
		AM Peak	PM Peak	
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	1	20
		Total Standees	1	20
	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	9	0
		Total Standees	9	0
	Huntington Branch	Program Standees	10	0
		Add'l Standees	6	24
		Total Standees	16	24
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	5
		Total Standees	0	5
	Long Beach Branch	Program Standees	18	0
		Add'l Standees	22	0
		Total Standees	40	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	34	35
		Total Standees	34	35
	Ronkonkoma Branch	Program Standees	0	0
		Add'l Standees	13	13
		Total Standees	13	13
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
		System Wide PEAK	113	97

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.

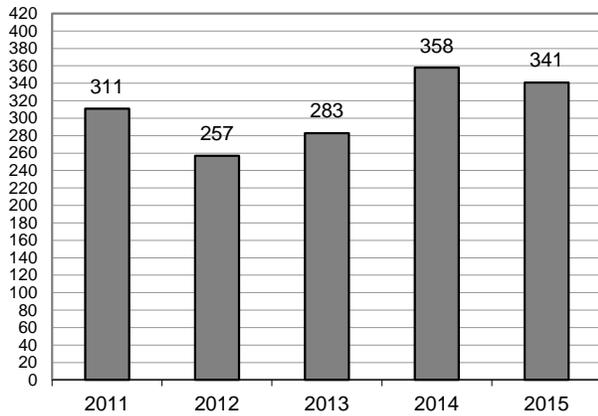
**ELEVATOR AND ESCALATOR OPERATING REPORT
FOR MONTH OF JANUARY 2016**

Elevator Availability		2016		2015	
		January	Year to Date	January	Year to Date
Branch	Babylon Branch	98.50%	98.50%	98.40%	98.40%
	Far Rockaway Branch	98.10%	98.10%	99.80%	99.80%
	Hempstead Branch	98.60%	98.60%	99.50%	99.50%
	Long Beach Branch	99.70%	99.70%	85.20%	85.20%
	Port Jefferson Branch	98.90%	98.90%	99.70%	99.70%
	Port Washington Branch	97.70%	97.70%	99.10%	99.10%
	Ronkonkoma Branch	97.50%	97.50%	99.60%	99.60%
	City Terminal Stations	97.50%	97.50%	99.80%	99.80%
	Overall Average	98.31%	98.31%	97.64%	97.64%

Escalator Availability		2016		2015	
		January	Year to Date	January	Year to Date
Branch	Babylon Branch	98.40%	98.40%	96.90%	96.90%
	Far Rockaway Branch	97.40%	97.40%	98.60%	98.60%
	Hempstead Branch	99.10%	99.10%	99.70%	99.70%
	Long Beach Branch	98.80%	98.80%	97.50%	97.50%
	Port Jefferson Branch	96.30%	96.30%	97.50%	97.50%
	City Terminal	100.00%	100.00%	99.70%	99.70%
	Overall Average	98.33%	98.33%	98.32%	98.32%



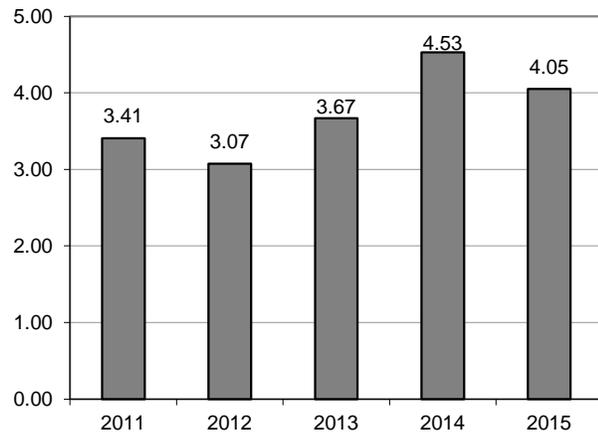
MTA Long Island Rail Road Summary of Employee Injuries through December 2015



Total Employee Injuries

Year	Total
2011	311
2012	257
2013	283
2014	358
2015	341

% change from last year: -4.7%



Employee FRA Reportable Injuries

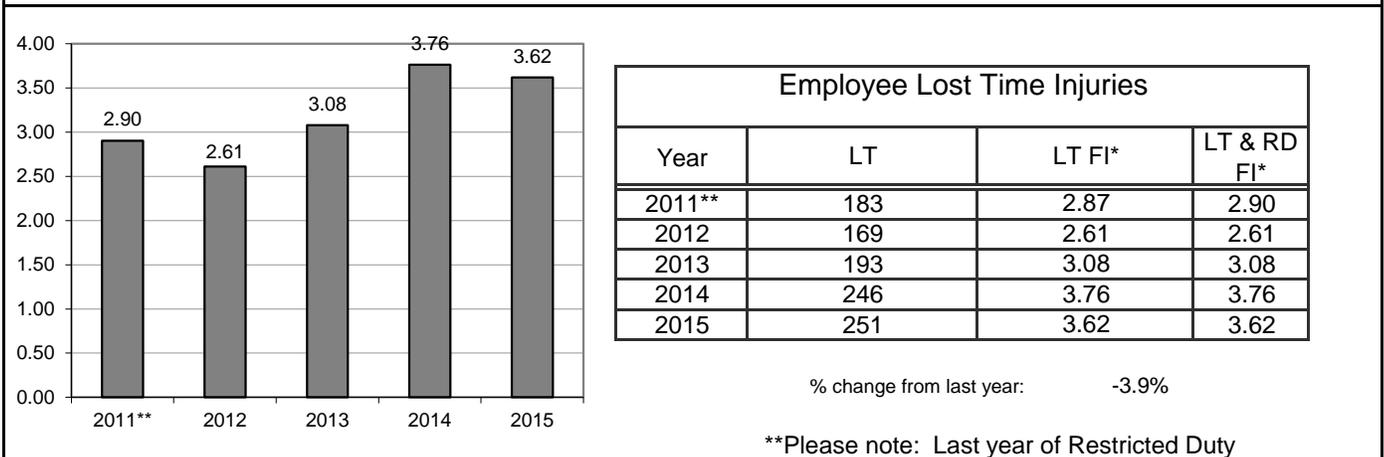
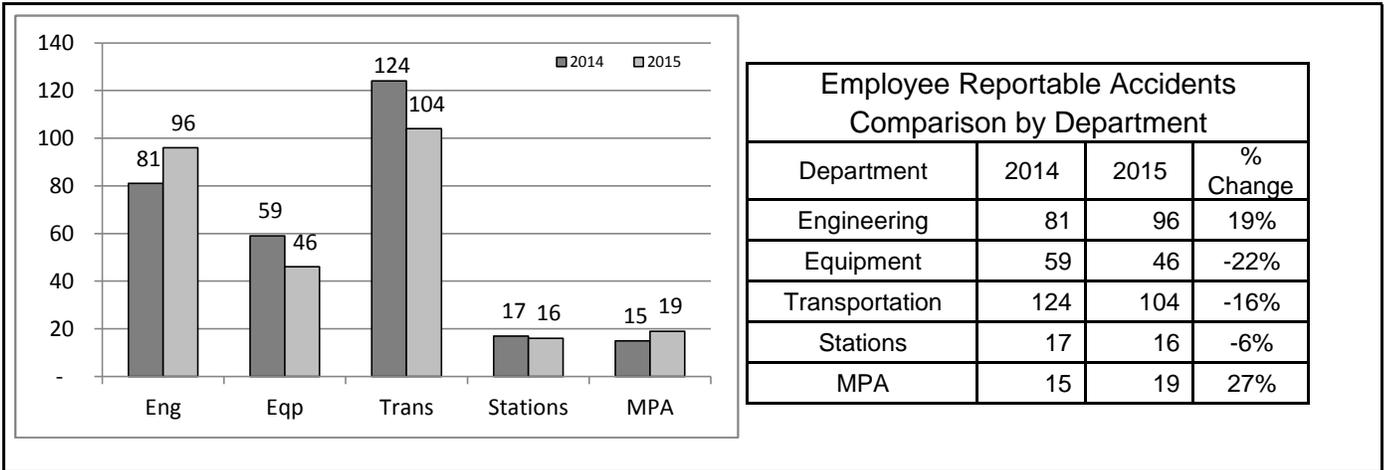
Year	Total	FRA FI*
2011	217	3.41
2012	199	3.07
2013	230	3.67
2014	296	4.53
2015	281	4.05

% change from last year: -10.5%

* Federal Railroad Administration Frequency Index

* - Injuries per 200,000 hours worked

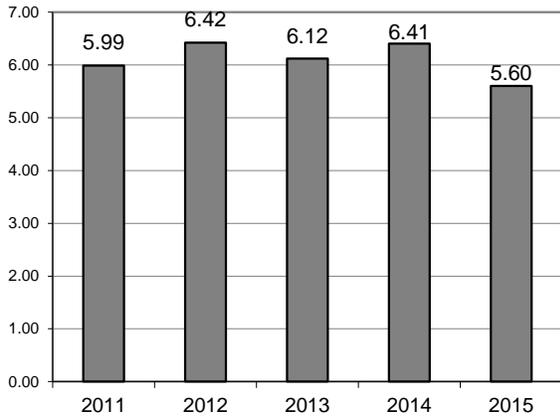
MTA Long Island Rail Road Summary of Employee Injuries through December 2015



* - Injuries per 200,000 hours worked



MTA Long Island Rail Road Summary of Customer Injuries through December 2015

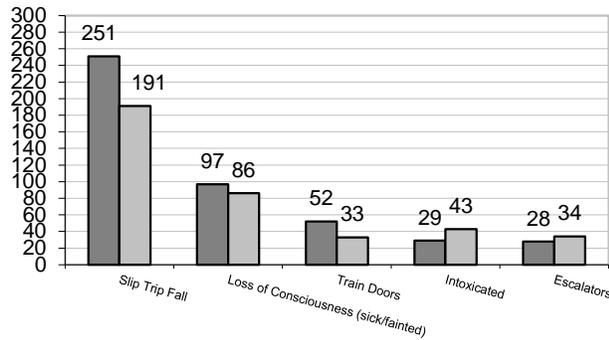


Total Customer Injuries

Year	Total	FI**
2011	485	5.99
2012	525	6.42
2013	510	6.12
2014	550	6.41
2015	491	5.60

% change from last year: -12.5%

**Injuries per 1,000,000 rides



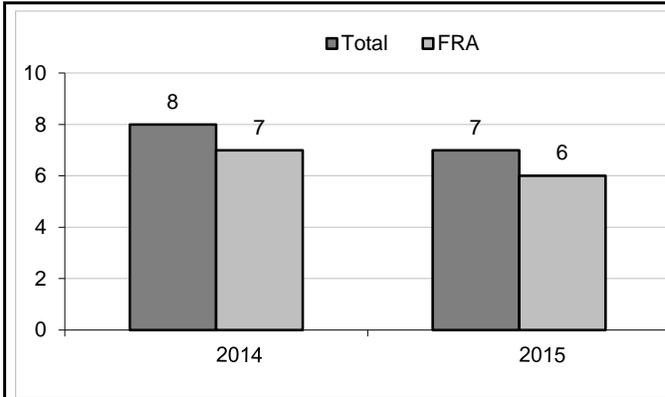
Top 5 Customer Injuries by Type

Year	Slip Trip Fall	Loss of Consciousness (sick/fainted)	Train Doors	Intoxicated	Escalators
2014	251	97	52	29	28
2015	191	86	33	43	34



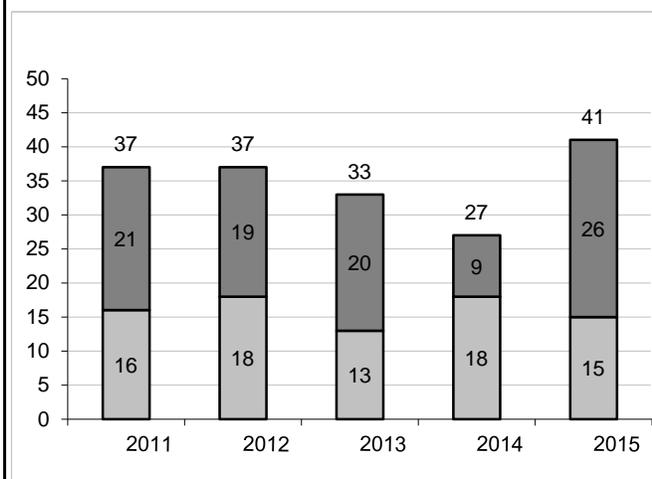
MTA Long Island Rail Road

Summary of Contractor Injuries, Train Accidents & T.R.A.C.K.S. through December 2015

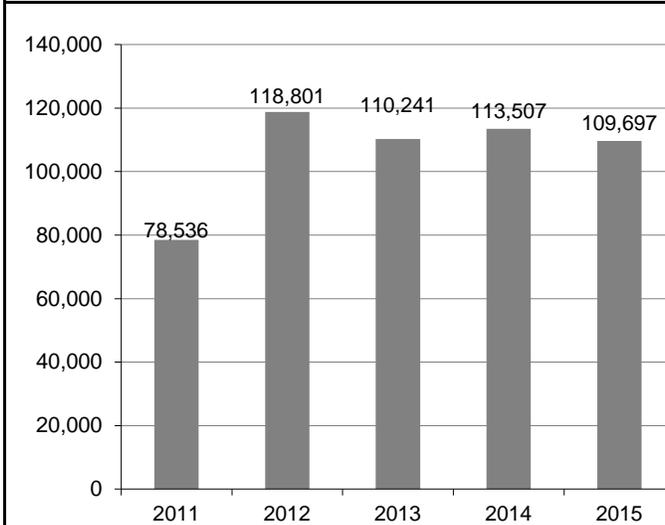


Year	Total	FRA Rpt.
2014	8	7
2015	7	6

% change from last year: -14%



Year	Accountable	Reportable
2011	16	21
2012	18	19
2013	13	20
2014	18	9
2015	15	26



Community Education and Outreach (Including T.R.A.C.K.S.)

Year	Total
2011	78,536
2012	118,801
2013	110,241
2014	113,507
2015	109,697

**ELEVATOR AND ESCALATOR INJURY/ENTRAPMENT REPORT
FOR MONTH OF JANUARY 2016**

Elevators	Mechanical Injury	Human Factor Injury	Entrapment
Freeport	0	0	1
Wyandanch	0	0	1
Valley Stream	0	0	1

Escalators	Mechanical Injury	Human Factor Injury
Copiague	0	1
Penn Station	0	1
Wantagh	0	1

Definitions:

Mechanical includes sudden changes in speed, handrail, alignment. **Human Factor** includes lost balance, encumbrances, slip/trip/fall, pushed/shoved, intoxication, caught between, etc. **Entrapment** is defined as when customers are removed from an elevator with special tools or training. These events require intervention but not necessarily involve a customer injury.



Long Island Rail Road

Monthly Financial Report

2015 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 7.8 million, which was 2.2% higher than December 2014 (adjusted for same number of work days) and 0.9% above the Final Estimate.
 - Ridership through December was 87.7 million. This was 2.1% above 2014 (adjusted for same number of calendar work days) and 0.3% higher than the 2015 Final Estimate.
 - Through December, commutation ridership was 2.1% above 2014 (work day adjusted) and 0.1% higher than the 2015 Final Estimate.
 - Through December, non-commutation ridership was 2.0% above 2014 and 0.6% above the Final Estimate.
-

Revenues

- Farebox Revenue through December totaling \$695.4 million was \$3.2 million above the Final Estimate due to higher ridership.
- Capital & Other Revenue of \$418.0 million was \$29.1 million higher than the Final Estimate due to timing of capital activity and interagency reimbursements.
- In summary, total LIRR revenue of \$1,113.4 million was \$32.3 million higher than the Final Estimate.

Expenses

- Through December, total expenses of \$2,126.2 million were \$29.5 million lower than the Final Estimate.
- Straight-time payroll spending was \$5.3 million lower than the Final Estimate primarily due to the existence of vacant positions, partially offset by interagency reimbursements. At the end of December, 116 of 7,083 positions were vacant. These vacancies consisted primarily of management/supervisory.
- Year-to-date overtime spending was \$(2.6) million or 1.7% above forecast. Overtime hours worked was 1.0%, or 25,500 hours higher than the forecast primarily as a result of reimbursable overtime, which was 88,150 hours above forecast and maintenance overtime which was 24,700 hours above forecast. This was partially offset by weather-related overtime, which was 43,500 hours below forecast, vacancy/absentee coverage overtime, which was 33,500 hours below forecast, unscheduled service, which was 8,900 hours below forecast and scheduled service, which was 3,500 hours below forecast.
- Year-to-date overtime hours increased by 10.8% in 2015 compared to 2014 due to higher reimbursable, vacancy/absentee coverage, maintenance, weather and scheduled service overtime, partially offset by lower unscheduled service.
- Expense results are based on the preliminary close of the general ledger and are subject to review and adjustments in a future post close.

Financial Performance Measures

- Through December, the Adjusted Farebox Operating Ratio was 61.8%, which is favorable to forecast due to lower expenses and higher revenue.
- Through December, the Adjusted Cost per Passenger was \$13.84, which is lower than forecast due to lower expenses and higher ridership.
- Through December, the Revenue per Passenger was \$7.97, which is greater than forecast.

FINANCIAL REPORT
(\$ In Millions)
For the Month Ending December 31, 2015

REVENUE

Year-end **Total Revenues** (including Capital and Other Reimbursements) of \$1,113.4 were \$32.2 or 3.0% favorable to the final estimate.

- Year-end **Farebox Revenues** were \$3.2 favorable to the final estimate due to higher ridership.
- Year-end **Other Operating Revenues** were \$(0.9) unfavorable due to timing of miscellaneous sales, advertising and lower federal reimbursement for storms, partially offset by special services revenue and timing of freight revenue.
- Year-end **Capital and Other Reimbursements** were \$30.0 favorable to the final estimate due to timing of capital activity and interagency reimbursements.

OPERATING EXPENSES

Year-end **Total Expenses** (including depreciation and other) of \$2,126.2 were favorable to the final estimate by \$29.5 or 1.4%.

Labor Expenses, \$(12.7) unfavorable to the final estimate.

- **Payroll**, \$5.3 favorable (primarily vacant positions, vacation pay accrual reversals and wage claim accrual reversals, partially offset by interagency reimbursements).
- **Overtime**, \$(2.6) unfavorable (higher capital project activity and maintenance, partially offset by lower weather, vacancy/absentee coverage, scheduled service and unscheduled service overtime).
- **Health & Welfare**, \$(0.2) unfavorable (interagency reimbursements, partially offset by vacant positions).
- **OPEB Current Payment**, \$2.8 favorable (fewer retirees/beneficiaries than projected).
- **Pension**, \$(15.5) unfavorable (Pension was accrued to budget pending final actuarial report. To be adjusted in a future post-close).
- **Other Fringe**, \$(2.5) unfavorable (higher FELA indemnity accruals).

Non-Labor Expenses, \$36.2 favorable to the final estimate.

- **Electric Power**, \$2.9 favorable (primarily lower consumption).
- **Fuel**, \$0.9 favorable (lower rates and consumption).
- **Insurance**, \$1.1 favorable Y-T-D; \$(0.5) unfavorable for the month (lower Liability and Force Account insurance).
- **Maintenance and Other Operating Contracts**, \$5.7 favorable (timing of activities/accruals for construction services, joint facilities, janitorial and custodial services, waste maintenance, vegetation management, parking garage maintenance and miscellaneous other maintenance contracts).
- **Professional Services**, \$2.7 favorable (timing of accruals/activities MTA chargebacks, Homeless Outreach, Penn Station signage, advertising and market research and other professional services agreements).
- **Materials and Supplies**, \$21.1 favorable (primarily lower running repair for revenue fleet, timing of modifications for revenue fleet, timing of non-recurring engineering costs and miscellaneous inventory adjustments).
- **Other Business Expenses**, \$1.4 favorable (bad debt accrual reversals to be corrected in a future Post Close, lower travel expenses and lower miscellaneous business expenses).

Depreciation and Other, \$6.0 favorable (favorable Depreciation).

FAREBOX OPERATING RATIO

The year-end Farebox Operating Ratio was 50.6%, 0.4 percentage points above year-to-date November and 2.2 percentage points above the final estimate resulting from lower expenses and higher revenue. The adjusted year-to-date Farebox Operating Ratio was 61.8%. The adjusted Farebox Operating Ratio reflects the removal of the UAAL associated with the LIRR's closed pension plan and OPEB retiree expenses and the inclusion of Other Operating Revenue to reflect operational actions at the Rail Road.

MTA LONG ISLAND RAIL ROAD
2015 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
(\$ in millions)

NON-REIMBURSABLE	2015			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	2015 Adopted Budget		Final Estimate	
				\$	%	\$	%
Revenue							
Farebox Revenue	\$681.880	\$692.275	\$695.438	\$13.558	2.0	\$3.163	0.5
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	48.902	54.658	53.767	4.865	9.9	(0.891)	(1.6)
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	-	0.000	-
Total Revenue	\$730.782	\$746.933	\$749.205	\$18.423	2.5	\$2.272	0.3
Expenses							
Labor:							
Payroll	\$508.369	\$495.108	\$484.703	\$23.666	4.7	\$10.405	2.1
Overtime	110.605	120.076	117.431	(6.826)	(6.2)	2.645	2.2
Health and Welfare	92.009	86.779	83.715	8.294	9.0	3.064	3.5
OPEB Current Payment	61.807	59.482	56.684	5.123	8.3	2.798	4.7
Pensions	178.407	151.062	163.396	15.011	8.4	(12.334)	(8.2)
Other Fringe Benefits	125.580	125.207	125.817	(0.237)	(0.2)	(0.610)	(0.5)
Reimbursable Overhead	(34.475)	(38.400)	(47.387)	12.912	37.5	8.987	23.4
Total Labor Expenses	\$1,042.302	\$999.314	\$984.359	\$57.943	5.6	\$14.955	1.5
Non-Labor:							
Electric Power	\$108.183	\$94.019	\$91.063	\$17.120	15.8	\$2.956	3.1
Fuel	28.834	18.890	17.962	10.872	37.7	0.928	4.9
Insurance	24.962	22.694	21.948	3.014	12.1	0.746	3.3
Claims	4.229	4.389	3.823	0.406	9.6	0.566	12.9
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	73.452	63.761	59.570	13.882	18.9	4.191	6.6
Professional Service Contracts	23.965	60.439	57.474	(33.509)	*	2.965	4.9
Materials & Supplies	147.769	142.797	118.075	29.694	20.1	24.722	17.3
Other Business Expenses	15.681	15.208	13.688	1.993	12.7	1.520	10.0
Total Non-Labor Expenses	\$427.075	\$422.197	\$383.603	\$43.472	10.2	\$38.594	9.1
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	\$1,469.377	\$1,421.511	\$1,367.963	\$101.414	6.9	\$53.548	3.8
Depreciation	\$343.332	\$323.830	\$318.061	\$25.271	7.4	\$5.769	1.8
Other Post Employee Benefits	73.933	74.538	74.529	(0.596)	(0.8)	0.009	0.0
Environmental Remediation	2.000	1.647	1.466	0.534	26.7	0.181	11.0
Total Expenses	\$1,888.642	\$1,821.526	\$1,762.020	\$126.622	6.7	\$59.506	3.3
Net Surplus/(Deficit) <i>(Excluding Subsidies and Debt Service)</i>	(\$1,157.860)	(\$1,074.593)	(\$1,012.815)	\$145.045	12.5	\$61.778	5.7
<i>Cash Depreciation Adjustments</i>							
Depreciation	343.332	323.830	318.061	(\$25.271)	(7.4)	(\$5.769)	(1.8)
Operating/Capital	(33.845)	(14.864)	(12.873)	20.972	62.0	1.991	13.4
Other Cash Adjustments	83.555	167.389	119.016	35.461	42.4	(48.373)	(28.9)
Total Cash Conversion Adjustments	\$393.042	\$476.355	\$424.205	\$31.163	7.9	(\$52.150)	(10.9)
Net Cash Surplus/(Deficit)	(\$764.818)	(\$598.238)	(\$588.611)	\$176.207	23.0	\$9.627	1.6

Totals may not add due to rounding
Results are based on the preliminary close of the general ledger and are subject to review and adjustment.

MTA LONG ISLAND RAIL ROAD
2015 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
(\$ in millions)

REIMBURSABLE	2015			Favorable/(Unfavorable) Variance			
	<u>Adopted Budget</u>	<u>Final Estimate</u>	<u>Preliminary Actual</u>	<u>2015 Adopted Budget</u>		<u>Final Estimate</u>	
				\$	%	\$	%
Revenue							
Farebox Revenue							
Vehicle Toll Revenue							
Other Operating Revenue							
Capital and Other Reimbursements	333.932	334.235	364.201	30.269	9.1	29.966	9.0
Total Revenue	\$333.932	\$334.235	\$364.201	\$30.269	9.1	\$29.966	9.0
Expenses							
Labor:							
Payroll	\$107.486	\$107.049	\$112.145	(\$4.659)	(4.3)	(\$5.096)	(4.8)
Overtime	23.719	30.641	35.891	(12.172)	(51.3)	(5.250)	(17.1)
Health and Welfare	19.849	24.157	27.445	(7.596)	(38.3)	(3.288)	(13.6)
OPEB Current Payment	0.000	0.000	0.000	0.000	-	0.000	-
Pensions	28.393	40.281	43.404	(15.011)	(52.9)	(3.123)	(7.8)
Other Fringe Benefits	23.905	23.317	25.179	(1.274)	(5.3)	(1.862)	(8.0)
Reimbursable Overhead	34.475	38.400	47.387	(12.912)	(37.5)	(8.987)	(23.4)
Total Labor Expenses	\$237.827	\$263.845	\$291.451	(\$53.624)	(22.5)	(\$27.606)	(10.5)
Non-Labor:							
Electric Power	\$0.746	\$0.738	\$0.824	(\$0.078)	(10.5)	(\$0.086)	(11.7)
Fuel	0.000	0.000	0.000	0.000	-	0.000	-
Insurance	7.639	6.065	5.739	1.900	24.9	0.326	5.4
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	15.705	14.767	13.284	2.421	15.4	1.483	10.0
Professional Service Contracts	2.830	2.440	2.754	0.076	2.7	(0.314)	(12.9)
Materials & Supplies	68.878	45.222	48.852	20.026	29.1	(3.630)	(8.0)
Other Business Expenses	0.307	1.158	1.298	(0.991)	*	(0.140)	(12.1)
Total Non-Labor Expenses	\$96.105	\$70.390	\$72.750	\$23.355	24.3	(\$2.360)	(3.4)
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	\$333.932	\$334.235	\$364.201	(\$30.269)	(9.1)	(\$29.966)	(9.0)
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	\$333.932	\$334.235	\$364.201	(\$30.269)	(9.1)	(\$29.966)	(9.0)
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	-

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MTA LONG ISLAND RAIL ROAD
2015 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
(\$ in millions)

NON-REIMBURSABLE/ REIMBURSABLE	2015			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	2015 Adopted Budget		Final Estimate	
				\$	%	\$	%
Revenue							
Farebox Revenue	\$681.880	\$692.275	\$695.438	\$13.558	2.0	\$3.163	0.5
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	48.902	54.658	53.767	4.865	9.9	(0.891)	(1.6)
Capital and Other Reimbursements	333.932	334.235	364.201	30.269	9.1	29.966	9.0
Total Revenue	\$1,064.714	\$1,081.168	\$1,113.405	\$48.691	4.6	\$32.237	3.0
Expenses							
Labor:							
Payroll	\$615.855	\$602.157	\$596.848	\$19.007	3.1	\$5.309	0.9
Overtime	134.324	150.717	153.322	(18.998)	(14.1)	(2.605)	(1.7)
Health and Welfare	111.858	110.936	111.160	0.698	0.6	(0.224)	(0.2)
OPEB Current Payment	61.807	59.482	56.684	5.123	8.3	2.798	4.7
Pensions	206.800	191.343	206.800	(0.000)	0.0	(15.457)	(8.1)
Other Fringe Benefits	149.485	148.524	150.997	(1.512)	(1.0)	(2.473)	(1.7)
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
Total Labor Expenses	\$1,280.129	\$1,263.159	\$1,275.810	\$4.319	0.3	(\$12.651)	(1.0)
Non-Labor:							
Electric Power	\$108.929	\$94.757	\$91.888	\$17.041	15.6	\$2.869	3.0
Fuel	28.834	18.890	17.962	10.872	37.7	0.928	4.9
Insurance	32.601	28.759	27.687	4.914	15.1	1.072	3.7
Claims	4.229	4.389	3.823	0.406	9.6	0.566	12.9
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	89.157	78.528	72.854	16.303	18.3	5.674	7.2
Professional Service Contracts	26.795	62.879	60.228	(33.433)	*	2.651	4.2
Materials & Supplies	216.647	188.019	166.926	49.721	23.0	21.093	11.2
Other Business Expenses	15.988	16.366	14.986	1.002	6.3	1.380	8.4
Total Non-Labor Expenses	\$523.180	\$492.587	\$456.353	\$66.827	12.8	\$36.234	7.4
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	\$1,803.309	\$1,755.746	\$1,732.163	\$71.146	3.9	\$23.583	1.3
Depreciation	\$343.332	\$323.830	\$318.061	\$25.271	7.4	\$5.769	1.8
Other Post Employee Benefits	73.933	74.538	74.529	(0.596)	(0.8)	0.009	0.0
Environmental Remediation	2.000	1.647	1.466	0.534	26.7	0.181	11.0
Total Expenses	\$2,222.574	\$2,155.761	\$2,126.220	\$96.354	4.3	\$29.541	1.4
Net Surplus/(Deficit) <i>(Excluding Subsidies and Debt Service)</i>	(\$1,157.860)	(\$1,074.593)	(\$1,012.815)	\$145.045	12.5	\$61.778	5.7
<i>Cash Depreciation Adjustments</i>							
Depreciation	343.332	323.830	318.061	(\$25.271)	(7.4)	(\$5.769)	(1.8)
Operating/Capital	(33.845)	(14.864)	(12.873)	20.972	62.0	1.991	13.4
Other Cash Adjustments	83.555	167.389	119.016	35.461	42.4	(48.373)	(28.9)
Total Cash Conversion Adjustments	\$393.042	\$476.355	\$424.205	\$31.163	7.9	(\$52.150)	(10.9)
Net Cash Surplus/(Deficit)	(\$764.818)	(\$598.238)	(\$588.611)	\$176.207	23.0	\$9.627	1.6

Totals may not add due to rounding

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MTA LONG ISLAND RAIL ROAD
Explanation of Variances Between 2015 Final Estimate and Preliminary Actual
December 2015 Year To Date

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%	
Revenue				
Farebox Revenue	Non Reimb.	\$3.163	0.5%	Higher ridership \$2.194 and higher yield per passenger \$0.969.
Other Operating Revenue	Non Reimb.	(\$0.891)	-1.6%	Timing of miscellaneous sales, advertising and lower federal reimbursement for storms, partially offset by special services revenue and timing of freight revenue.
Capital and Other Reimbursements	Reimb.	\$29.966	9.0%	Timing of capital project activity and interagency reimbursements.
Expenses				
Payroll	Non Reimb.	\$10.405	2.1%	Vacant positions, lower rates, wage claim accrual reversals and lower sick pay law claims, partially offset by higher retiree/sick payments.
	Reimb.	(\$5.096)	-4.8%	
Overtime	Non Reimb.	\$2.645	2.2%	Lower unscheduled/scheduled service, weather-related and vacancy/absentee coverage, partially offset by higher maintenance overtime.
	Reimb.	(\$5.250)	-17.1%	
Health & Welfare	Non Reimb.	\$3.064	3.5%	Vacant positions.
	Reimb.	(\$3.288)	-13.6%	
OPEB Current Payment	Non Reimb.	\$2.798	4.7%	Fewer retirees/beneficiaries than projected.
Pension	Non Reimb.	(\$12.334)	-8.2%	Pension was accrued to budget pending final actuarial report and will be adjusted in a future post-close and the estimated percentage of pension allocated to reimbursable was under-estimated.
	Reimb.	(\$3.123)	-7.8%	
Other Fringe Benefits	Non Reimb.	(\$0.610)	-0.5%	Higher FELA Indemnity reserves, partially offset by lower Railroad Retirement taxes.
	Reimb.	(\$1.862)	-8.0%	
Electric Power	Non Reimb.	\$2.956	3.1%	Primarily lower consumption.
	Reimb.	(\$0.086)	-11.7%	
Fuel	Non Reimb.	\$0.928	4.9%	Lower rates and consumption.

MTA LONG ISLAND RAIL ROAD
Explanation of Variances Between 2015 Final Estimate and Preliminary Actual
December 2015 Year To Date

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%	
Insurance	Non Reimb.	\$0.746	3.3%	Timing of payments.
	Reimb.	\$0.326	5.4%	Force Account Insurance associated with project activity.
Claims	Non Reimb.	\$0.566	12.9%	Lower legal claims and public liability expenses.
Maintenance and Other Operating Contracts	Non Reimb.	\$4.191	6.6%	Primarily prior period accrual reversal for joint facilities, lower expenses for toilet servicing, vegetation management and janitorial services and delayed motor dipping initiative in the Equipment Department, partially offset by higher than anticipated expenses for elevator/escalator maintenance.
	Reimb.	\$1.483	10.0%	Primarily due to timing of project activity.
Professional Service Contracts	Non Reimb.	\$2.965	4.9%	Lower payments for MTA chargebacks, homeless outreach, General Engineering Contracts (Diesel and RSSE support) and timing of payments for customer satisfaction survey and advertising, partially offset by higher expenses for rail grinding.
	Reimb.	(\$0.314)	-12.9%	Primarily due to timing of project activity.
Materials & Supplies	Non Reimb.	\$24.722	17.3%	Delayed non-recurring engineering expenses (for various safety and security activities), reliability centered maintenance activities (Diesel 15 year engine, C-3 HVAC and M-3 Car Body), fleet modifications (C-3 low voltage power supply and M-7 Drop Sash), lower material usage for the Wheel Shop (lower use of M-3 safety stock) and Electronic Shop (delayed propulsion control) and lower corporate inventory adjustments.
	Reimb.	(\$3.630)	-8.0%	Primarily due to timing of project activity.
Other Business Expenses	Non Reimb.	\$1.520	10.0%	Lower bad debt expense (to be adjusted in a future Post Close), travel expenses, print and stationary supplies, higher restitution for property damage and timing of miscellaneous expenses, partially offset by higher credit/debit card fees
	Reimb.	(\$0.140)	-12.1%	Primarily due to timing project activity.
Depreciation	Non Reimb.	\$5.769	1.8%	Based on certain assets being fully depreciated.
Other Post Employment Benefits	Non Reimb.	0.009	0.0%	
Environmental Remediation	Non Reimb.	0.181	11.0%	Revised expenses for environmental remediation.

MTA LONG ISLAND RAIL ROAD
2015 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL
CASH RECEIPTS AND EXPENDITURES
December Year-to-Date
(\$ in millions)

	2015			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	2015 Adopted Budget		Final Estimate	
				\$	%	\$	%
Receipts							
Farebox Revenue	\$704.380	\$714.295	\$715.017	\$10.637	1.5	\$0.722	0.1
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	41.527	64.423	71.235	29.708	71.5	6.812	10.6
Capital and Other Reimbursements	293.577	313.440	325.301	31.724	10.8	11.861	3.8
Total Receipts	\$1,039.484	\$1,092.158	\$1,111.553	\$72.069	6.9	\$19.395	1.8
Expenditures							
Labor:							
Payroll	\$612.020	\$608.855	\$608.276	\$3.744	0.6	\$0.579	0.0
Overtime	134.324	154.367	155.605	(21.281)	(15.8)	(1.238)	(0.8)
Health and Welfare	111.858	103.678	113.593	(1.735)	(1.6)	(9.915)	(9.6)
OPEB Current Payment	61.807	57.071	58.445	3.362	5.4	(1.374)	(2.4)
Pensions	206.800	163.343	168.442	38.358	18.5	(5.099)	(3.1)
Other Fringe Benefits	148.485	147.118	141.594	6.891	4.6	5.524	3.8
GASB Account	0.000	0.000	0.000	0.000	-	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
Total Labor Expenditures	\$1,275.294	\$1,234.432	\$1,245.955	\$29.339	2.3	(\$11.523)	(0.9)
Non-Labor:							
Electric Power	\$108.929	\$95.128	\$93.862	\$15.067	13.8	\$1.266	1.3
Fuel	28.834	19.395	18.927	9.907	34.4	0.468	2.4
Insurance	32.355	29.272	30.600	1.755	5.4	(1.328)	(4.5)
Claims	2.625	1.970	1.951	0.674	25.7	0.019	1.0
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	89.157	91.873	76.926	12.231	13.7	14.947	16.3
Professional Service Contracts	22.412	24.276	20.540	1.872	8.4	3.736	15.4
Materials & Supplies	207.324	157.662	174.863	32.461	15.7	(17.201)	(10.9)
Other Business Expenses	14.872	15.388	14.392	0.480	3.2	0.996	6.5
Total Non-Labor Expenditures	\$506.508	\$434.964	\$432.059	\$74.449	14.7	\$2.905	0.7
Other	22.500	21.000	20.021	2.479	11.0	0.979	4.7
Total Other Expenditure Adjustments	\$22.500	\$21.000	\$20.021	\$2.479	11.0	\$0.979	4.7
Total Expenditures	\$1,804.302	\$1,690.396	\$1,698.035	\$106.267	5.9	(\$7.639)	(0.5)
Cash Timing and Availability Adjustment	0.000	0.000	(2.129)	(2.129)	-	(2.129)	-
Operating Cash Deficit	(\$764.818)	(\$598.238)	(\$588.611)	\$176.207	23.0	\$9.627	1.6

Totals may not add due to rounding

MTA LONG ISLAND RAIL ROAD
Explanation of Variances Between 2015 Final Estimate and Preliminary Actual Cash Basis
December 2015 Year-to-Date

Generic Revenue or Expense Category	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%	
Receipts			
Farebox Revenue	0.722	0.1	Higher ridership \$2.194 and higher yields \$0.969, partially offset by lower advance sales impact \$(2.153) and lower Metrocard/AirTrain sales \$(0.288).
Other Operating Revenue	6.812	10.6	Primarily higher intercompany receipts.
Capital and Other Reimbursements	11.861	3.8	Timing of activity and reimbursement for capital and other reimbursements.
Expenditures			
Labor:			
Payroll	0.579	0.0	
Overtime	(1.238)	(0.8)	Primarily higher project and maintenance overtime, partially offset by lower weather emergencies and vacancy/absentee coverage.
Health and Welfare	(9.915)	(9.6)	Primarily the early payment of January 2016 NYSHIP coverage.
OPEB Current Payment	(1.374)	(2.4)	Primarily the early payment of January 2016 NYSHIP coverage, partially offset by lower retirees.
Pensions	(5.099)	(3.1)	Pension payment based on available information, upon receipt of final actuarial report future period payment adjustments may occur.
Other Fringe Benefits	5.524	3.8	Primarily due to lower FELA and Railroad Retirement payments.
Non-Labor:			
Electric Power	1.266	1.3	Primarily due to lower traction power consumption, partially offset by higher non-traction payments.
Fuel	0.468	2.4	Primarily due to lower rates.
Insurance	(1.328)	(4.5)	Primarily due to the timing of payments.
Claims	0.019	1.0	
Maintenance and Other Operating Contracts	14.947	16.3	Primarily the timing of joint facility and maintenance payments, partially offset by the timing of IT reimbursements.
Professional Service Contracts	3.736	15.4	Primarily due to the timing of MTA Chargeback payments and lower payments for consulting services.
Material and Supplies	(17.201)	(10.9)	Primarily the timing of program, production plan, and operating funded capital material and supplies.
Other Business Expenses	0.996	6.5	Lower payments for print and stationary and higher restitution for property damage.
Other Expenditure Adjustments	0.979	4.7	Lower Metrocard/AirTrain pass through payments.

MTA LONG ISLAND RAIL ROAD
2015 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL
CASH CONVERSION (CASH FLOW ADJUSTMENTS)
(\$ in millions)

	2015			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	2015 Adopted Budget		Final Estimate	
				\$	%	\$	%
Receipts							
Farebox Revenue	\$22.500	\$22.020	\$19.579	(\$2.921)	(13.0)	(\$2.441)	(11.1)
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	(7.375)	9.765	17.468	24.843	*	7.703	78.9
Capital and Other Reimbursements	(40.355)	(20.795)	(38.899)	1.456	3.6	(18.104)	(87.1)
Total Receipts	(\$25.230)	\$10.990	(\$1.852)	\$23.378	92.7	(\$12.842)	*
Expenditures							
Labor:							
Payroll	\$3.835	(\$6.698)	(\$11.428)	(\$15.263)	*	(\$4.730)	(70.6)
Overtime	0.000	(3.650)	(2.283)	(2.283)	-	1.367	37.5
Health and Welfare	0.000	7.258	(2.433)	(2.433)	-	(9.691)	*
OPEB Current Payment	0.000	2.411	(1.761)	(1.761)	-	(4.172)	*
Pensions	0.000	28.000	38.358	38.358	-	10.358	37.0
Other Fringe Benefits	1.000	1.406	9.403	8.403	*	7.997	*
GASB Account	0.000	0.000	0.000	0.000	-	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
Total Labor Expenditures	\$4.835	\$28.727	\$29.855	\$25.020	*	\$1.128	3.9
Non-Labor:							
Electric Power	\$0.000	(\$0.371)	(\$1.974)	(\$1.974)	-	(\$1.603)	*
Fuel	0.000	(0.505)	(0.965)	(0.965)	-	(0.460)	(91.1)
Insurance	0.246	(0.513)	(2.913)	(3.159)	*	(2.400)	*
Claims	1.604	2.419	1.872	0.268	16.7	(0.547)	(22.6)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	0.000	(13.345)	(4.072)	(4.072)	-	9.273	69.5
Professional Service Contracts	4.383	38.603	39.688	35.305	*	1.085	2.8
Materials & Supplies	9.323	30.357	(7.937)	(17.260)	*	(38.294)	*
Other Business Expenses	1.116	0.978	0.594	(0.522)	(46.8)	(0.384)	(39.2)
Total Non-Labor Expenditures	\$16.672	\$57.623	\$24.294	\$7.622	45.7	(\$33.329)	(57.8)
Other Expense Adjustments:							
Other	(22.500)	(21.000)	(20.021)	2.479	11.0	0.979	4.7
Total Other Expenditure Adjustments	(\$22.500)	(\$21.000)	(\$20.021)	\$2.479	11.0	\$0.979	4.7
Total Expenditures Before Depreciation	(\$0.993)	\$65.350	\$34.128	\$35.121	*	(\$31.222)	(47.8)
Depreciation	\$343.332	\$323.830	\$318.061	(\$25.271)	(7.4)	(\$5.769)	(1.8)
Other Post Employee Benefits	73.933	74.538	74.529	0.596	0.8	(0.009)	0.0
Environmental Remediation	2.000	1.647	1.466	(0.534)	(26.7)	(0.181)	(11.0)
Total Expenditures	\$418.272	\$465.365	\$428.185	\$9.913	2.4	(\$37.180)	(8.0)
Cash Timing and Availability Adjustment	0.000	0.000	(2.129)	(2.129)	-	(2.129)	-
Baseline Total Cash Conversion Adjustments	\$393.042	\$476.355	\$424.205	\$31.163	7.9	(\$52.150)	(10.9)

Totals may not add due to rounding

MTA LONG ISLAND RAIL ROAD
Preliminary 2015 Overtime Results
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	2015 Adopted Budget		2015 Final Estimate		Preliminary Actual		2015 Adopted Budget vs. Actuals		2015 Final Estimate vs. Actuals	
	Hours	\$	Hours	\$	Hours	\$	Hours	Var. - Fav/(Unfav)	Hours	Var. - Fav/(Unfav)
NON-REIMBURSABLE OVERTIME										
<u>Scheduled Service¹</u>	402,632	\$23.570	392,343	\$23.011	388,794	\$22.646	13,837	\$0.924	3,549	\$0.365
							3.4%	3.9%	0.9%	1.6%
<u>Unscheduled Service</u>	188,628	11.258	105,435	5.587	96,574	5.495	92,055	5.763	8,861	0.093
							48.8%	51.2%	8.4%	1.7%
<u>Programmatic/Routine Maintenance</u>	612,356	33.646	656,972	36.257	674,067	38.186	(61,711)	(4.540)	(17,094)	(1.929)
							-10.1%	-13.5%	-2.6%	-5.3%
<u>Unscheduled Maintenance</u>	6,229	0.358	10,490	0.588	18,130	1.005	(11,901)	(0.647)	(7,640)	(0.417)
							-191.0%	-180.4%	-72.8%	-71.0%
<u>Vacancy/Absentee Coverage</u>	594,191	32.961	710,413	39.936	676,868	37.857	(82,677)	(4.896)	33,545	2.079
							-13.9%	-14.9%	4.7%	5.2%
<u>Weather Emergencies</u>	132,429	7.689	224,070	12.861	180,612	10.345	(48,183)	(2.656)	43,458	2.516
							-36.4%	-34.5%	19.4%	19.6%
<u>Safety/Security/Law Enforcement²</u>	-	-	-	-	-	-	-	-	-	-
<u>All Other³</u>	19,560	1.123	21,562	1.836	23,586	1.898	(4,026)	(0.775)	(2,024)	(0.062)
							-20.6%	*	-9.4%	-3.4%
TOTAL NON-REIMBURSABLE OVERTIME	1,956,026	\$110.605	2,121,286	\$120.076	2,058,631	\$117.431	(102,605)	(\$6.826)	62,655	\$2.645
REIMBURSABLE OVERTIME	427,727	\$23.719	521,885	\$30.641	610,030	\$35.891	(182,303)	(\$12.172)	(88,145)	(\$5.250)
							-42.6%	-51.3%	-16.9%	-17.1%
TOTAL OVERTIME	2,383,753	\$134.324	2,643,171	\$150.717	2,668,660	\$153.322	(284,908)	(\$18.998)	(25,489)	(\$2.605)
							-12.0%	-14.1%	-1.0%	-1.7%

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 2015 Overtime Results
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	Var. - Fav./(Unfav)	December 2015 Year-to-Date
	Hours	Explanations
	\$	
<u>NON-REIMBURSABLE OVERTIME</u>		
<u>Scheduled Service</u> ¹	3,549 0.9%	\$0.365 1.6%
<u>Unscheduled Service</u>	8,861 8.4%	\$0.093 1.7%
<u>Programmatic/Routine Maintenance</u>	(17,094)	(\$1.929)
	-2.6%	-5.3%
<u>Unscheduled Maintenance</u>	(7,640)	(\$0.417)
	-72.8%	
<u>Vacancy/Absentee Coverage</u>	33,545	\$2.079
	4.7%	5.2%
<u>Weather Emergencies</u>	43,458	\$2.516
	19.4%	19.6%
<u>Safety/Security/Law Enforcement</u> ²	-	-
<u>All Other</u> ³	(2,024)	(\$0.062)
	-9.4%	-3.4%
TOTAL NON-REIMBURSABLE OVERTIME	62,655	\$2.645
	3.0%	2.2%
<u>REIMBURSABLE OVERTIME</u>	(88,145)	(\$5.250)
	-16.9%	-17.1%
TOTAL OVERTIME	(25,489)	(\$2.605)
	-1.0%	-1.7%

NON-REIMBURSABLE OVERTIME

Scheduled Service¹

Unscheduled Service

Programmatic/Routine Maintenance

Unscheduled Maintenance

Vacancy/Absentee Coverage

Weather Emergencies

Safety/Security/Law Enforcement²

All Other³

TOTAL NON-REIMBURSABLE OVERTIME

REIMBURSABLE OVERTIME

TOTAL OVERTIME

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 2015 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 not resulting from extraordinary events, including running repairs. Program/Routine maintenance work is usually performed during hours that are deemed more practical in order to minimize service disruptions, and includes contractual scheduled pay over 8 hours.
<i>Unscheduled Maintenance</i>	Resulting from an <u>extraordinary event</u> (not weather-related) requiring the use of unplanned maintenance to perform repairs on trains, buses, subway and bus stations, depots, tracks and administrative and other facilities, including derailments, tour length and weekend coverage.
<i>Vacancy/Absentee Coverage</i>	Provides coverage for an absent employee or a vacant position.
<i>Weather Emergencies</i>	Coverage necessitated by extreme weather conditions (e.g. snow, flooding, hurricane, and tornadoes), as well as preparatory and residual costs.
<i>Safety/Security/Law Enforcement</i>	Coverage required to provide additional customer & employee protection and to secure MTA fleet facilities, transportation routes, and security training.
<i>Other</i>	Includes overtime coverage for clerical, administrative positions that are eligible for overtime.
<i>Reimbursable Overtime</i>	Overtime incurred to support projects that are reimbursed from the MTA Capital Program and other funding sources.

MTA LONG ISLAND RAIL ROAD
2015 Final Estimate vs. Preliminary Actual
Total Full-Time Positions & FTEs by Function and Department
December 2015

	Final Estimate	Actual	Favorable (Unfavorable) Variance	Reason For Variance
Administration				
Executive VP	6	9	(3)	
Labor Relations	19	17	2	
Procurement & Logistics (excl. Stores)	82	81	1	
Human Resources	33	32	1	
Sr VP Administration	2	1	1	
Strategic Investments	35	31	4	
President	4	4	0	
VP & CFO	5	2	3	
Information Technology	0	0	0	
Controller	42	39	3	
Management and Budget	21	19	2	
BPM, Controls, & Compliance	7	6	1	
Market Dev. & Public Affairs	69	67	2	
Gen. Counsel & Secretary	32	30	2	
Diversity Management	3	2	1	
Security	17	12	5	
System Safety	36	31	5	
Training	64	59	5	
Service Planning	22	21	1	
Sr Vice President - Operations	2	2	0	
Total Administration	501	465	36	
Operations				
Train Operations	2,097	2,057	40	
Customer Service	294	297	(3)	
Total Operations	2,391	2,354	37	
Maintenance				
Engineering	1,811	1,821	(10)	
Equipment	2,105	2,076	29	
Procurement (Stores)	93	95	(2)	
Total Maintenance	4,009	3,992	17	
Engineering/Capital				
Department of Project Management	139	122	17	
VP - East Side Access & Special Projects	43	34	9	
Total Engineering/Capital	182	156	26	
Baseline Total Positions	7,083	6,967	116	
<i>Non-Reimbursable</i>	6,284	6,131	153	NON-REIMBURSABLE POSITIONS - Favorable 153 positions primarily due to vacancies in Train Service, Equipment Department and various administrative departments.
<i>Reimbursable</i>	799	836	(37)	REIMBURSABLE POSITIONS - Unfavorable 37 positions primarily due to the timing of project activity, partially offset by vacant positions.
Total Full-Time	7,083	6,967	116	
Total Full-Time-Equivalents	0	0	0	

MTA LONG ISLAND RAIL ROAD
2015 Final Estimate vs. Preliminary Actual
Total Positions by Function and Occupational Group
December 2015

	Final Estimate	Actual	Favorable (unfavorable) Variance
Administration			
Managers/Supervisors	252	235	17
Professional, Technical, Clerical	147	125	22
Operational Hourlies	102	105	(3)
Total Administration	501	465	36
Operations			
Managers/Supervisors	288	283	5
Professional, Technical, Clerical	101	96	5
Operational Hourlies	2002	1975	27
Total Operations	2,391	2,354	37
Maintenance			
Managers/Supervisors	743	662	81
Professional, Technical, Clerical	260	254	6
Operational Hourlies	3006	3076	(70)
Total Maintenance	4,009	3,992	17
Engineering/Capital			
Managers/Supervisors	127	108	19
Professional, Technical, Clerical	55	48	7
Operational Hourlies	0	0	0
Total Engineering/Capital	182	156	26
Baseline Total Positions			
Managers/Supervisors	1,410	1,288	122
Professional, Technical, Clerical	563	523	40
Operational Hourlies	5,110	5,156	(46)
Total Baseline	7,083	6,967	116

**MTA LONG ISLAND RAIL ROAD
2015 FEBRUARY ADOPTED BUDGET AND FINAL ESTIMATE vs. ACTUAL (December Preliminary)
UTILIZATION
(in millions)**

	Year-to-Date as of December 2015			Variance Favorable/(Unfavorable)		
	Adopted Budget	Final Estimate	Actual (Prelim)	vs. Budget	vs. Final Estimate	
	\$	%	\$	%	\$	%
Farebox Revenue						
Monthly	\$331.676	\$339.219	\$339.898	\$8.222	\$0.678	0.2
Weekly	18.791	19.105	18.591	(0.201)	(0.514)	(2.7)
Total Commutation	\$350.467	\$358.324	\$358.488	\$8.021	\$0.164	0.0
One Way Full	\$88.625	\$90.276	\$91.637	\$3.012	\$1.361	1.5
One Way Off Peak	169.459	168.069	168.937	(0.523)	0.867	0.5
All Other	73.328	75.606	76.375	3.048	0.770	1.0
Total Non Commutation	\$331.413	\$333.951	\$336.950	\$5.537	\$2.998	0.9
Total Farebox Revenue	\$681.880	\$692.275	\$695.438	13.558	\$3.163	0.5
Ridership						
Monthly	47.332	48.325	48.418	1.086	0.093	0.2
Weekly	1.997	2.021	1.966	(0.031)	(0.055)	(2.7)
Total Commutation	49.329	50.346	50.384	1.055	0.038	0.1
One Way Full	8.295	8.393	8.491	0.196	0.098	1.2
One Way Off Peak	18.143	18.071	18.105	(0.039)	0.034	0.2
All Other	10.224	10.560	10.667	0.443	0.107	1.0
Total Non Commutation	36.663	37.024	37.263	0.600	0.239	0.6
Total Ridership	85.992	87.370	87.647	1.655	0.277	0.3

MTA LONG ISLAND RAIL ROAD
2015 FINAL ESTIMATE vs PRELIMINARY ACTUALS
MONTHLY PERFORMANCE INDICATORS
December 2015

	<u>YEAR-TO-DATE</u>			<u>VARIANCE</u>	
	<u>Preliminary Actual</u>	<u>Final Estimate</u>	<u>2014</u>	<u>vs. Final Estimate</u>	<u>vs. 2014</u>
Farebox Operating Ratio					
Standard ⁽¹⁾	50.6%	48.4%	45.1%	2.2%	5.5%
Adjusted ⁽²⁾	61.8%	58.6%	55.1%	3.2%	6.7%
Cost Per Passenger					
Standard ⁽¹⁾	\$15.75	\$16.44	\$17.09	\$0.69	\$1.33
Adjusted ⁽²⁾	\$13.84	\$14.58	\$15.02	\$0.74	\$1.18
Passenger Revenue/Passenger ⁽³⁾	\$7.97	\$7.95	\$7.70	\$0.02	\$0.27

(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 2015

DECEMBER 2015 RIDERSHIP & REVENUE REPORT - PRELIMINARY
MTA LONG ISLAND RAIL ROAD

EXECUTIVE SUMMARY

December Ridership and Revenue (millions)

	December 2015	% Change vs. 2014
Total Rail Ridership	7.760	+ 2.2% ▲
Commutation Ridership	4.367	+ 2.3% ▲
Non-Commutation Ridership	3.393	+ 2.0% ▲
Rail Revenue	\$60.5	+ 6.4% ▲

- The Long Island Rail Road finished the year with a strong ridership of 87.6 million passengers and an overall increase of 2.1%. This marks the highest ridership in recent history - since the post war high number of 1949's 91.8 million passengers (breaking the previous modern record of 2008's 87.4 million passengers).

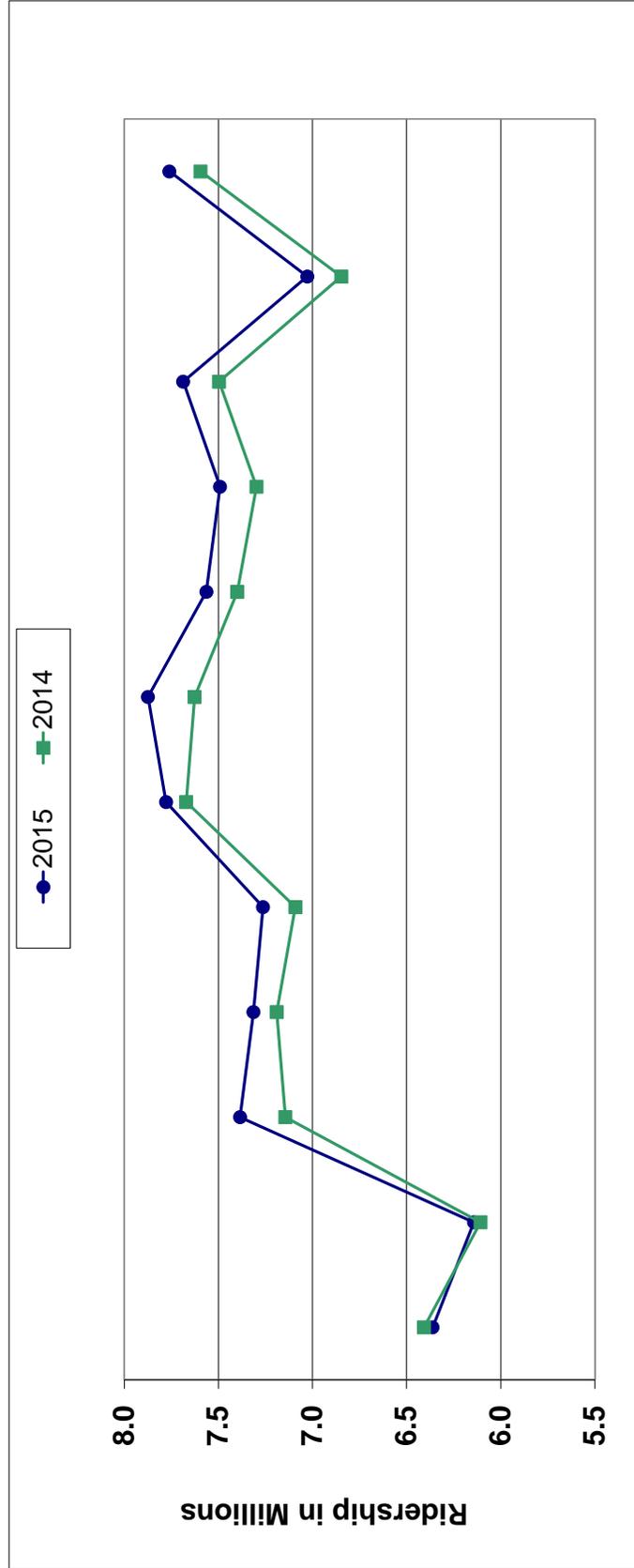
- The Commutation market showed a 2.1% ridership increase, as did the Non-Commutation market, which experienced a 2.0% ridership growth. The sustained growth in NYC's key job sectors, along with significant gains in discretionary trips (summer market, leisure travel, and sports & entertainment segment) and positive response to enhanced service contributed to the 2015 ridership growth.

Year-to-Date through December Ridership and Revenue (millions)

	December 2015	% Change vs. 2014	Comparison to Mid-Year Forecast
Total Rail Ridership	87.646	+ 2.1% ▲	+ 1.2% ▲
Commutation Ridership	50.384	+ 2.1% ▲	+ 1.1% ▲
Non-Commutation Ridership	37.263	+ 2.0% ▲	+ 1.5% ▲
Rail Revenue	\$695.4	+ 5.6% ▲	+ 1.4% ▲

DECEMBER RIDERSHIP

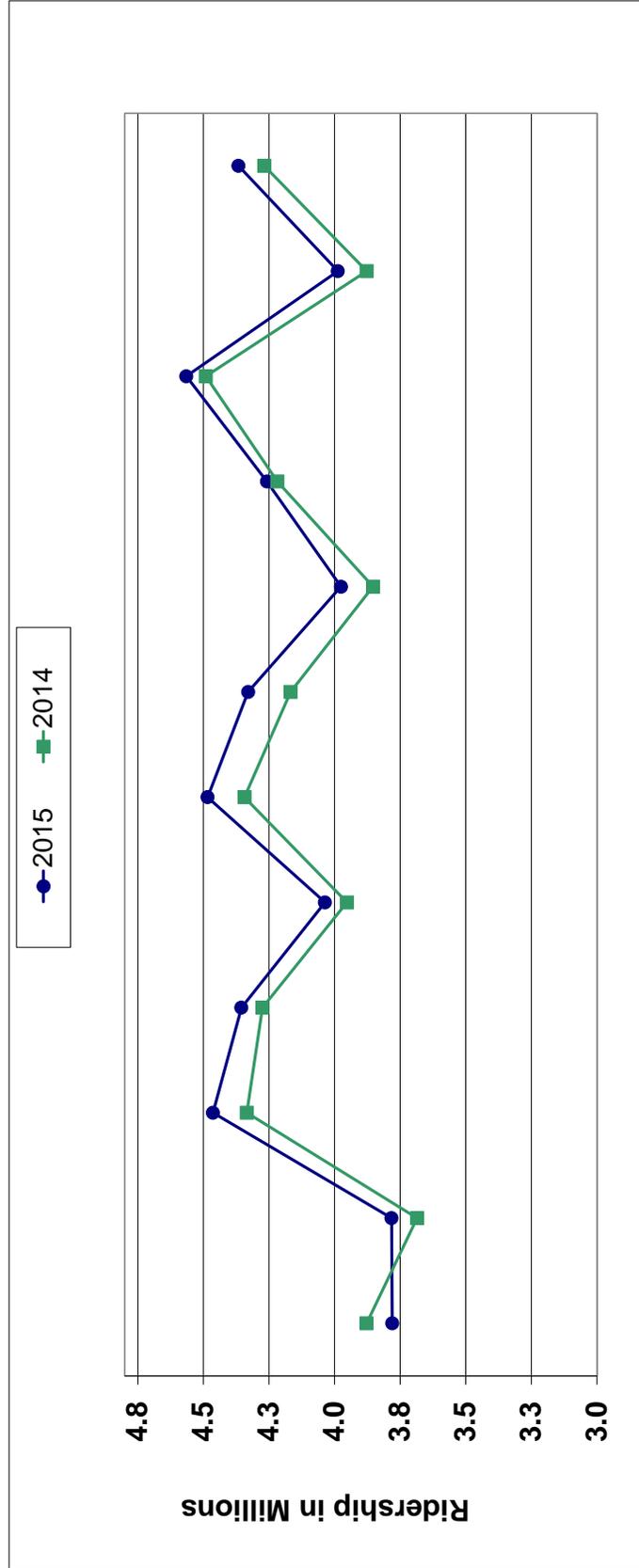
●December's Total Ridership was 2.2% above '14 and 2.0% above Mid-Year Forecast.



		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
2015		6.4	6.1	7.4	7.3	7.3	7.8	7.9	7.6	7.5	7.7	7.0	7.8	87.6
2014		6.4	6.1	7.1	7.2	7.1	7.7	7.6	7.4	7.3	7.5	6.8	7.6	85.9
PCT CHG.		-0.7%	0.6%	3.4%	1.7%	2.4%	1.4%	3.2%	2.2%	2.7%	2.5%	2.6%	2.2%	2.1%

DECEMBER COMMUTATION RIDERSHIP

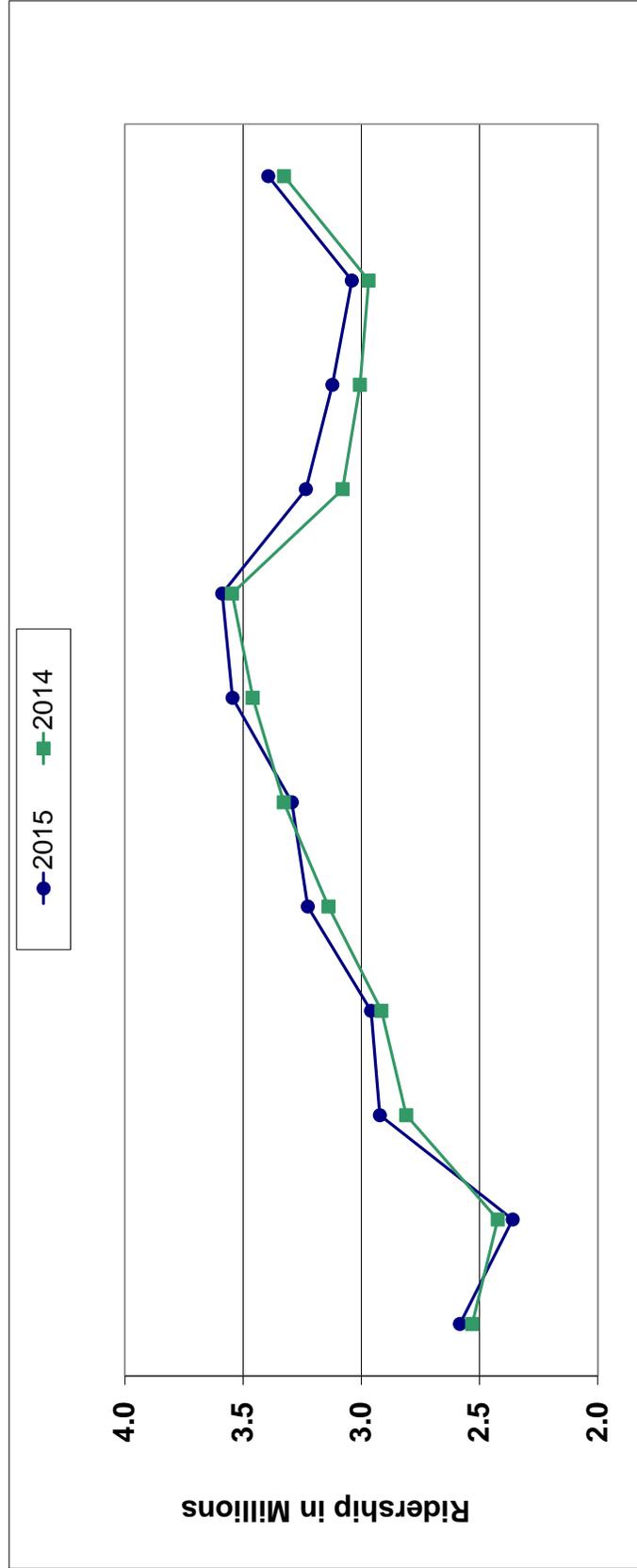
●December's Commutation Ridership was 2.3% above '14 and 1.8% above Mid-Year Forecast.



		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
2015		3.8	3.8	4.5	4.4	4.0	4.5	4.3	4.0	4.3	4.6	4.0	4.4	50.4
2014		3.9	3.7	4.3	4.3	4.0	4.3	4.2	3.9	4.2	4.5	3.9	4.3	49.3
PCT CHG.		-2.5%	2.7%	3.0%	1.9%	2.1%	3.3%	3.9%	3.2%	0.9%	1.7%	2.8%	2.3%	2.1%

DECEMBER NON-COMMUTATION RIDERSHIP

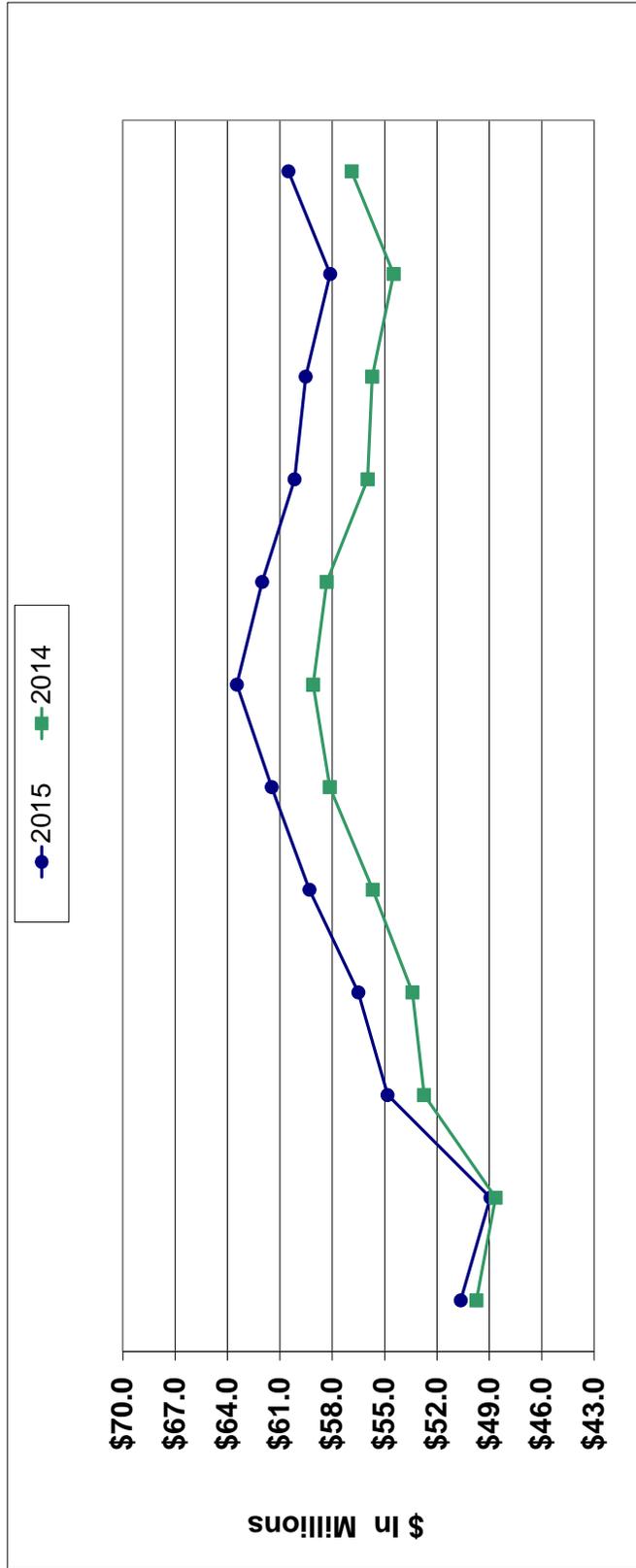
December's Non-Commutation Ridership was 2.0% above '14 and 2.3% above Mid-Year Forecast.



		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
2015		2.6	2.4	2.9	3.0	3.2	3.3	3.5	3.6	3.2	3.1	3.0	3.4	37.3
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
PCT CHG.		2.1%	-2.6%	4.0%	1.5%	2.8%	-1.0%	2.5%	1.2%	5.0%	3.9%	2.4%	2.0%	2.0%

DECEMBER REVENUE

● December's Total Revenue was 6.4% above '14 and 2.2% above Mid-Year Forecast*.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2015	\$50.6	\$48.9	\$54.8	\$56.5	\$59.3	\$61.5	\$63.5	\$62.0	\$60.2	\$59.5	\$58.1	\$60.5	\$695.4
2014	\$49.7	\$48.6	\$52.7	\$53.4	\$55.7	\$58.1	\$59.1	\$58.3	\$56.0	\$55.7	\$54.5	\$56.9	\$658.8
PCT CHG.	1.8%	0.6%	4.0%	5.8%	6.5%	5.7%	7.4%	6.3%	7.5%	6.8%	6.7%	6.4%	5.6%

*Fare increase was implemented in March 22, 2015.

**MTA LONG ISLAND RAIL ROAD
RIDERSHIP SUMMARY
DECEMBER 2015**

TICKET TYPE/SERVICE	DECEMBER 2015	DECEMBER 2014	CHANGE VS. 2014	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	4,366,505	4,267,779	98,726	2.3%
NON-COMMUTATION RIDERSHIP	3,393,343	3,326,577	66,766	2.0%
TOTAL RIDERSHIP	7,759,848	7,594,356	165,492	2.2%

**MTA LONG ISLAND RAIL ROAD
RIDERSHIP SUMMARY
2015 YEAR-TO-DATE**

TICKET TYPE/SERVICE	DECEMBER 2015	DECEMBER 2014	CHANGE VS. 2014	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	50,383,552	49,343,324	1,040,228	2.1%
NON-COMMUTATION RIDERSHIP	37,262,736	36,528,702	734,034	2.0%
TOTAL RIDERSHIP	87,646,288	85,872,026	1,774,262	2.1%

* 2014 ridership numbers were adjusted using 2015 factors.



Long Island Rail Road

CAPITAL PROGRAM REPORT

**LONG ISLAND RAIL ROAD
CAPITAL PROGRAM HIGHLIGHTS & UPDATES
JANUARY 2016**

HIGHLIGHTS

L60604YB: HILLSIDE FACILITY BUILDING ROOF REHABILITATION

Project Budget: \$6.00M

Milestone: Beneficial Use

Selected roofs and roof components at the Hillside Facility have been replaced. Deteriorated rubber roll roofing at the Truck Shop and Motor & Wheel Shop was removed and replaced with a new PVC membrane built-up roofing system. Roof and gutter repairs were done at other sites in Hillside and lightning protection systems were installed. A significant amount of this work was performed by a Small Business Mentor Contractor. This overall program will continue to make improvements to the LIRR's Facilities.

SANDY

EL0702ZE: SUBSTATION REPLACEMENTS LONG BEACH BRANCH

Project Budget: \$51.63M

Milestone: Contract Award

A Contract for the Fabrication and Installation of Piles for the Long Beach Branch Substation was awarded to LoDuca Associates Inc for \$356,300. The Long Beach Substation will be installed on a foundation elevated above the established flood zone. LIRR forces will interconnect the new modular substation into the LIRR power infrastructure. Replacement of the Long Beach Substation is part of the LIRR's efforts to ensure long term service reliability of infrastructure damaged during Superstorm Sandy.

SMALL BUSINESS MENTOR PROGRAM [SBMP] ACTIVITIES

- Sandy Penn Station 34th Street Entrance Gate: Work continued.
- Long Beach Branch Equipment Platforms: Work continued.
- Suffolk Paving: Submittals in process.
- Nassau, Queens, and Brooklyn Paving: Work continued.
- New ADA Railings at Flushing Main Street: Work commenced.
- Improvements to Babylon Employee Facility: Work continued.
- DPM Office Fit-out at Hillside: Work continued.
- Morris Park Communication Building: Award pending.
- Stations AC Installations: Procurement process commenced.

2016 LIRR Capital Program Goals

