



Metropolitan Transportation Authority

Meeting of Metro-North and Long Island Committees

April 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, 4/18/2016
8:30 - 10:00 AM ET

1. Public Comments Period

2. Approval of Minutes - March 21, 2016

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b. MNR Minutes

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3. 2016 Work Plans

a. LIRR 2016 Work Plan

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b. MNR 2016 Work Plan

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4. AGENCY PRESIDENTS'/CHIEF'S REPORTS

a. LIRR Report (no material)

- LIRR Safety Report

b. MNR Report (no material)

- MNR Safety Report

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c. MTA Capital Construction Report

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d. MTA Police Report

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- MTA Homeless Outreach

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- Ridership Reports

- ♦ LIRR 2015 Annual Ridership Report

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- ♦ MNR 2015 Annual Ridership Report

b. LIRR Information Items

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- **Final Review of 2015 Operating Budget Results**
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- **Annual Inventory Report**
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- **Track Work Program Schedule Changes**
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c. MNR Information Items

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- **Final Review of 2015 Operating Budget Results**
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- **Annual Inventory Report**
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- **Ratifications (No Items)**

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- **Non-Competitive**
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c. MTA CC Procurements

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- **Non-Competitive (No Items)**
- **Competitive**
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Date of Next Meeting: Monday May 23, 2016
MNR at 8:30 am, LIRR at 9:30 am

**Minutes of the Regular Meeting
Long Island Rail Road Committee
Monday, March 21, 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. Fernando Ferrer, Vice Chairman
Hon. Jonathan A. Ballan
Hon. Robert C. Bickford
Hon. Ira R. Greenberg
Hon. Susan G. Metzger
Hon. John J. Molloy
Hon. Charles G. Moerdler
Hon. Carl V. Wortendyke

The following members were not present:

Hon. Jeffrey A. Kay
Hon. Vincent Tessitore, Jr.
Hon. Neal Zuckerman

Representing Long Island Rail Road: Patrick A. Nowakowski, Elisa Picca, Bruce R. Pohlot, Dave Kubicek, Loretta Ebbighausen, Dennis Mahon, Mark Young

Representing MTA Capital Construction Company: Michael Horodniceanu, Evan Eisland, David Cannon

Representing MTA Police: Michael Coan

Chairman Pally called the meeting to order.

PUBLIC COMMENT

There were two public speakers. Farat Ahmad spoke about the closure of a newsstand she operates at the Hicksville Station. Murray Boudin spoke about replacing LIRR gate crossing flashing lights with traffic lights with cameras.

APPROVAL OF MINUTES AND 2016 WORK PLAN CHANGES

Upon motion duly made and seconded, the Committee approved the minutes of the February 22, 2016 Long Island Committee Meeting. There were no reported changes to the 2016 Work Plan.

MTA LONG ISLAND RAIL ROAD PRESIDENT'S REPORT

President Nowakowski reported that LIRR will provide additional service on Friday, March 25, 2016, for customers leaving early in observance of Good Friday.

President Nowakowski reported that LIRR service will resume at the Mets-Willets Point Station for the New York Mets home opener on Friday, April 8, 2016, and for the remainder of the baseball season.

President Nowakowski reported that LIRR continues to experience ridership growth. Compared to 2015, there was a 4.6% ridership increase during the months of January and February and LIRR carries 40% of the attendance to the NY Islanders games.

President Nowakowski reported that there has been a change to the LIRR Mail & Ride Program. The Mail & Ride website can accept two credit cards as payment for a monthly ticket. This new feature is advantageous for customers participating in employer transit benefit programs.

LIRR SAFETY REPORT

Chief Safety Officer Loretta Ebbighausen provided the January 2016 Safety Report.

Compared to 2015, customer injuries declined 5%; employee lost time injuries declined 13%; and grade crossing incidents increased.

During the month of January, the Confidential Close Call Reporting System received 10 new reports of which 6, after review by the Peer Review Team ("PRT"), did not meet the program criteria. The PRT is working on 6 recommendations developed as a result of reports received in 2015 and 2016.

Regarding grade crossings, there were 9 incidents in January. The MTA Police Department ("MTAPD") stationed 63 details, as a result of which 120 summonses and 108 warnings were issued.

Reporting on LIRR's Community Outreach Program, Chief Safety Officer Ebbighausen stated that in collaboration with the MTAPD, year-to-date, LIRR's Operation Lifesaver and T.R.A.C.K.S. classroom presentations have now reached approximately 8,700 young people and adults.

There was discussion among Board Member Charles G. Moerdler, President Nowakowski, Chief Coan, Board Member Carl V. Wortendyke, Board Member Jonathan A. Ballan and Chairman Pally regarding improper operation of passenger vehicles at grade crossings and the possible installation of cameras on LIRR property and assessment of fines and penalties. President Nowakowski stated that cameras are installed when improvements are made at grade crossings and that fines and penalties are the exclusive jurisdiction of the state legislature.

MTA CAPITAL CONSTRUCTION

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

The Manhattan South Structures (CM005) contract has completed construction on the work required for Substantial Completion. The Contractor was expected to complete this work by the end of February 2016. This delay, however, is not expected to impact the overall project schedule. The Harold Structures I (CH053) contract completed construction on the work required for Substantial Completion at the end of February. This accomplishment will free up Amtrak resources for other East Side Access contracts.

In Manhattan, work on the GCT Concourse and Facilities Fit-Out (CM014B) contract is continuing. The contractor is experiencing delays to the work required to achieve Milestone 1, however, MTACC is working with the Contractor to resequence some of the work so that there will not be a delay to Substantial Completion as a result of these delays.

MTA POLICE DEPARTMENT

Chief Coan reported that during the month of February there was a decrease in crime of 7 incidents compared to 9 in 2015. Year-to-date there were 16 incidents compared to 19 in 2015.

Chief Coan reported that during St. Patrick's Day, MTAPD made 4 arrests and issued 7 summonses.

He reported that the MTAPD is continuing its homelessness initiative. During the month of February, 104 summonses were issued in Penn Station, shelter was provided for 135 individuals and 4 individuals were sent to the hospital.

After successfully completing an 18 month assessment of 138 standards and procedures, on March 3, 2016, MTAPD received accreditation from the New York State Division of Criminal Justice. Chief Coan congratulated the MTAPD accreditation team led by Chief Tom Dunn. MTAPD is the fourth largest Police Department in New York State to be accredited. Chairman Pally, on behalf of LIRR, congratulated Chief Coan and the MTAPD.

MTACC ACTION ITEMS

No MTA Capital Construction action items were on the agenda.

MTA LONG ISLAND RAIL ROAD INFORMATION ITEMS

The following information items were on the agenda:

- Annual Strategic Investments & Planning Study
- Annual Elevator/Escalator Report
- Track Work Program Schedule Changes

President Nowakowski responded to Board Member Ira R. Greenberg's question regarding an update on Centralized Train Control reported in the Strategic Investments & Planning Study. He stated that Centralized Train Control will not be completed in the 2015-2019 program and that the next program will try to bring that project to completion. LIRR is doing everything possible to get as much information centralized as possible.

President Nowakowski responded to Board Member Greenberg's question regarding Jamaica Capacity Improvements, in particular, LIRR direct train service off-peak to Brooklyn and the number of LIRR customers connecting at Jamaica. He stated that he would get back to Board Member Greenberg regarding LIRR direct train service to Brooklyn and Executive Vice President Elisa Picca stated that she would provide the requested data.

There was discussion among President Nowakowski, Board Member Moerdler, Board Member Greenberg, Chairman Pally and Executive Vice President Picca regarding to what extent Diesel Multiple Units ("DMUs") are required in order to improve LIRR East End service. President Nowakowski stated that LIRR uses diesel equipment to provide scoot service out East, primarily between Greenport and Ronkonkoma. He has requested the LIRR team to research the availability of new equipment types and the importance of meeting Federal Railroad Administration requirements and will report back to the Board. Board Member Greenberg suggested LIRR look at DMU's to improve LIRR East End service in the future. Chairman Pally stated that moving forward, the Network Strategy Study will address these issues among others. Executive Vice President Picca stated that the Network Strategy Study will be concluded in 2017. The LIRR is looking into the future in the post East Side Access era, including looking at ridership and trends and overall system needs. Regarding the study, Chairman Pally asked the board to submit their ideas and questions to Executive Vice President Picca as soon as possible.

MTA LONG ISLAND RAIL ROAD

Procurement

The following procurements were presented to the Committee for approval. Details of the item are set forth below and in the Staff Summary, a copy of which is on file with the records of this meeting.

Non - Competitive:

- **KLD Labs Incorporated** – LIRR requests approval to award a three-year sole source contract to KLD Labs Incorporated (“KLD”) in an amount not to exceed \$419,834 to (i) provide quarterly scheduled maintenance and extended warranty service for both the ORION and TRMS systems on LIRR’s Track Geometry Vehicle (“TC82”); (ii) furnish and install upgrades to TRMS-1 to allow for measurement of Third Rail Center of Track temperature; and (iii) provide spare parts and labor for items not covered by warranty service.

Competitive:

- **Competitive RFP** – LIRR requests approval to adopt a resolution declaring that competitive bidding is impractical or inappropriate and that it is therefore in the public’s interest to use the competitive Request for Proposal (RFP) procurement method pursuant to Section 1265-a of the Public Authorities Law (“PAL”) to award a contract for the design, manufacture, test and delivery of two Work Locomotives to support LIRR’s East Side Access service to Grand Central Terminal.
- **Competitive RFP** – LIRR requests approval to adopt a resolution declaring that competitive bidding is impractical or inappropriate and that it is therefore in the public’s interest to use the competitive Request for Proposal (RFP) procurement method pursuant to PAL Section 1265-a to award a contract for the design, manufacture, test and delivery of Electric Multiple Units to support LIRR’s East Side Access service to Grand Central Terminal.
- **Competitive RFP** – LIRR requests approval to adopt a resolution declaring that competitive bidding is impractical or inappropriate and that it is therefore in the public’s interest to use the competitive RFP procurement method pursuant to PAL Section 1265-a to award a Design/Build construction contract for the Post Avenue Bridge Replacement project. The bridge replacement project is located on the Long Island Rail Road’s Main Line in the Village of Westbury, Nassau County New York.

Ratifications:

- **Advance Relocation and Storage, Inc.** – LIRR requests MTA Board ratification of a Miscellaneous Service contract in the amount of \$50,178 to Advance Relocation and Storage, Inc., for moving services required to relocate LIRR’s Procurement and Logistics Department from 90-27 Sutphin Boulevard, Jamaica, NY to 347 Madison Avenue, NY, NY. The duration of this contract was from December 1, 2015 through January 6, 2016. It was issued pursuant to a “Ride” of MTA Headquarters’ competitively negotiated Miscellaneous Service Contract #12062 awarded pursuant to an e-procurement process and approved by the MTA Board in December 2012. The Advance Group was one of seven firms pre-qualified and awarded a zero dollar contract to provide as-needed moving services for the MTA Agencies.

In response to questions by Board Member Moerdler about proprietary features by original equipment manufacturers in procurements, Chief Procurement & Logistics Officer Dennis Mahon stated that LIRR seeks to engage competition whenever there is an opportunity, especially when replacing systems. He referred to the M-9 procurement, which required that a certain percentage of the parts be purchased off the shelf.

In response to a question from Board Member Moerdler concerning an RFP on page 66 of the Committee Book to purchase M-9 Railcars for East Side Access (“ESA”), Chief Procurement & Logistics Officer Mahon stated that LIRR will engage in the same significant outreach for this contract as occurred for the M-9 car procurement and that general, rather than specific, experience will be a factor for consideration. Senior Vice President Dave Kubicek added that various concepts for this equipment are under consideration based on the current infrastructure.

President Nowakowski stated that he has given first contracts to new entities and that procurements should be open to everyone and that is the way we will proceed with this contract.

In response to comments by Board Member Ballan, Board Member Moerdler and Chairman Pally, President Nowakowski stated that in terms of innovations, we are absolutely open and willing to consider anything. In terms of jobs to New York, we must comply with Federal Buy America requirements, which prohibits state preference: while foreign companies may bid, 65% of the dollar value of the car must be made in the United States. LIRR is using L.T. Carter as an outside consultant relative to this RFP.

In response to questions by Board Member Greenberg, Senior Vice President Kubicek stated that the engines under discussion are primarily for the ESA area and that this procurement will be complex from both the physical and environmental perspectives. He has been working with ESA and LIRR staff on this procurement, which engines will run on standard gauge.

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

MTA CAPITAL CONSTRUCTION

Procurements

No MTA Capital Construction procurement items were presented to the Committee for approval.

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

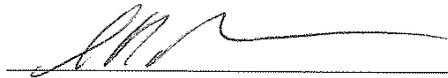
The details of these items are contained in the reports filed with the records of the meeting.

President Nowakowski responded to Board Member Ballan's comment regarding LIRR's February on-time performance ("OTP"). President Nowakowski stated February's OTP reflected the three rush hour incidents that occurred early in the month which were discussed at last month's Committee meeting.

Adjournment

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

Respectfully submitted,



Stephen N. Papandon
Acting Secretary

Minutes of the Regular Meeting
Metro-North Committee
Monday, March 21, 2016

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

The following members were present:

Hon. Fernando Ferrer, Vice Chairman, MTA
Hon. Mitchell H. Pally
Hon. Jonathan A. Ballan
Hon. Robert C. Bickford
Hon. Norman Brown
Hon. Susan G. Metzger
Hon. John J. Molloy
Hon. Charles G. Moerdler
Hon. Carl V. Wortendyke

Not Present:

Hon. James L. Sedore, Jr., Chairman of the Metro-North Committee
Hon. Jeffrey A. Kay
Hon. Neal Zuckerman

Also Present:

Joseph J. Giulietti – President, Metro-North Railroad
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
Richard Gans – Vice President and General Counsel
Glen Hayden – Vice President, Engineering
John Kennard – Vice President – Capital Programs
John Kesich – Senior Vice President, Operations
Kim Porcelain – Vice President, Finance and Information Systems
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

Two 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 its efforts to provide alternate service and to cross honor west of Hudson tickets in the event of a New Jersey Transit strike. He noted that if there had been a strike, the alternate service would have only served approximately 30% of the west of Hudson commuters. Mr. Glucksman expressed his opinion that consideration should be given to extending the number seven line to Secaucus Junction to decrease reliance on the Hudson River tunnels.

Murray Bodin expressed his opinion that Metro-North's practices with respect to the blowing of horns at stations and the procurement of railcars are outdated.

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 February 22, 2016 Metro-North Committee meeting. There were no changes to the 2016 Metro-North Committee Work Plan.

MTA METRO-NORTH RAILROAD PRESIDENT'S REPORT

President Giulietti reported on service reliability. He noted that, during the month of February 2016, east of Hudson service operated above goal and delay minutes were 51% less than during the comparable period of 2015. In January 2016, west of Hudson service operated on-time at 97% of the time. With respect to the availability of rolling stock, in January 2016, the mean distance between failure of 214,040 miles was seven percent above the new goal of 200,000 miles and the M-8 railcars exceeded their goal of 300,000 miles by 66%.

President Giulietti reported on ridership, noting that preliminary east of Hudson ridership figures for February 2016 indicate that overall ridership was 3.4% higher than in the comparable period of 2015 and non-commutation ridership increased 4.7%.

President Giulietti reported that customer complaints continue to decline; there were 55% fewer complaints in February 2016 than in the comparable period of 2015. President Giulietti reported on the upcoming April 3rd east of Hudson schedule change. He noted that the new schedules will address on-time performance issues during peak periods in order to improve service reliability; address customer requests, where feasible; and allow for critical capital, track and infrastructure projects to occur, including the continuation of Devon Moveable Bridge repair work and the Overhead Catenary Replacement project. Metro-North will continue to review input from train crew observations, customer feedback and customer counts as a means to continually improve its schedules. President Giulietti reported that, in response to customer

suggestions, Metro-North will be expanding its Quiet Car® program on April 4 with two Quiet Cars available on every peak and off peak weekday train instead of the current program that provides for one Quiet Car on all peak trains. In addition, as requested by customers, onboard signage will be installed to indicate the location of the Quiet Cars.

President Giulietti reported that he met with legislators in Albany, New York and Hartford, Connecticut to discuss the progress Metro-North has made in rebuilding its infrastructure, the importance of Metro-North's Capital Program and the need for a continued commitment to invest in and improve Metro-North's infrastructure. He noted that many of the legislators recognized Metro-North's ongoing efforts to provide safe and reliable service and praised the dedication and commitment of Metro-North's employees.

President Giulietti thanked James Henly for the contributions he made while General Counsel of Metro-North. He wished Mr. Henly success in his new position of General Counsel of the New York City Transit Authority where he had been acting in an interim capacity for the past seven and a half months.

President Giulietti welcomed Metro-North General Counsel, Richard Gans, a 17 year Metro-North veteran who is returning to Metro-North after serving as General Counsel of the Long Island Rail Road for the past four years. President Giulietti expressed his gratitude for the work of Susan Sarch, who served as Acting General Counsel during Mr. Henly's departure, handling her increased responsibilities with the utmost grace and professionalism.

President Giulietti concluded his report with a discussion of the Small Business Outreach and Employment Information Session to be held by MTA and Metro-North at the Orange County Chamber of Commerce in Montgomery, New York on March 31 from 10 am to 12 noon. He noted that the event is part of the MTA's Small Business Development Program, a set of initiatives designed to help small and disadvantaged firms grow and succeed as MTA prime contractors, and will benefit Minority and Women-Owned Businesses, Disadvantaged Business Enterprises and Service-Disabled Veteran-Owned Businesses in the Hudson Valley. MTA and Metro-North representatives will be on hand to share information about Metro-North procurement opportunities, MTA employment opportunities and MTA Police recruitment efforts. President Giulietti expressed gratitude for the support and encouragement Metro-North received from Board Members, in particular Ms. Metzger, in the planning of this event.

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.

SAFETY REPORT

Mr. Vonashek gave the safety report. He reported that the 12 month rolling average for customer injuries through January 2016 increased, mainly due to the Valhalla incident; the 12 month rolling average for employee injuries was flat. There were 28 Confidential Close Call System (C3RS) reports in January 2016; since the program's inception, there have been over 600

reports. Employees in the Mechanical and Engineering groups have completed the C3RS training; the program will begin for these employees in April.

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.

MTA POLICE DEPARTMENT REPORT

Chief Coan reported on crime on the Metro-North system during the month of February. There was an increase in crime, with an increase of 11 major felonies compared to 8 in February 2015. Two airbags were stolen from vehicles and there was one robbery at Cortlandt Station that resulted in an arrest. On St. Patrick's Day, the MTA Police confiscated a large amount of alcohol; there were three arrests, 11 summonses, two juvenile reports and 12 individuals were aided. Chief Coan discussed the MTAPD's continuing homelessness initiative, noting that year-to-date, 14 homeless individuals were taken to the hospital, 103 were afforded shelter and 80 summonses were issued, including 15 for administrative code violations and aggressive panhandling.

Board member Ballan and Chief Coan discussed the MTAPD's homeless outreach program and the manner in which the agencies deal with those who refuse shelter. There was further discussion regarding the outreach to the homeless population at Harlem 125th Street Station.

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.

INFORMATION ITEM:

Three information items were presented to the Committee:

- Strategic Investments and Planning Studies, Status Update, March 2016.
- Annual Elevator and Escalator Report.
- Track Program Quarterly Update.

There was a discussion between Board member Moerdler and Ms. Rinaldi regarding the Station Net Leasing Program and Transit Oriented Development (TOD). Ms. Rinaldi noted that the Harrison TOD includes the construction of a parking garage adjacent to Harrison Station. Board member Moerdler asked if the developer of the TOD (Avalon Bay) had been reviewed given the occurrence of a fire at one of their developments in New Jersey. She further noted that Mr. Moerdler's questions would be best addressed by MTA Real Estate with Metro-North participating in the discussion.

Board member Moerdler congratulated Metro-North on the track work done on the Harlem and Hudson Lines.

The details of the above items 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 regarding the information items.

PROCUREMENTS:

One non-competitive procurement was presented to the Committee:

- Approval of a non-competitive purchase contract for up to a three-year period with Ansaldo STS USA, Inc., the original equipment manufacturer of various cab signal replacement parts and components for Metro-North's M-7 railcars.

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

- Approval to use the competitive request for proposal process to solicit and evaluate proposals from prospective railcar manufacturers (MofW) for the design, manufacture, and delivery of one Powered Continuous Work Platform with a Steel Track Excavator.
- Approval of a 24-month competitively solicited RFP contract with the firm Plasser American Corporation to design, build and deliver two Catenary Maintenance Vehicles. The award includes authorization to exercise options to provide a single flat car on-track trailer and miscellaneous support systems (hydraulic, de-icing and degreaser). Plasser will also supply certain spare parts for the long term maintenance of the vehicles.
- Approval on behalf of Metro North and LIRR to award two individual five-year, competitively solicited, miscellaneous service contracts with East Coast Railroad Services (Metro-North) and National Waste Services (LIRR) for the on-going removal and lawful disposal of railroad ties and stubs throughout Metro-North's and LIRR's operating territories.
- Approval for additional funding in the amount of \$1,851,439 for a contract modification to an existing, competitively solicited, personal service contract with WSP Parsons Brinkerhoff, Inc. for the planning and engineering services required to prepare a Major Investment Study (Alternatives Analysis) and Federal Environmental documentation for Metro-North's Penn Station Access project.

Board member Moerdler thanked Metro-North for moving forward on construction of four new Metro-North stations in the Bronx.

Board member Wortendyke asked whether Metro-North anticipated receiving a number of bids in response to the RFP for the design, manufacture and delivery of one Powered Continuous Work Platform with a Steel Track Excavator. President Giulietti noted that this item has been bid on before and the equipment is not new to the industry. Mr. Muir noted Metro-North is conducting an outreach to ensure that there is competition.

There was a discussion between Board members Ferrer, Ballan, Moerdler and Pally, and Ms. Rinaldi and staff regarding the contract modification with WSB Parsons Brinkerhoff, Inc. for the planning and engineering services needed to prepare a Major Investment Study and Federal Environmental documentation for Metro-North's Penn Station Access project. It was noted that the

project would include a study of TOD and value capture opportunities; it is anticipated that this study will be completed by the end of 2017.

A lengthy discussion took place between Board members Ferrer, Moerdler and Ballan, and Ms. Rinaldi and Mr. Muir regarding the lack of WBE/MBE goals for the contract with Plasser American Corporation. Ms. Rinaldi noted that Metro-North coordinates with the MTA DDCR regarding the availability of qualified WBE/MBE firms. She further noted that MTA DDCR is aggressive in building business opportunities for WBE/MBE firms. Ms. Rinaldi will express the Board member concerns to the DDCR.

A further discussion took place among Board members Ferrer, Ballan, Moerdler and Pally, and Mr. Muir regarding out of state work being performed by Plasser American Corporation. It was noted that Metro-North does reach out to New York firms. However, maintenance of way equipment is very specialized with few firms nationally who have the skills to perform the work. It was noted that the Empire State Development Corporation is made aware of such business opportunities.

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 members and staff regarding the above procurements.

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 members and staff.

Board member Moerdler asked about the high number of delay minutes as a result of police actions in February 2016. President Giulietti noted that delay minutes that occur when police respond to customer issues, such as non-payment of fares or harassment, presently fall into the category of delay minutes due to police activity. Mr. Kesich further noted that the number of customer delay minutes due to police activities was high as the result of a trespasser fatality on February 1 that required police presence over a long period of time. Board member Ballan commented on the high number of delay minutes in the "Engineering (Unscheduled)" and "Maintenance of Equipment" categories. Mr. Kesich noted that the train schedules cannot account for all the infrastructure work the railroad is doing. He further noted that the number of delay minutes in the report are not actual minutes as delay minutes are reported in six minute intervals. In response to Board member Metzger's question, Mr. Kesich noted that the delay minutes report was developed in-house. President Giulietti will meet with Long Island Rail Road President Nowakowski to determine if an alternate matrix can be developed that would make the report more user friendly.

In response to Board member Ballan's questions regarding the February on-time performance figures, Mr. Kesich noted that the p.m. peak on the Harlem and New Haven lines was affected by the February 1 trespasser fatality. In response to Board member Ballan's question regarding standees on the New Haven and Harlem Lines, Mr. Kesich noted that the number of standees during the a.m. peak is lower than that in the comparable period of 2015 as a result of the increase in equipment availability. He noted that the number of standees in the p.m. peak was affected by the February 1 incident when trains were cancelled or combined and train length was shortened.

President Giulietti noted that the railroads on-time performance has increased and is higher than it has been for several years. He noted that Metro-North is running a safe operation with increasing efficiency. He stated that if you compare the statistics to those in 2014, you will see the progress the railroad has made. He stated that the April schedule is strategic and based on ridership trends.

ADJOURNMENT

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

Respectfully submitted,



Linda Montanino
Assistant Secretary



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

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	MTA Real Estate
Environmental Audit	Corporate Safety
2016 Fall Construction Schedule Change	Service Planning

September 2016

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

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

February 2017 (Joint Meeting with MNR)

Adopted Budget/Financial Plan 2017
2016 Annual Operating Results
2016 Annual RCM Fleet Maintenance Report
Status Update on PTC
Diversity/EEO Report – 4th Q 2016
2017 Spring Schedule Change

Management & Budget
Operations
Operations
President/Sr. Staff
Administration/Diversity
Service Planning

March 2017

Annual Strategic Investments & Planning Study
Annual Elevator/Escalator Report

Strategic Investments
Engineering

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.

Information Items (if any)

Materials presented to the Committee for review pertaining to certain agency initiatives and functions.

Action Items (if any)

Staff summary documents presented to the Board for approval of items affecting business standards and practices.

Procurements

List of procurement action items requiring Board approval and items for Committee and Board information. The Non-Competitive items will be first, followed by the Competitive items and then the Ratifications. The list will include items that need a 2/3 vote of the Board for approval.

Police Activity Report

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

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

APRIL 2016 (Joint Meeting with MNR)

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.

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

The Committee will be briefed on the status of PTC, including activities to date and the current strategy to meet critical milestones identified in the Rail Safety Improvement Act of 2008 and as amended by the "Positive Train Control Enforcement and Implementation Act of 2015". 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.

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

Public comment will be accepted on the 2017 Budget.

Status Update on PTC

The Committee will be briefed on the status of PTC, including activities to date and the current strategy to meet critical milestones identified in the Rail Safety Improvement Act of 2008 and as amended by the "Positive Train Control Enforcement and Implementation Act of 2015". Highlights to include cost of PTC along with operation and implementation risks.

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.

FEBRUARY 2017 (Joint Meeting with MNR)

Adopted Budget/Financial Plan 2017

The Agency will present its revised 2017 Financial Plan. These plans will reflect the 2017 Adopted Budget and an updated Financial Plan for 2017 reflecting the out-year impact of any changes incorporated into the 2017 Adopted Budget.

2016 Annual Operating Results

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

2016 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 PTC, including activities to date and the current strategy to meet critical milestones identified in the Rail Safety Improvement Act of 2008 and as amended by the "Positive Train Control Enforcement and Implementation Act of 2015". Highlights to include cost of PTC along with operation and implementation risks.

Diversity & EEO Report– 4th 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 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 2017.

MARCH 2017

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.

2016 Metro-North Railroad Committee Work Plan

I. <u>RECURRING AGENDA ITEMS</u>	<u>Responsibility</u>
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. <u>SPECIFIC AGENDA ITEMS</u>	<u>Responsibility</u>
<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
<u>July 2016</u>	
Grand Central Terminal Retail Development	MTA Real Estate
Environmental Audit	Environmental Compliance
<u>September 2016</u>	
2017 Preliminary Budget (Public Comment)	Finance
2016 Mid-Year Forecast	Finance
Diversity/EEO Report – 2 nd Quarter 2016	Diversity and EEO
Track Program Quarterly Update	Engineering
2016 Fall Schedule Change	Operations Planning & Analysis
<u>October 2016 (Joint meeting with LIRR)</u>	
2017 Preliminary Budget (Public Comment)	Finance
Status Update on PTC	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 2016
Bi-Annual Report on M-9 Procurement
Track Program Quarterly Update

Finance
Committee Chairs & Members
Diversity and EEO
President
Engineering

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January 2017

Approval of 2017 Committee Work Plan

Committee Chairs & Members

February 2017 (Joint meeting with LIRR) – MNR Lead

Adopted Budget/Financial Plan 2017
2016 Annual Operating Results
2016 Annual Fleet Maintenance Report
Status Update on PTC
Diversity/EEO Report – 4th Quarter 2016

Finance
Operations
Operations
President
Diversity and EEO

March 2017

Annual Strategic Investments & Planning Studies
2017 Spring/Summer Schedule Change
Annual Elevator & Escalator Report
Track Program Quarterly Update

Capital Planning
Operations Planning & Analysis
Engineering
Engineering

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.

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

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

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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.

FEBRUARY 2017 (Joint Meeting with LIRR)

Adopted Budget/Financial Plan 2017

The Agency will present its revised 2017 Financial Plan. These plans will reflect the 2017 Adopted Budget and an updated Financial Plan for 2017 reflecting the out-year impact of any changes incorporated into the 2017 Adopted Budget.

2016 Annual Operating Results

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

2016 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 PTC, 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 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.

MARCH 2017

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.

2017 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 2017.

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.



Metro-North Railroad

Safety Report

February 2016 Safety Report

Statistical results for the 12-Month period are shown below.

Performance			
Performance Indicator	12-Month Average		
	March 2014 - February 2015	March 2015 - February 2016	% Change
FRA Reportable Customer Accident Rate per Million Customers	1.81	1.02	-43.6%
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	2.28	2.60	14.0%
Grade Crossing Incidents ¹	1	2	100.0%
Mainline FRA Reportable Train Derailments	0	3	300.0%
Mainline FRA Reportable Train Collisions	0	0	0.0%

¹ Per FRA - Any impact between railroad on-track equipment and a highway user at a highway-rail grade crossing. The term "highway user" includes automobiles, buses, trucks, motorcycles, bicycles, farm vehicles, pedestrians, and all other modes of surface transportation motorized and un-motorized.

Leading Indicators				
Employee: Focus on C3RS	2015		2016	
	February	Year end	February	Year to Date
Total Reports Received	0	574	43	71
Total Reports Reviewed by PRT	0	261	32	54
Total Reports that Meet C3RS Program Criteria	0	212	19	38
Total Corrective Actions being Developed	0	3	1	2
Total Corrective Actions Implemented	0	3	0	0
Customer and Community: Focus on Grade Crossings	February	Year to Date	February	Year to Date
Broken Gates	5	9	2	12
MTA Police Details	22	32	128	238
Summons	24	43	37	54
Warnings	2	2	14	30
Community Education and Outreach	Scheduled to Begin in June			
			Goal	YTD as % of Goal
Cameras on Rolling Stock	Scheduled to Begin in August		TBD	TBD

Definitions:

Confidential Close Call Reporting System (C3RS) - Labor, Management, and Federal Railroad Administration (FRA) partnership designed to

Broken Gates - The number of events at grade crossing locations where a vehicle broke a crossing gate.

MTA Police Detail - The number of details specifically for the purpose of monitoring behavior at Grade Crossings.

Summons for Grade Crossing Violation and other Infractions- The number of violations issued to a motorist for going around a crossing gate or due to behavior that put the motorist at risk (i.e. cell phone use, etc.).

Warnings - The number of warnings issued to motorists due to behavior that put the motorist at risk (i.e. cell phone use, etc.).

Community Education and Outreach - The number of participants who attended a TRACKS, Operation LifeSaver, or Railroad Safety Awareness Event.

Cameras on Rolling Stock - Number of complete camera installations.

MTA CAPITAL CONSTRUCTION

PROJECT UPDATE

EAST SIDE ACCESS

MTA CAPITAL CONSTRUCTION PROJECT UPDATE

East Side Access

April 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	\$722,491,293	\$722,491,293	\$664,849,170
Construction	\$8,038,030,757	\$8,038,030,757	\$4,721,033,895
Project Management	\$1,036,168,644	\$1,036,168,644	\$686,252,139
Real Estate	\$179,080,316	\$179,080,316	\$114,692,531
Rolling Stock*	\$202,000,000	\$202,000,000	\$0
Total Project Cost	\$10,177,771,010	\$10,177,771,010	\$6,186,827,734

*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

- **North Structures (CM006):** Contractor continues Cast-In-Place (CIP) concrete work in the East and West Caverns at the North Back of House. Pneumatically Applied Concrete (PAC) application for the modified tunnel lining continues in Westbound Tunnel 1. Installation of the CIP lining in Eastbound Tunnel 4 has commenced and is ongoing. Waterproofing installation continues at the 50th Street Ventilation Facility. The inner layer of the Pneumatically Applied Concrete (PAC) application is ongoing at the 50th Street Air Tunnel.
- **GCT Concourse and Facilities Fit-Out (CM014B):** Contractor continues excavation work below the temporary deck at E. 48th Street, including excavation of the escalator pit. Placement of low strength concrete backfill and under slab utilities continues. Placement of the structural concrete floor slab is underway within the new mechanical plant area. Installation of sprinklers, electrical conduits and architectural finishes has commenced in Wellways 1 and 2.
- **Plaza Substation and Queens Structures (CQ032):** Contractor continues exploratory excavation work for vent shafts at the 23rd Street Ventilation Facility. At the Yard Services Building, MEP (mechanical, electrical and plumbing), drywall and door installations continue and work on the utility connections has commenced.

- **Harold Structures – Part 3 (CH057):** As part of the 48th Street Bridge Replacement, the contractor has completed drilling soldier pile support of excavation, demolished the existing concrete bridge deck and commenced with the removal of the structure's steel deck.
- **Harold Structures – Part 3A (CH057A):** At the Westbound Bypass Tunnel Launch Pit, the contractor has completed the excavation and construction of the base slab and has commenced with the installation of the steel reaction frames for the Tunnel Shield. The assembly phase of the Tunnel Shield is expected to commence in April, when the framing work is completed.
- **Systems Package 1 – Facilities Systems (CS179):** Installation of electrical equipment, conduit, fire standpipe, tunnel drainage, and heating/ventilation systems continues throughout the Queens tunnels and facilities. Preliminary excavation for the new Mechanical Equipment Room at the 2nd Avenue Ventilation Facility has commenced.

East Side Access Active and Future Construction Contracts

Report to the Railroad Committee - April 2016

Expenditures thru March 2016; \$\$ in million

	Budget	Committed	Expenditures
Construction	\$ 8,038.0	\$ 6,855.6	\$ 4,721.0
Design	\$ 722.5	\$ 692.8	\$ 664.8
Project Management	\$ 1,036.2	\$ 743.1	\$ 686.3
Real Estate	\$ 179.1	\$ 117.0	\$ 114.7
Rolling Stock†	\$ 202.0	\$ -	\$ -
Total	\$ 10,177.8	\$ 8,408.5	\$ 6,186.8

† 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	\$56.4	Nov-2011	Nov-2011	Apr-2013	Apr-2016
CM005: Manhattan Southern Structures <i>Michels Corp.</i>	\$249.8	\$239.7	\$10.1	\$219.9	Jul-2013	Jul-2013	Feb-2016	Apr-2016
CM006: Manhattan Northern Structures <i>Frontier Kemper Constructors, Inc.</i>	\$344.3	\$324.6	\$19.8	\$206.2	Mar-2014	Mar-2014	Nov-2016	Jun-2017
CM014B: GCT Concourse & Cavern Fit-Out <i>GCT Constructors JV</i>	\$463.6	\$425.4	\$38.2**	\$48.6	Dec-2014	Feb-2015	Aug-2018	Aug-2018
CM007: Manhattan Cavern Structure & Facilities Fit-Out		<i>In Procurement</i>			Jul-2015	Apr-2016	N/A	Jan-2020
Queens Construction								
CQ032: Plaza Substation & Queens Struct Construction <i>Tutor Perini Corporation</i>	\$257.0	\$236.4	\$20.6	\$208.0	Aug-2011	Aug-2011	Aug-2014	Sep-2016
Harold Construction								
CH057A: Harold Structures - Part 3: West Bound Bypass <i>Harold Structures JV</i>	\$126.8	\$110.1	\$16.7	\$31.9	Nov-2013	Nov-2013	Feb-2016	May-2017
CH057: Harold Structures - Part 3: Track D Approach, 48th St Bridge <i>Tutor Perini Corporation</i>	\$87.9	\$53.4	\$34.5	\$1.0	Nov-2014	Dec-2015	May-2018	May-2018
CH058A: Harold Structures - Part 3A: B/C Approach***		<i>In Design</i>			Jul-2015	Nov-2017	N/A	Jul-2020
Systems Contracts								
Systems Package 1: Tunnel Ventilation, Facility Power, Communications, Controls, Security, Fire Detection (CS179) <i>Tutor Perini Corporation</i>	\$606.9	\$413.7	\$193.3****	\$76.5	Mar-2014	Mar-2014	Dec-2019	Jul-2020
Systems Package 2: Signal Installation (CS284)		<i>In Design (Repackaging)</i>			TBD	Dec-2016	N/A	Jul-2020
Systems Package 3: Signal Equipment (VS086) <i>Ansaldo STS USA Inc.</i>	\$21.8	\$19.9	\$1.9	\$1.0	Jun-2014	Jun-2014	Dec-2019	Jul-2020
Systems Package 4: Traction Power (CS084) <i>E-J Electrical Installation Company</i>	\$79.7	\$71.2	\$8.5	\$4.1	Sep-2014	Oct-2014	Dec-2019	Jul-2020

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

** Remaining contingency includes unawarded options and associated contingency (originally \$26M).

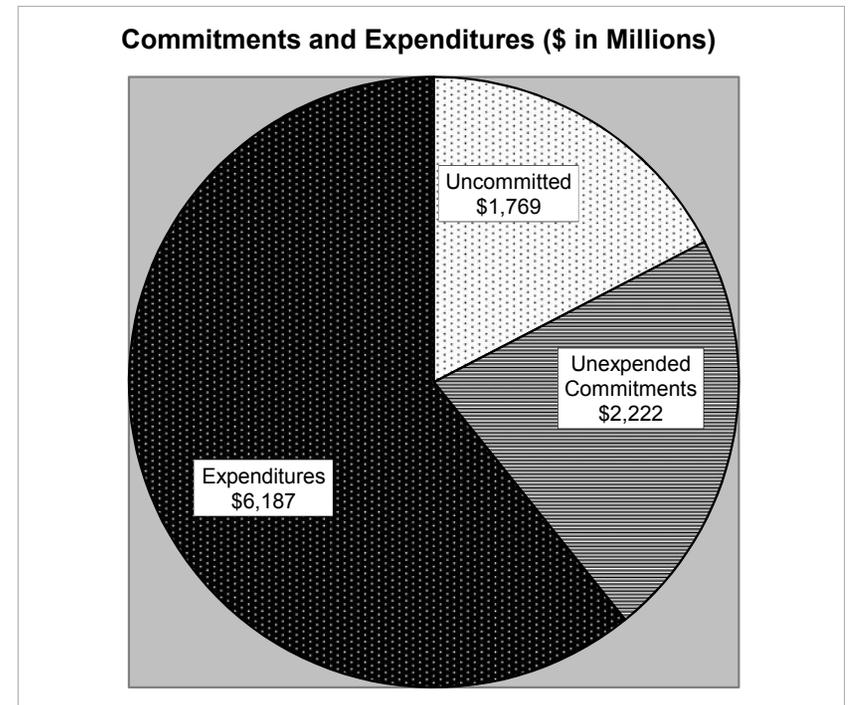
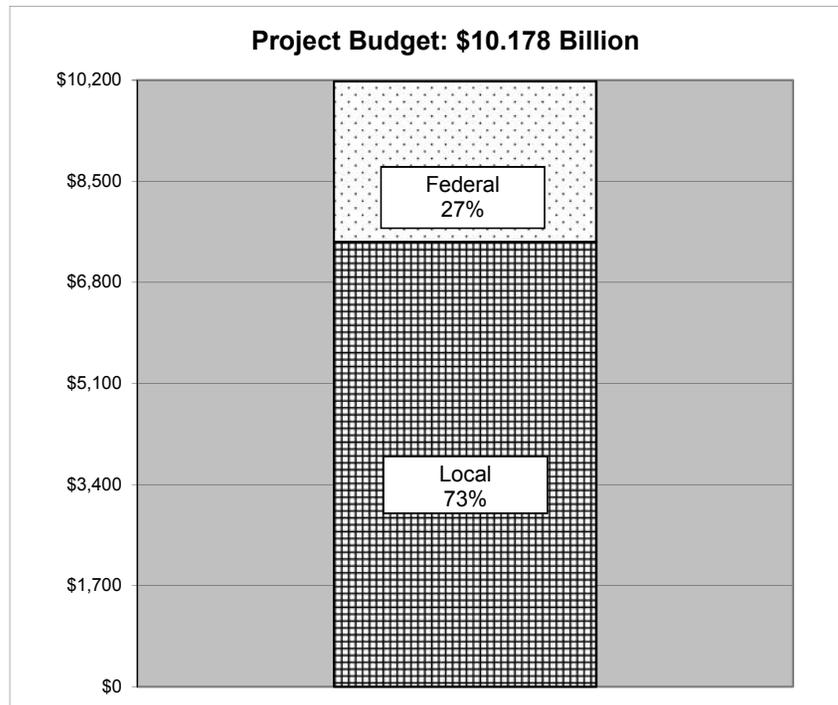
*** CH058 contract package is being split into two packages. The first package will be CH058A Harold Structures Part 3A B/C Approach. There will be a future package CH058B which will include regional investment of the Eastbound Reroute.

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

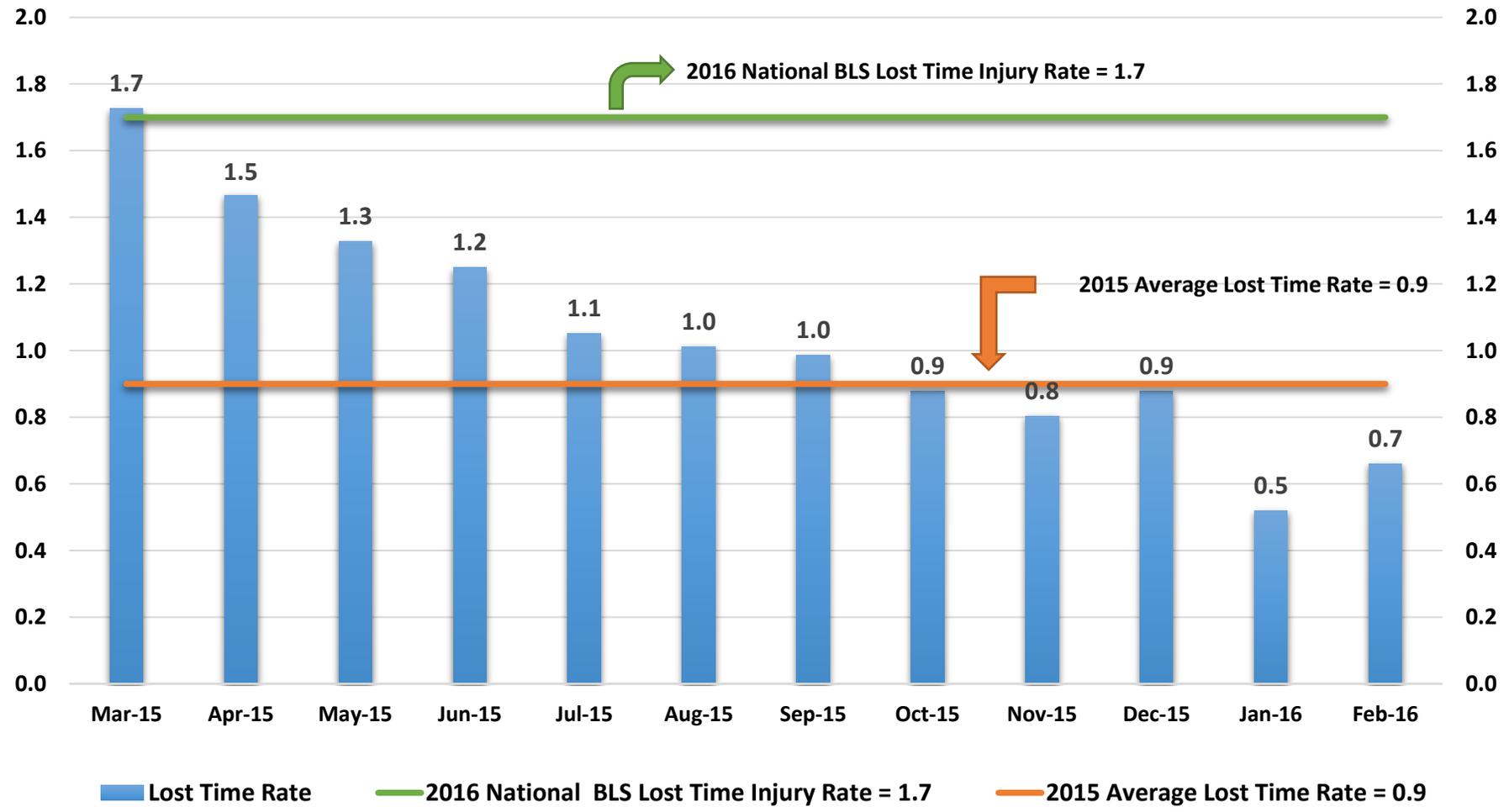
East Side Access Status

Report to the Railroad Committee - April 2016
data thru March 2016

MTA Capital Program \$ in Millions	Budgeted	Funding Sources				Status of Commitments		
		Local Funding	Future Local Funding	Federal Funding	Federal Received	Committed	Uncommitted	Expended
1995-1999	\$ 158	\$ 94	\$ -	\$ 64	\$ 64	\$ 158	\$ -	\$ 158
2000-2004	1,534	748	-	785	785	1,532	1	1,522
2005-2009	2,683	838	-	1,845	1,380	2,675	8	2,613
2010-2014	3,232	3,228	-	5	5	3,165	67	1,891
2015-2019	2,572		2,572	-	-	878	1,694	3,90
Total	\$ 10,178	\$ 4,907	\$ 2,572	\$ 2,699	\$ 2,233	\$ 8,409	\$ 1,769	\$ 6,187



ESA Annual Cumulative Profile of Lost Time Injury Rates





Police Report



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department Long Island Rail Road

March 2016 vs. 2015

	2016	2015	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	3	2	1	50%
Felony Assault	0	6	-6	-100%
Burglary	2	0	2	100%
Grand Larceny	5	6	-1	-17%
Grand Larceny Auto	1	1	0	0%
Total Major Felonies	11	15	-4	-27%

Year to Date 2016 vs. 2015

	2016	2015	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	6	4	2	50%
Felony Assault	1	8	-7	-88%
Burglary	3	1	2	200%
Grand Larceny	16	20	-4	-20%
Grand Larceny Auto	1	1	0	0%
Total Major Felonies	27	34	-7	-21%



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department Metro North Railroad

March 2016 vs. 2015

	2016	2015	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	0	0	0	0%
Felony Assault	0	1	-1	-100%
Burglary	0	3	-3	-100%
Grand Larceny	8	14	-6	-43%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	8	18	-10	-56%

Year to Date 2016 vs. 2015

	2016	2015	Diff	% Change
Murder	0	0	0	0%
Rape	0	1	-1	-100%
Robbery	3	0	3	100%
Felony Assault	1	5	-4	-80%
Burglary	2	3	-1	-33%
Grand Larceny	26	26	0	0%
Grand Larceny Auto	1	1	0	0%
Total Major Felonies	33	36	-3	-8%



METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
System Wide

March 2016 vs. 2015

	2016	2015	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	3	2	1	50%
Felony Assault	0	7	-7	-100%
Burglary	2	3	-1	-33%
Grand Larceny	13	20	-7	-35%
Grand Larceny Auto	1	1	0	0%
Total Major Felonies	19	33	-14	-42%

Year to Date 2016 vs. 2015

	2016	2015	Diff	% Change
Murder	0	0	0	0%
Rape	0	1	-1	-100%
Robbery	9	8	1	13%
Felony Assault	2	13	-11	-85%
Burglary	5	4	1	25%
Grand Larceny	46	46	0	0%
Grand Larceny Auto	2	2	0	0%
Total Major Felonies	64	74	-10	-14%

INDEX CRIME REPORT
Per Day Average
March 2016

	Systemwide	LIRR	MNRR	SIRT
Murder	0	0	0	0
Rape	0	0	0	0
Robbery	3	3	0	0
Fel. Assault	0	0	0	0
Burglary	2	2	0	0
Grand Larceny	13	5	8	0
GLA	1	1	0	0
Total	19	11	8	0
Crimes Per Day	0.61	0.35	0.26	0.00



MTA Police Department Arrest Summary: Department Totals

1/1/2016 to 3/31/2016

Arrest Classification	Total Arrests	
	2016	2015
Robbery	4	8
Felony Assault	4	13
Burglary	3	2
Grand Larceny	12	7
Grand Larceny Auto	2	0
Aggravated Unlicensed Operator	9	7
Arson	0	1
Assault-Misdemeanor	12	17
Breach of Peace	3	3
Child Endangerment	2	1
Criminal Contempt	1	3
Criminal Impersonation	2	1
Criminal Mischief	14	7
Criminal Possession Stolen Property	4	4
Criminal Tampering	1	7
Criminal Trespass	10	7
Disorderly Conduct	1	1
Drug Offenses	13	8
DUI Offenses	1	1
Falsely Reporting an Incident	0	1
Forgery	16	16
Fraud	3	2
Graffiti	6	0
Identity Theft	1	0
Issue a Bad Check	1	1
Menacing	0	7
Obstruct Government	9	3
Official Misconduct	5	0
Panhandling	1	0
Petit Larceny	40	37
Probation/Parole Violation	0	1
Public Lewdness	42	4
Reckless Endangerment	0	2
Resisting Arrest	8	11
Sex Offenses	1	3
Theft of Services	41	34
Unlawful Imprisonment/Kidnapping	1	0
Unlawful Surveillance	0	1
VTL Offenses	1	0
Warrant Arrest	15	15
Weapons Offenses	0	1
Total Arrests	289	237



Long Island Rail Road



Metro-North Railroad

JOINT INFORMATION ITEMS

MTA HOMELESS OUTREACH

Long Island Rail Road

Metro-North Railroad

April 2016

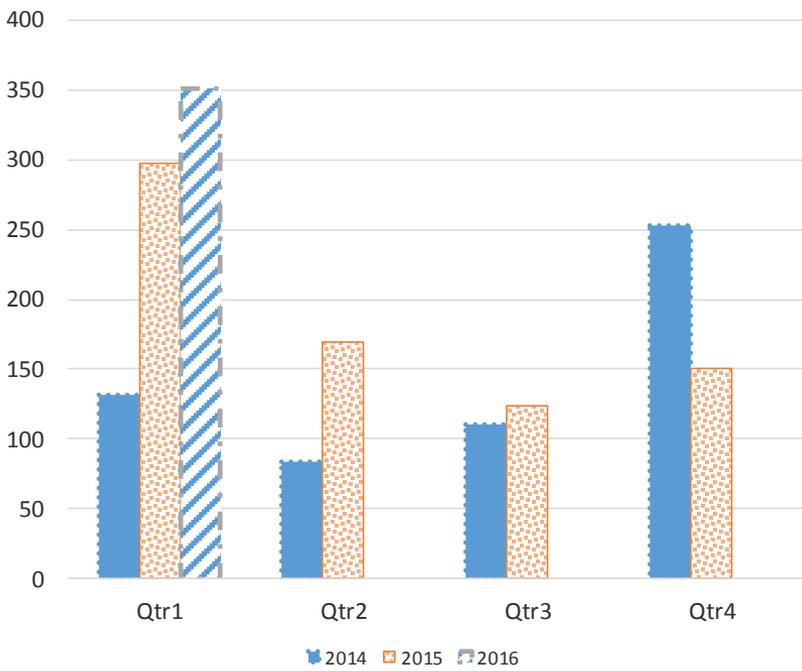
MTA HOMELESS OUTREACH

- Service Providers
 - Bowery Residents' Committee
 - LIRR & MNR property within NYC
 - Services for the Underserved (SUS)
 - LIRR suburban property
 - MNR issuing RFP for suburban outreach
- Placements
 - Voluntary
 - Exception for those individuals who pose a danger to themselves or others
 - Partners
 - MTAPD
 - Amtrak



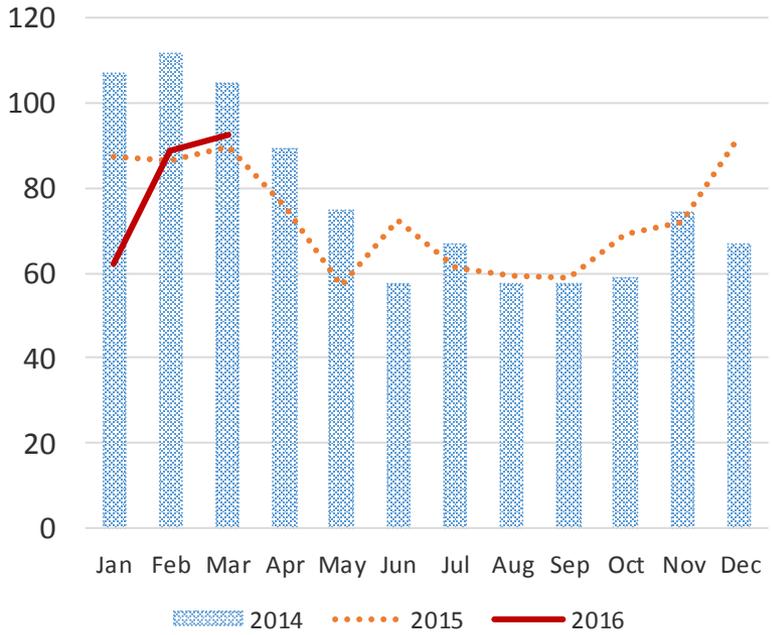
MTA HOMELESS OUTREACH

Penn Placements



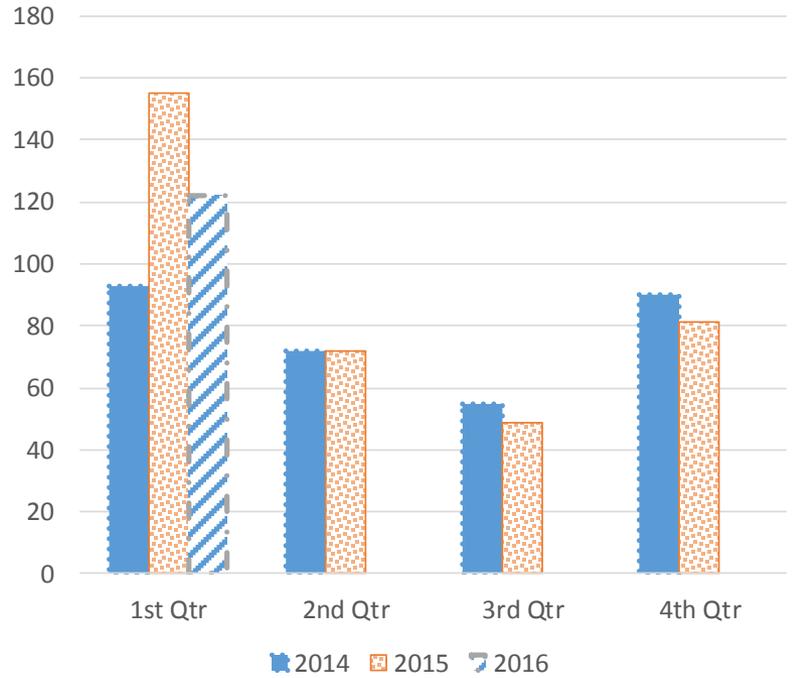
Penn Homeless Counts

Average of Penn Initiative Weekly Counts

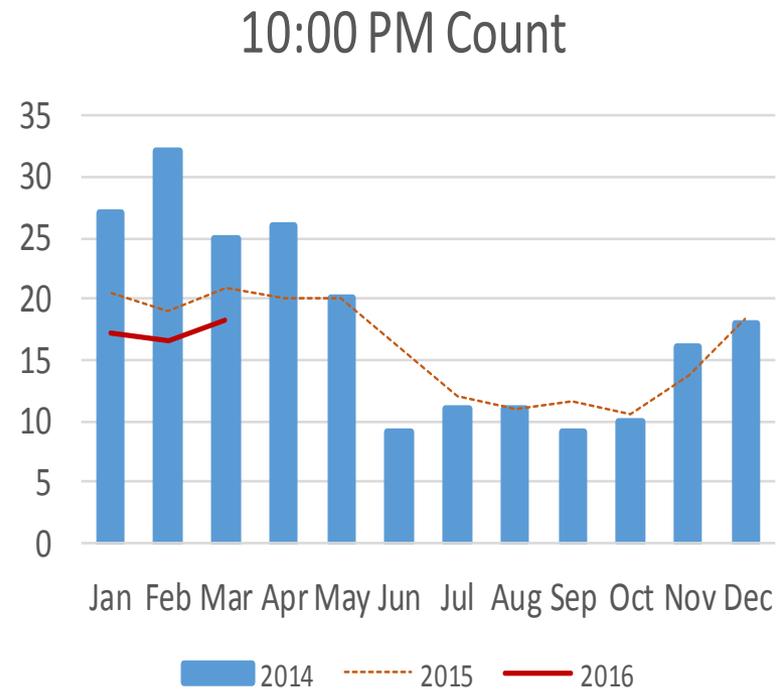


MTA HOMELESS OUTREACH

GCT Placements



GCT Homeless Counts





Long Island Rail Road

2015 ANNUAL RIDERSHIP REPORT

**2015 ANNUAL RIDERSHIP REPORT
LONG ISLAND RAIL ROAD
EXECUTIVE SUMMARY**

The LIRR continued its strong ridership growth in 2015 finishing the year with 87.6 million passengers, which was 2.1% above the 2014 ridership. 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.

2015 Ridership Summary

- In 2015, the LIRR sustained its strong ridership growth for the fourth consecutive year
- Total NYC Employment increased 2.9% during CY 2015 due to a steadily improving economy; discretionary travel increased resulting from favorable weather and marketing programs.

ANNUAL RIDERSHIP 2015 VS 2014 (in millions)*

	Annual Ridership 2015	Annual Ridership 2014	% Change vs. 2014
Total Rail Ridership	87.65	85.87	2.1% ▲

*Annual ridership based on calendar adjusted total ticket sales

Major Factors and Initiatives Affecting Ridership

1. STRONG REGIONAL ECONOMY

- NYC Non-Agricultural employment increased 2.9% during CY 2015 vs. 2014
- Financial Sector employment increased 2.3%
- Business and Professional Services employment increased 4.7%
- Education and Health employment increased 3.4%
- Leisure and Hospitality employment increased 4.2%

2. RIDERSHIP GROWTH OF DISCRETIONARY TRAVEL (SPORTS, ENTERTAINMENT AND LEISURE SEGMENTS)

- The Barclays Center continues to be a venue attracting new customers. With the NY Islanders move from Nassau Coliseum to Brooklyn, the LIRR experienced ridership growth.
- The successful performance of the NY Mets, during the playoff and World Series games, contributed to ridership growth.
- Additional service was provided to the Montauk Branch to meet customer demand - Montauk Branch ridership increased 2.5% during the summer months.
- Favorable weather boosted gains in the leisure market, such as beach getaways.
- The Forest Hills Stadium gained popularity attracting a number of entertainment and concert events, contributing to additional discretionary ridership.

3. TRAIN SERVICE IMPROVEMENTS

- During 2015, the LIRR posted favorable trends in both commutation and non-commutation ridership. A number of Service Enhancements were implemented:
 - LIRR began making extra summer weekend service between Babylon and Patchogue, in recognition of the Patchogue's booming entertainment and restaurant activity.
 - Addition of two trains to the Oyster Bay Branch weekend schedule, one in the morning and one at night to serve city-bound customers.
 - Extension of seasonal weekend service on the Montauk Branch
 - Overall, the LIRR operated 1,700 more trains in 2015 than in 2014.

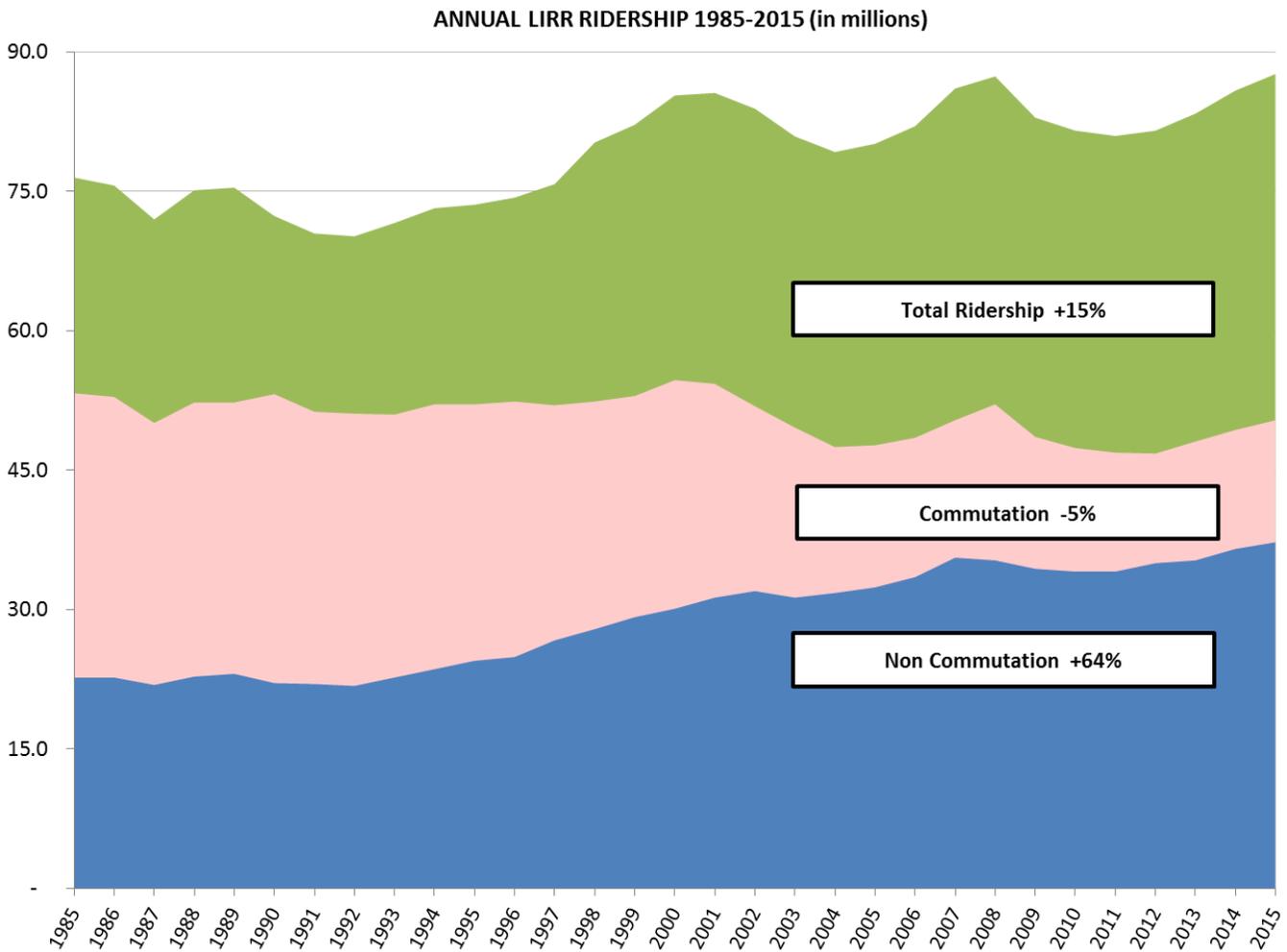
4. CONTINUED FLEET RELIABILITY IMPROVEMENT

- The LIRR train fleet achieved record levels of fleet reliability marking the 16th consecutive year of improvement for rail car reliability.
- An overall fleet average of 208,383 miles between breakdowns vs. a goal of 176,000 was achieved.

Long-Term Ridership Trends

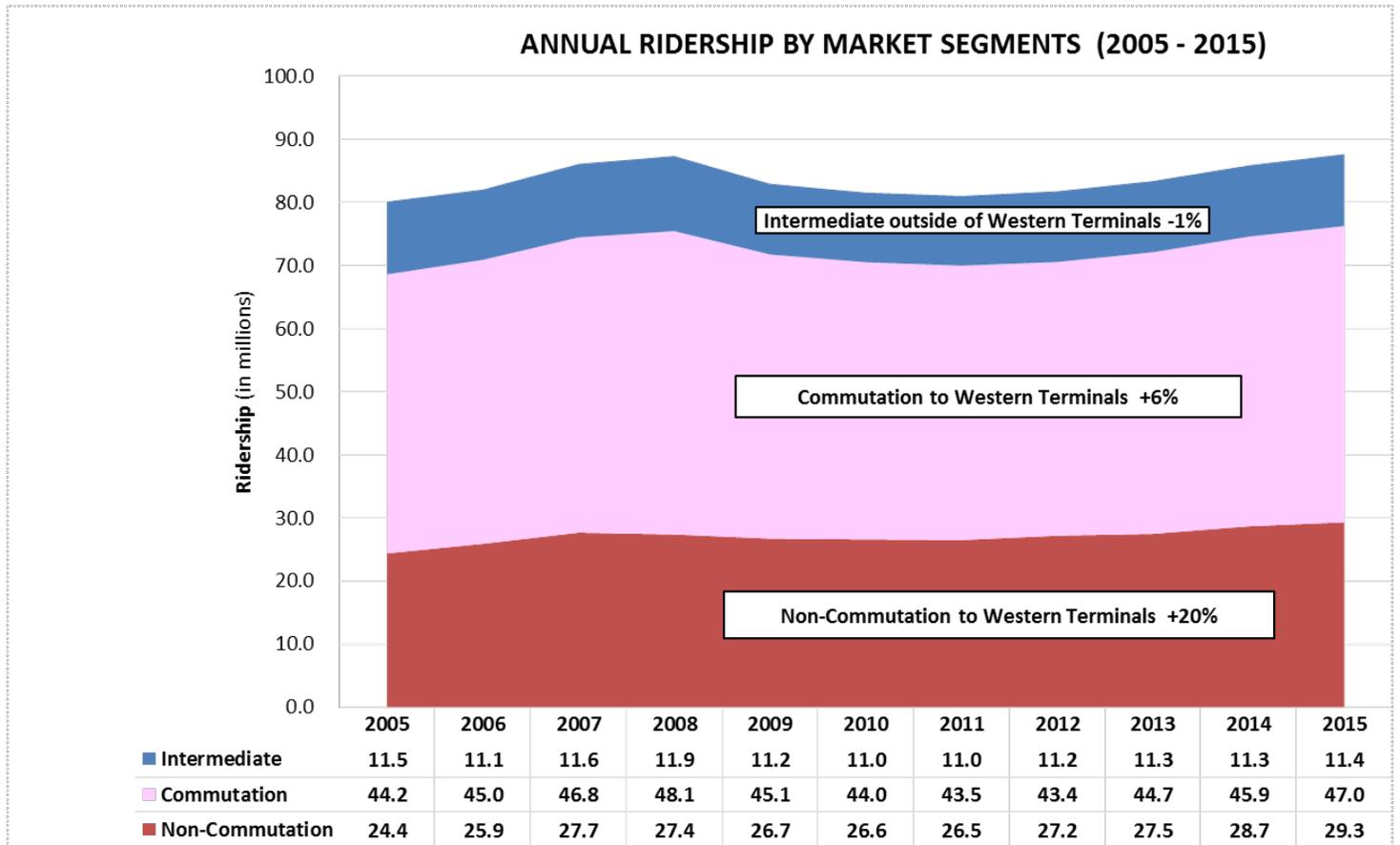
Ridership Trends

- Over the past 30 years, system wide ridership has grown by 15%.
- Commutation ridership has shown a moderate decline in overall growth (-5%), however, Non-Commutation ridership has climbed reaching a 64% increase over the 30 year span.



Ridership Trends by Market

- Over the past 10 years, significant growth has occurred in the Non-Commutation market, which has grown 20%.
- Commutation ridership to western terminals has increased by 6% since 2005.
- Non Commutation growth increased due to favorable market/economic conditions and aggressive marketing programs/niche market segments (i.e., Airtrain, Barclays, etc.).
- Intermediate ridership outside of western terminals has decreased by 1% over the past 10 years.



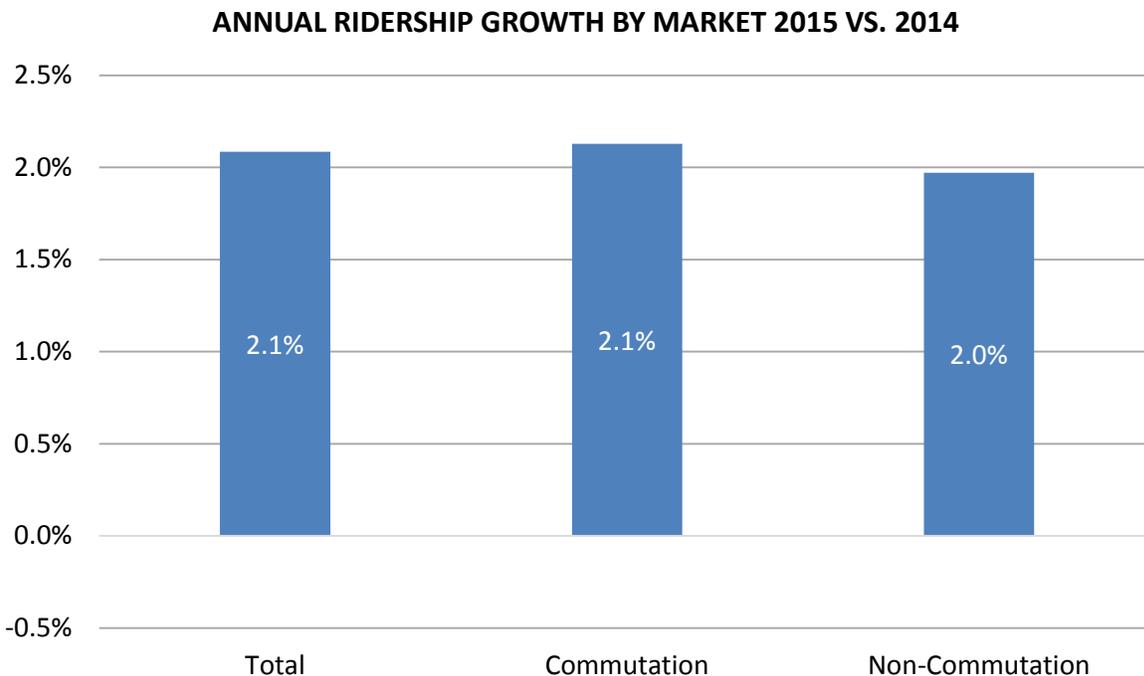
Market and Ridership Trend Analysis¹ (2015 vs 2014)

Commutation

- 2015 Commutation ridership increased 2.1%, reflecting a continuation of the strong regional economic growth (including a 2.9% increase in NYC employment).
- Commuter travel remained strong supported by job gains particularly in the Business and Professional Services (+4.7%) as well as Financial Activities Sectors (+2.3%).
- Reverse Commute ridership increased in both AM Reverse and PM Reverse Peak periods, 0.1% and 2.8%, respectively.

Non-Commutation

- 2015 Non-Commutation ridership increased 2.0%, reflecting strong growth trends of discretionary trips within this market.
- The growth in Non-commutation ridership was supported by the “leisure-market” ridership growing 6.6%, with beach ridership up +12.6%.
- Weekend ridership increased 1.9% reflecting higher Sunday ridership travel of 2.1% compared to Saturday ridership travel of 1.7%.
- Off-peak weekday travel increased 2.3%.



¹ Data is based on a combination of passenger counts and ticket sales

2015 vs. 2014 Branch Comparisons

- All LIRR Branches experienced ridership gains in 2015. The West Hempstead and Oyster Bay Branches had shown the highest percent increases, 5.7% and 4.6%, respectively. The Port Jefferson Branch has continued to maintain the highest ridership (18.7 million customers), followed by the Babylon Branch servicing 18.2 million compared to 2014.

RIDERSHIP BY BRANCH (in millions)*

Branch	Annual Ridership 2015	Annual Ridership 2014	% Change vs. 2014
Babylon	18,242,236	17,956,348	1.6%▲
City Zone	7,057,723	6,793,300	3.9%▲
Far Rockaway	5,931,677	5,753,156	3.1%▲
Greenport	58,216	58,143	0.1%▲
Hempstead	4,031,759	3,903,415	3.3%▲
Long Beach	4,822,457	4,680,914	3.0%▲
Montauk	2,303,670	2,247,711	2.5%▲
Oyster Bay	1,837,035	1,755,844	4.6%▲
Port Jefferson**	18,705,294	18,651,978	0.3%▲
Port Washington	13,802,816	13,307,163	3.7%▲
Ronkonkoma	9,906,530	9,863,213	0.4%▲
West Hempstead	948,633	897,062	5.7%▲

Legend: ▲ increase; ▼ decrease; ● no change

*Ridership data is based on ticket sales

**Port Jefferson Branch includes ridership from Huntington Branch

2016 Outlook

- In 2016, the LIRR expects to maintain the upward trend of ridership growth that was experienced in recent years. The continuing sustainable growth in NYC Employment provides support for commutation ridership trending similarly.
- The Barclay's PGA Golf Tournament, at Bethpage Park in August 2016, is expected to boost discretionary ridership.
- The impressive line-up of performances at Barclays will continue to attract healthy discretionary ridership growth. Favorable ridership is expected in 2016, as the NY Islanders continue their success from making Barclays Center their home in 2015.
- New promotional partnerships with major local sports venues are being introduced including the Mets, the NY Cosmos, and the NY Islanders
- Ridership growth is expected to continue with the several opportunities for airport access from JFK AirTrain to offer incremental ridership growth of travel to the LIRR Jamaica station.
- Forest Hills Stadium has been transformed to a new local outdoor entertainment complex that attracts many concert goers from the tri-state area to concerts and events that are not typically available at other venues.

2015 LIRR Annual Ridership Report Appendix

Additional ridership statistics are provided in an online appendix. Listed as an exhibit within the April 2016 Metro-North and LIRR Committee materials, the appendix is available at:

<http://web.mta.info/mta/news/books>



Metro-North Railroad

2015 Annual Ridership Report

**2015 RIDERSHIP REPORT
METRO NORTH RAILROAD
EXECUTIVE SUMMARY**

Total Metro-North annual rail ridership was 86.6 million, which was 1.6% above 2014 and the highest in MNR history (surpassing the previous record of 85.2 million annual rides set last year by approximately 1.4 million rides). Ridership has increased over 70 percent over the past thirty years. This growth continues to be driven by increases in non-traditional markets; i.e., the Non-Commutation, Reverse Commutation and Intermediate markets. Since 1985, Non-Commutation ridership to/from Manhattan has increased by 124% and Intermediate ridership has increased by 245%; over the same time period, Commutation ridership to/from Manhattan has increased by only 28%.

2015 Ridership Summary

- MNR carried approximately 86.6 million customers – the highest total in MNR history
- Annual East of Hudson ridership was approximately 84.3 million, also the highest in MNR history (surpassing last year’s record of 83.0 million by approximately 1.3 million rides). East of Hudson Ridership increased 1.6% compared to 2014.
- 2015 was a record-setting year for all three lines the New Haven Line, Harlem and the Hudson Line.
- West of Hudson ridership increased 3.6% during 2015.
- Connecting Services, combined ridership on the Hudson Rail Link and Haverstraw-Ossining and Newburgh-Beacon ferries was 556,000 (+3.8% vs. 2014).

ANNUAL RIDERSHIP 2015 VS 2014 (in millions)

	Annual Ridership 2015	Annual Ridership 2014	% Change vs. 2014
Total Rail Ridership	86.02	84.66	1.6% ▲
<i>East of Hudson</i>	<i>84.27</i>	<i>82.98</i>	<i>1.6% ▲</i>
Harlem Line	27.50	27.13	1.4% ▲
Hudson Line	16.42	16.24	1.2% ▲
New Haven Line	40.35	39.61	1.9% ▲
<i>West of Hudson</i>	<i>1.75</i>	<i>1.68</i>	<i>3.6% ▲</i>
Port Jervis Line	1.04	1.02	2.0% ▲
Pascack Valley Line	0.71	0.66	6.1% ▲
Connecting Services	.55	.53	3.8% ▲
Hudson Rail Link	.38	.36	4.2% ▲
Haverstraw-Ossining Ferry	.11	.11	7.1% ▲
Newburgh-Beacon Ferry	.06	.06	-3.8% ▼
Total MNR System Ridership	86.57	85.19	1.6% ▲

Major Factors Affecting Ridership

1. **STRONG REGIONAL ECONOMY**

- NY City Non-Agricultural employment increased 2.9% during CY 2015
- Financial Activities employment increased 2.3%
- Professional and Business Services employment increased 4.7%
- Education and Health Services employment increased 3.4%
- Leisure and Hospitality employment increased 4.2%

2. **IMPROVED ON-TIME PERFORMANCE AND FLEET RELIABILITY**

- On-time performance was 2 percentage points higher in CY 2015 (93.5%) than in 2014 (91.5%)
- The acquisition of the M8s on the New Haven Line have replaced nearly all the older M2, M4 and M6 rail cars, which has led to the best mechanical performance in MNR's history.
- The strong fleet availability has meant there were train seats for 99.6% of all Metro-North customers in 2015.
- Substantial enhancements and improvements to service come at a time when ridership is the highest in Metro-North's history.

3. **SERVICE PLAN INITIATIVES**

- MNR added an extensive series of Service Investments In October 2012 and April 2013; this additional service has a lagging impact on ridership. Typically ridership impacts materialize 2 to 3 years after initial service investments.
 - 66 weekly trains in October 2012
 - 187 weekly trains in October 2013
- Half-hourly weekend service was also added to the Outer New Haven Line in November 2014
- Non-commutation ridership continues to increase due to this additional service

4. **SEVERE WINTER WEATHER/SERVICE DISRUPTIONS**

- Ridership was impacted by the system-wide shut down of service due to the expected January 27th winter storm. The estimated impact of this shut-down was approximately 270,000 fewer rides.
- Also contributing to lower ridership was the February 3rd grade crossing collision at Valhalla which resulted in approximately 38,000 fewer rides.

5. **OFF-PEAK RIDERSHIP INCREASES**

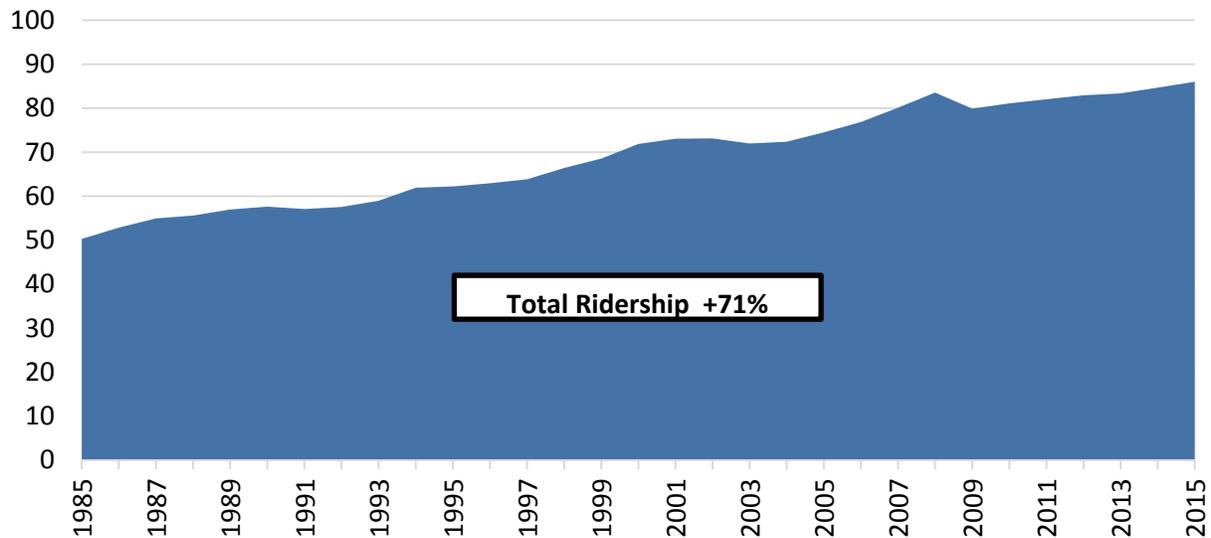
- Based on Fall GCT passenger counts large increases in off-peak ridership occurred due to the mild weather and increases in discretionary travel.
 - Weekday Off-Peak +3.3% above 2014
 - Weekend ridership +2.3% (Saturday +1.1%, Sunday +3.8%) above 2014

Long-Term Ridership Trends

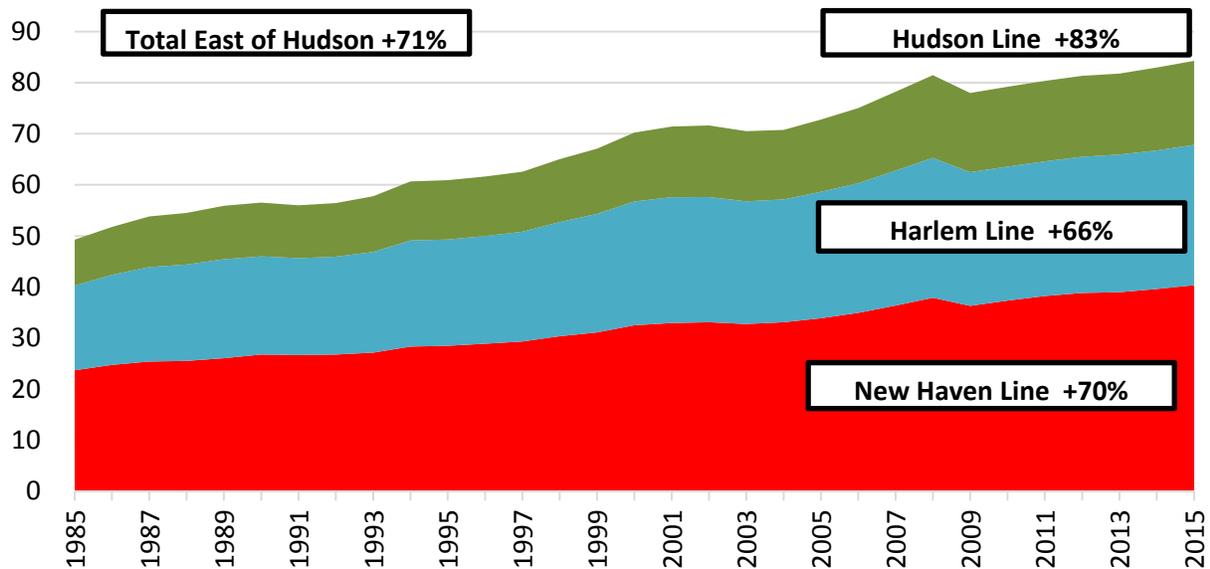
Ridership Trends by Line

- 2015 system wide ridership compared to the past 30 years increased by 71%

ANNUAL MNR RIDERSHIP 1985-2015 (in millions)



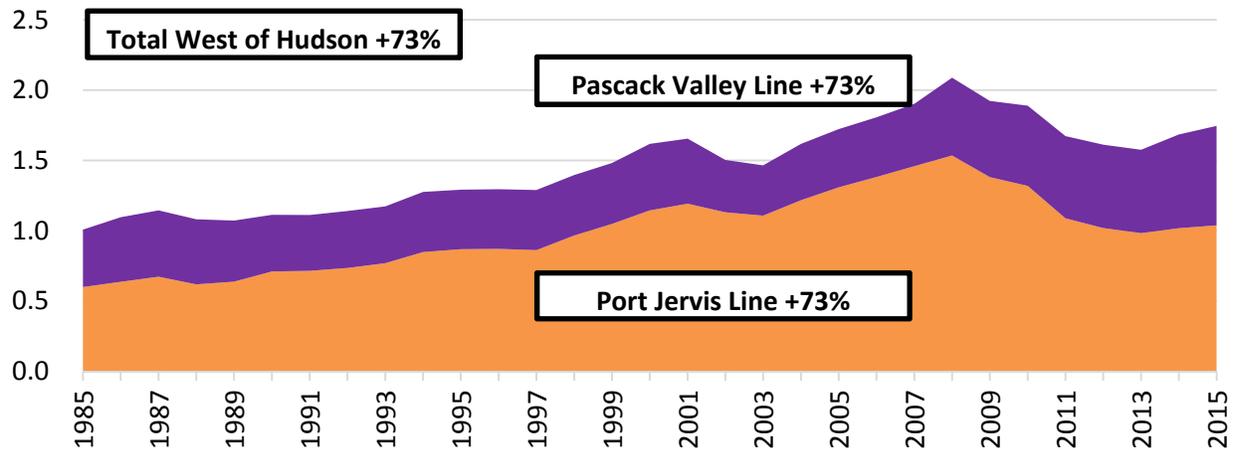
EAST OF HUDSON RIDERSHIP BY LINE (in millions)



East of Hudson

- Total East of Hudson ridership has increased by 71% from 49.3 million in 1985 to 84.3 million in 2015, an increase of over 35 million annual rides.
- The fastest-growing segments have been the Hudson intermediate (+264% since 1985) and Harlem intermediate (+250% since 1985)

WEST OF HUDSON RIDERSHIP BY LINE (in millions)

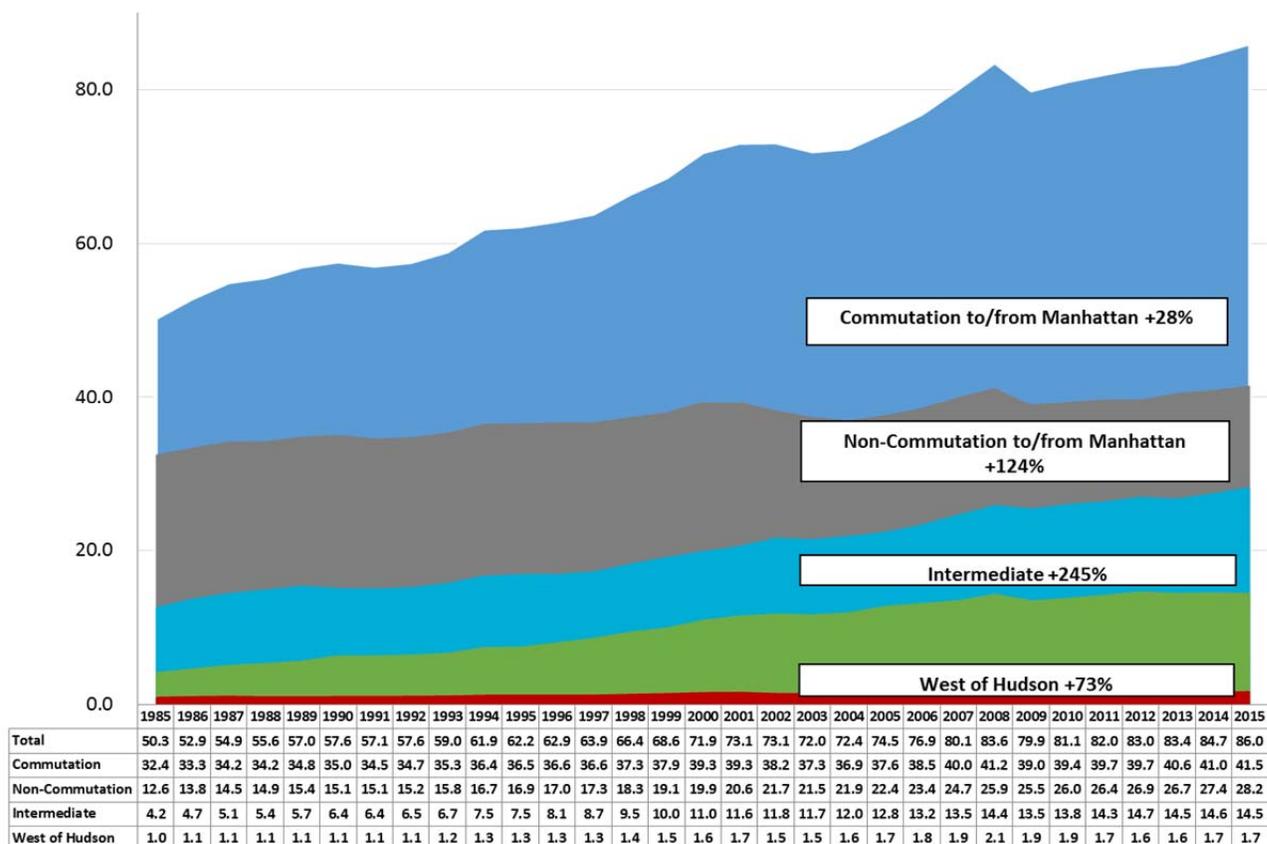


West of Hudson

- Total West of Hudson ridership has increased by 73% from 1,008,000 annual rides in 1985 to almost 1.8 million annual rides in 2015. However, ridership is still 300,000 less than the record year in 2008, due to the combined impact of the regional economic recession and the adverse impacts of Hurricane Irene and Superstorm Sandy.
- West of Hudson ridership has increased rapidly during the past year, with most of the ridership growth occurring on the Pascack Valley Line. During CY 2015, Pascack Valley Line ridership increased by 6% while Port Jervis Line ridership increased by 2%.
- Port Jervis Line ridership has increased by 73% since 1985 (i.e., from 600,000 annual rides to over 1.0 million annual rides) but has decreased by 33% since 2008.
- Pascack Valley Line ridership also has increased by 73% since 1985, with most of this increase occurring after the implementation of weekday off-peak and weekend service in 2008.

Ridership Trends by Market (East of Hudson)

ANNUAL RIDERSHIP BY MARKET 1985-2015 (in millions)



- Initially, ridership growth was broad-based, with significant ridership growth occurring in all market segments.
- However, since the early to mid-1990's, the fastest growth has occurred in Non-Commutation and Intermediate markets:
 - Non-Commutation to/from Manhattan (+87% since 1990)
 - Intermediate (+127% since 1990)
- This growth is due largely to a combination of targeted marketing, service and fare policy initiatives implemented over many years, as well as significant growth in suburban employment (e.g., White Plains and Stamford).
- Examples of targeted Intermediate markets which have experienced significant ridership growth include the following:
 - Bronx-Lower Westchester (e.g., Fordham to White Plains)
 - Lower Westchester-Connecticut (e.g., Mount Vernon East to Greenwich/Stamford)
 - Intra-Connecticut (e.g., East End New Haven Line to Greenwich/Stamford)
- In sharp contrast, Commutation ridership to/from Manhattan, which historically has been MNR's core market, has increased by only about 19% since 1990 and now constitutes less than half of total MNR rail ridership (i.e., 48% in 2015 compared to 67% in 1984).

Market and Ridership Trend Analysis (2015 vs. 2014)¹

Commutation to/from Manhattan

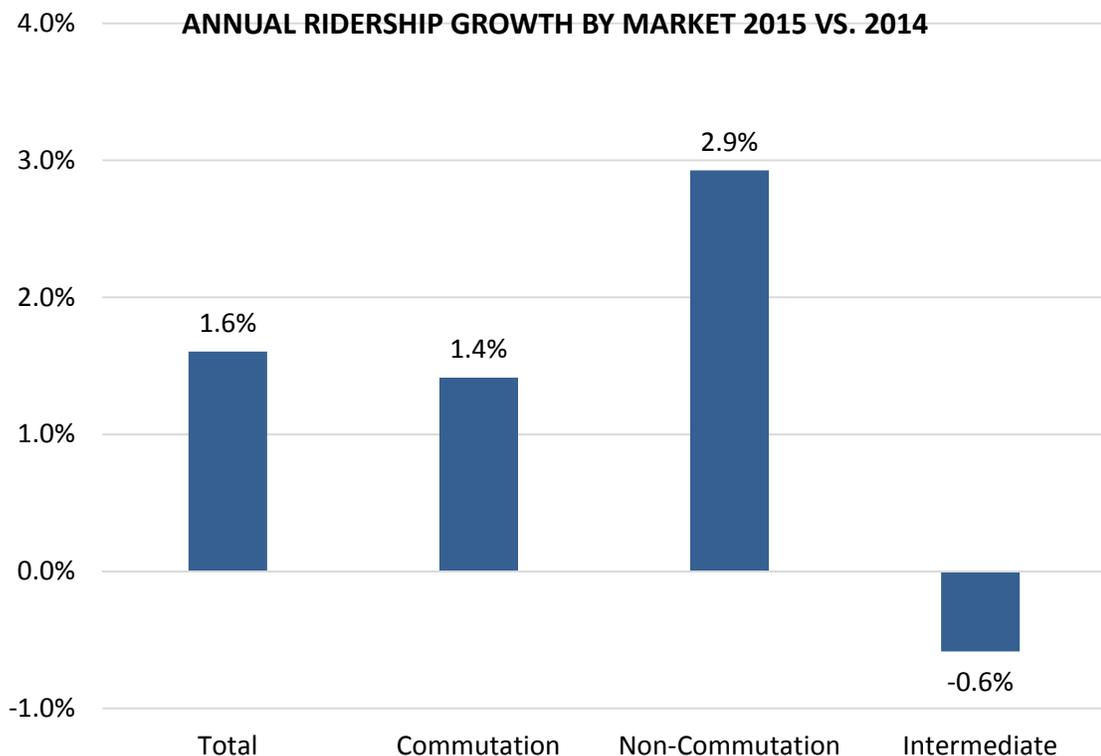
- Commutation ridership to/from Manhattan increased 0.9%, reflecting a continuation of the strong regional economic growth (i.e., a 1.6% increase in total New York City employment, with larger increases in Professional and Business Services, Education and Health Services and Leisure and Hospitality employment).

Non-Commutation to/from Manhattan

- Non-Commutation ridership to/from Manhattan increased 2.4%, reflecting the safe and reliable service and absence of any major service disruptions during CY 2015.
- Both weekday off-peak and weekend ridership increased by similar percentages.

Intermediate

- Total Intermediate ridership decreased 0.5%, reflecting offsetting trends in intermediate commutation and non-commutation ridership:
 - Intermediate Commutation ridership decreased 1.4%
 - Intermediate Non-Commutation ridership increased by 0.3%
- This trend is in sharp contrast to the rapid historical ridership growth in this market, this may be due to lower gasoline prices and shorter distance of intermediate trip making which encourages greater travel by auto.



¹ Data is based on a combination of ticket sales and allocated fall passenger counts

Trends by Line/Segment and Branch

East of Hudson

- Record ridership increased on all three lines, with the New Haven Line increasing at the fastest rate (+1.9%).
- Ridership increases occurred on most of the major line segments, with the largest increases occurring on the Inner New Haven (+3.6%) and both the Lower Hudson and Harlem (+1.8%).
- Largest ridership increases occurred on both the Harlem (+12.6%) and Hudson (7.0%) line portions in the Bronx. These large increases occurred in both the Commutation and Non-Commutation markets to/from Manhattan.

West of Hudson

- Port Jervis Line ridership increased 2.0%.
- Pascack Valley Line ridership decreased 6.1%.

ANNUAL RIDERSHIP BY LINE/SEGMENT (In Millions)

Branch	Annual Ridership 2015	Annual Ridership 2014	% Change vs. 2014
Hudson Line	16.42	16.24	1.2%▲
Bronx (Hudson)	1.19	1.11	7.0%▲
Lower Hudson	8.20	8.06	1.8%▲
Upper Hudson	4.98	5.00	-0.2%▼
Intermediate	2.04	2.07	-1.1%▼
Harlem Line	27.50	27.13	1.4%▲
Bronx (Harlem)	1.67	1.49	12.6%▲
Lower Harlem	14.55	14.30	1.8%▲
Upper Harlem	6.68	6.69	0.4%▲
Wassaic Branch	0.48	0.49	-1.8%▼
Intermediate	4.107	4.19	-2.0%▼
New Haven Line	40.34	39.61	1.9%▲
Inner New Haven	14.32	13.83	3.6%▲
Outer New Haven	15.67	15.48	1.3%▲
New Canaan Branch	1.38	1.41	-1.7%▼
Danbury Branch	0.49	0.46	9.4%▲
Waterbury Branch	0.12	0.12	2.9%▲
NY Intrastate Intermed.	2.40	2.34	2.7%▲
Interstate Intermediate	1.39	1.43	-2.3%▼
CT Intrastate Intermed.	4.55	4.55	0.0%●
Port Jervis Line	1.04	1.02	2.0%▲
Pascack Valley Line	0.71	0.66	6.1%▲

Legend: ▲ increase; ▼ decrease; ● no change

2016 Outlook

- Metro-North is projecting continued ridership growth in 2016 despite the MTA and CDOT fare increases being implemented over the past few months
- 2016 total annual Metro-North system ridership is projected to increase 1.6% to over 88 million
- Ridership increases are projected to occur in all markets and on all lines, with the largest growth projected to continue in the Non-Commutation and Intermediate markets.

Appendix

Additional ridership statistics are provided in an online appendix. Listed as an exhibit within the April 2016 Metro-North and LIRR Committee materials, the appendix is available at:

<http://web.mta.info/mta/news/books/>



INFORMATION

ITEMS

**MTA LONG ISLAND RAIL ROAD
2015 YEAR-END REPORT
SUMMARY**

The MTA Long Island Rail Road's financial performance in comparison to the 2015 Final Estimate was favorable. The non-reimbursable net deficit of \$(985.8) million was favorable to the 2015 Final Estimate by \$88.8 million. This improvement in the final result was due to the fact that actual 2015 expenses of \$1,736.6 million were \$85.0 million lower than the Final Estimate and that total Operating Revenue of \$750.7 million was \$3.8 million higher than the Final Estimate. Farebox revenue accounted for \$695.4 million of total Operating Revenue, and other sources generated \$55.3 million.

In order to achieve these positive results, the LIRR subjected key cost centers to intensive monitoring and control. It accomplished this while simultaneously providing the resources necessary to provide a high level of operational performance.

Total Non-Reimbursable Revenues were \$3.8 million higher than the Final Estimate due primarily to higher Farebox revenue than anticipated, which was \$3.2 million greater than the Final Estimate. Overall, ridership grew from 2014 to 2015 by 1.8 million customers or 2.1% and exceeded the Final Estimate by 0.3 million. Other Operating Revenue was \$0.6 million favorable due to higher advertising revenue.

Total Non-Reimbursable Expenses were \$85.0 million lower than the Final Estimate as a result of several factors. Labor expenses of \$958.6 million were \$40.7 million lower than the estimate primarily due to lower Pension costs, the existence of vacant positions and associated fringe, lower retiree payments and lower weather-related overtime.

Non-labor expenses of \$396.4 million were \$25.8 million favorable to the Final Estimate primarily due to delayed fleet modification work and nonrecurring engineering expenses for various safety and security activities, lower corporate inventory adjustments, lower consumption for electric power, lower rates and consumption for fuel, and lower maintenance and other operating contracts.

Depreciation, Other Post Employee Benefits, GASB 68 Pension Adjustment and Environmental Remediation of \$381.5 million were \$18.5 million lower than the estimate. GASB 68 Pension Adjustment was \$30.7 million lower than the Final Estimate primarily due to adoption of a new accounting standard, GASB 68, in December 2015. Under GASB 68, Pension expense is no longer equal to the ARC funding, but rather now an actuarial calculation based on a variety of components. This favorable variance was partially offset by \$10.7 million in higher Other Post-Employment Benefits based on the latest actuarial report. Depreciation was \$1.2 million higher than the Final Estimate and Environmental Remediation reserve of \$0.3 million was above the forecast.

From the year-end preliminary actuals to the final close, adjustments for Pension, GASB 68 Pension Adjustments, Other Post-Employment Benefits, Maintenance and Other Operating Contracts, Professional Services and Materials were the only material changes.

Total Reimbursable revenues and expenses were \$35.2 million higher than the Final Estimate primarily resulting from interagency reimbursements and capital project activity.

LIRR's Cash Deficit of \$(588.6) million was \$9.6 million lower than the Final Estimate. The cash variance can be classified as "real" or "timing" A timing cash variance will generally reverse itself in the following year so that the cumulative 2015-2016 impact is zero. A "real" variance occurs when that variance results in a financial impact over the financial plan period that is not cancelled out in another year. Any variance that is not a timing variance is a real variance. The \$9.6 million variance consisted of a real favorable variance of \$13.8 million and unfavorable timing variance of \$(4.2) million. Cash Receipts of \$1,112.8 million were higher than the Final Estimate by \$20.6 million, comprised of \$23.1 million in real variances and \$(2.5) million in timing variances. The real variance was due to favorable capital reimbursements resulting from higher project activity, interagency reimbursements, and Farebox revenue. The timing variance was primarily attributed to interagency reimbursements of Farebox Revenue and timing of advance Farebox Revenue sales.

Cash expenditures of \$1,699.2 million were \$(8.8) million higher than the Final Estimate, comprised of \$(7.2) million in real unfavorable variances and \$(1.6) million in unfavorable timing variances. Favorable real labor variances included OPEB Current Payments and Other Fringe Benefits. Favorable real non-labor variances included Traction Power, Fuel, Maintenance and Other Operating Contracts, Professional Services and Insurance. These favorable real results were partially offset by unfavorable real variances in Payroll, Overtime, Material and Supplies and Pension. Unfavorable timing variances included Health & Welfare, OPEB Current, Materials and early Excess Liability Insurance. These were partially offset by favorable timing variances for Maintenance and Other Operating Contracts, Professional Services and Traction Power.

The overall favorable 2015 financial performance reflects the LIRR's continued focus on maximizing scarce financial resources. Heading into 2016, the LIRR will continue to monitor its operations and cost structure in order to operate as cost efficiently as possible.

**MTA LONG ISLAND RAIL ROAD
2015 YEAR-END REPORT
EXPLANATIONS OF REVENUE AND EXPENSE VARIANCES
ACCRUAL BASIS**

2015 Final Estimate vs. Actual

Non-Reimbursable

Revenue:

- **Farebox Revenue** was \$3.2 million above the estimate. Ridership of 87.6 million was 0.3% above estimate resulting in a revenue increase of \$2.2 million and higher than projected yield per passenger resulted in an increase of \$1.0 million.
- **Other Operating Revenue** was \$0.6 million or 1.2% higher than estimate primarily due to higher advertising, freight and special services revenue. This was partially offset by lower than expected federal reimbursements for Winter Storm Nemo and Tropical Storm Irene and delayed property sales.

Expenses:

- **Payroll** was \$9.0 million or 1.8% below the estimate primarily due to the existence of vacant positions, lower pay rates, higher wage claim accrual reversals and higher sick pay law claims, partially offset by higher retiree payments and vacation pay accrual reserves.
- **Overtime** was \$2.6 million or 2.2% below the estimate primarily due to lower overtime in the following categories: weather-related, vacancy absentee coverage and scheduled/unscheduled service. This was partially offset by higher maintenance overtime.
- **Health & Welfare** was \$3.3 million or 3.8% below the estimate due to the existence of vacant positions.
- **OPEB Current Payment** was \$2.8 million or 4.7% below estimate due to fewer retirees/beneficiaries than anticipated.
- **Pension** was \$15.6 million or 10.3% below the projection based on the final actuarial report.
- **Other Fringe Benefits** were \$(0.8) million or (0.7)% above estimate primarily due to higher FELA indemnity payments, partially offset by lower Railroad Retirement Taxes.
- **Electric Power** was \$2.0 million or 2.1% below the estimate primarily due to lower consumption.
- **Fuel** was \$1.2 million or 6.5% below the estimate due to lower rates and consumption.

- **Insurance** was \$0.7 million or 3.3% below the estimate due to lower liability insurance.
- **Claims** were \$(2.1) million or (48.8)% above estimate primarily due to higher reserves for legal claims based on latest actuary report.
- **Maintenance and Other Operating Contracts** were \$1.7 million or 2.7% below estimate. This was primarily due to reversal of prior period accruals for joint facilities as well as lower expenses for janitorial services, parking garage maintenance and vegetation management.
- **Professional Service Contracts** were \$(2.1) million or (3.4)% above estimate. These were primarily associated with higher expenses for planning studies originally assumed to be capitalized now captured as an operating expense, partially offset by lower MTA chargebacks, lower advertising expenses and lower expenses related to general engineering services (Diesel and Rolling Stock Support Equipment).
- **Materials & Supplies** were \$23.1 million or 16.2% below estimate. The savings were primarily due to delayed non-recurring engineering expenses (for various safety and security initiatives), reliability centered maintenance activities (Diesel 15 year engine, C-3 HVAC and M-3 Car Body), fleet modifications (drop sash window and gate units) and propulsion control unit production. Also, the Maintenance of Equipment Department experienced lower usage of wheel shop material (lower use of safety stock and for running repair activities).
- **Other Business Expenses** were \$1.2 million or 7.9% below estimate primarily due to lower bad debt expense, printing expenses for timetables, lower travel expenses and higher restitution for property damage, partially offset by higher debit/credit card fees.
- **Depreciation** was \$(1.2) million or (0.4)% above estimate primarily due to a year-end review of capital assets.
- **Other Post Employee Benefits** were \$(10.7) million or (14.4)% above estimate reflecting the latest actuarial estimate and reserve adjustments.
- **GASB 68 Pension Adjustment** was \$30.7 million favorable primarily due to adoption of a new accounting standard, GASB 68, in December 2015. Under GASB 68, Pension expense is no longer equal to the ARC funding, but rather now an actuarial calculation based on a variety of components.
- **Environmental Remediation** was \$(0.3) million or (18.6)% above estimate due to revised expenses for environmental remediation.

The impact of 2015 results should not have a substantial impact on the 2016 accrued budget. Many of the variances in 2015 are not expected to recur in 2016.

Reimbursable:

Total Capital and Other Reimbursements were higher than estimate by \$35.2 million or 10.5%. This was primarily due to interagency reimbursements and higher project activity including 2015 Annual Track Program, Queens Gateway Fresh Pond, Second Main Line Track from Farmingdale to Ronkonkoma, Fiber Optic Network, bridge program and various other capital project activity

2015 Adopted Budget vs. Actual

The MTA Long Island Rail Road's financial performance in comparison to the 2015 Adopted Budget was favorable. The net operating deficit of \$(985.8) million was \$172.1 million or 14.9% lower than was anticipated in the budget. The operating cash deficit of \$(588.6) million was \$176.2 million or 23.0% favorable to budget.

Non-Reimbursable:

Revenue:

- **Farebox Revenue** was \$13.6 million or 2.0% higher than budget, reflecting higher than anticipated ridership of \$13.1 million and higher yield per passenger of \$0.4 million.
- **Other Operating Revenue** was \$6.4 million or 13.1% higher than budget primarily due to higher interagency reimbursements of Farebox Revenue, federal reimbursement for storms, advertising revenue and higher special services revenue, partially offset by lower rental revenue.

Expenses:

- **Payroll** was \$22.3 million or 4.4% below budget primarily due to vacancies company wide as well as lower rates, retiree sick payments, wage claim accrual reversals and sick pay law claims.
- **Overtime** was \$(6.8) million or (6.2)% above budget primarily due to higher vacancy/absentee coverage, right-of-way maintenance (including overtime costs associated with Belmont platform enhancements) and weather-related overtime, partially offset by lower unscheduled/scheduled service.
- **Health & Welfare** was \$8.5 million or 9.3% below budget primarily due to lower headcount and rates.
- **OPEB Current Payment** was \$5.1 million or 8.3% below budget due to lower rates and fewer retirees/beneficiaries than anticipated.
- **Pension** was \$42.9 million or 24.1% below budget based on the final actuarial report.
- **Other Fringe Benefits** were \$(0.5) million or (0.4)% above budget due to lower Railroad Retirement Taxes due to vacant positions, partially offset by higher FELA indemnity payments.

- **Electric Power** was \$16.1 million or 14.9% below budget due to lower rates, partially offset by higher consumption.
- **Fuel** was \$11.2 million or 38.7% below budget due to lower rates and consumption.
- **Insurance** was \$3.0 million or 12.1% below budget primarily due to lower station liability and property insurance and allocation of station liability insurance to Amtrak.
- **Claims** were \$(2.3) million or (54.4)% above budget primarily due to the need for higher reserves for legal claims based on the latest actuary report.
- **Maintenance and Other Operating Contracts** were \$11.4 million or 15.5% below budget resulting from prior period accrual reversals for Joint Facilities and lower expenses for platform investments, security initiatives, escalator and elevator maintenance and vegetation management.
- **Professional Service Contracts** were \$(38.5) million above budget primarily due to planning studies originally assumed to be capitalized now captured as an operating expense and an accrued write-off associated with East River Tunnel security assets that were rendered useless due to Sandy.
- **Materials & Supplies** were \$28.1 million or 19.0% below budget. The savings were primarily due to delays in fleet modification and reliability centered maintenance activities (M-3 Car Body Interior, C-3 low voltage power supply, Diesel 15 year engine and M-7 drop sash window) and lower production of propulsion control units.
- **Other Business Expense** was \$1.7 million or 10.7% below budget due to lower bad debt reserves, higher restitution of property damage, recruitment expenses (which are now captured in Professional Services), lower printing expenses for timetables, lower office supplies and other miscellaneous expenses, partially offset by higher debit/credit card fees.
- **Depreciation** was \$18.3 million or 5.3% below budget due to certain assets being fully depreciated.
- **Other Post Employee Benefits** were \$(11.3) million or (15.3)% above budget primarily due to revisions to prior actuarial estimates and reserve adjustments.
- **GASB 68 Pension Adjustment** was \$30.7 million favorable primarily due to adoption of a new accounting standard, GASB 68, in December 2015. Under GASB 68, Pension expense is no longer equal to the ARC funding, but rather now an actuarial calculation based on a variety of components.
- **Environmental Remediation** was 2.3% below budget due to latest reserve estimates for environmental remediation.

Reimbursable:

Total Capital and Other Reimbursements were higher than budget by \$35.5 million or 10.6%. This was primarily due to interagency reimbursements and higher project activity including the 2015 Annual Track Program, Queens Gateway Fresh Pond, Second Main Line Track from Farmingdale to Ronkonkoma, Fiber Optic Network, bridge program and various other capital project activities.

MTA LONG ISLAND RAIL ROAD
2015 Year-End Report
Accrual Statement of Operations by Category
2015 Adopted Budget and Final Estimate vs. Actual
(\$ in millions)

NON-REIMBURSABLE

	2015			Favorable/(Unfavorable) Variance			
	<u>Adopted</u>	<u>Final</u>	<u>Actual</u>	<u>2015 Adopted Budget</u>		<u>Final Estimate</u>	
	<u>Budget</u>	<u>Estimate</u>		\$	%	\$	%
Revenue							
Farebox Revenue	\$681.880	\$692.275	\$695.447	\$13.567	2.0	\$3.172	0.5
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	48.902	54.658	55.298	6.396	13.1	0.640	1.2
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	-	0.000	-
Total Revenue	\$730.782	\$746.933	\$750.745	\$19.963	2.7	\$3.812	0.5
Expenses							
Labor:							
Payroll	\$508.369	\$495.108	\$486.079	\$22.290	4.4	\$9.029	1.8
Overtime	110.605	120.076	117.454	(6.849)	(6.2)	2.622	2.2
Health and Welfare	92.009	86.779	83.473	8.536	9.3	3.306	3.8
OPEB Current Payment	61.807	59.482	56.685	5.122	8.3	2.797	4.7
Pensions	178.407	151.062	135.453	42.954	24.1	15.609	10.3
Other Fringe Benefits	125.580	125.207	126.050	(0.470)	(0.4)	(0.843)	(0.7)
Reimbursable Overhead	(34.475)	(38.400)	(46.548)	12.073	35.0	8.148	21.2
Total Labor Expenses	\$1,042.302	\$999.314	\$958.644	\$83.658	8.0	\$40.670	4.1
Non-Labor:							
Electric Power	\$108.183	\$94.019	\$92.041	\$16.142	14.9	\$1.978	2.1
Fuel	28.834	18.890	17.669	11.165	38.7	1.221	6.5
Insurance	24.962	22.694	21.948	3.014	12.1	0.746	3.3
Claims	4.229	4.389	6.531	(2.302)	(54.4)	(2.142)	(48.8)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	73.452	63.761	62.040	11.412	15.5	1.721	2.7
Professional Service Contracts	23.965	60.439	62.514	(38.549)	*	(2.075)	(3.4)
Materials & Supplies	147.769	142.797	119.661	28.108	19.0	23.136	16.2
Other Business Expenses	15.681	15.208	14.003	1.678	10.7	1.205	7.9
Total Non-Labor Expenses	\$427.075	\$422.197	\$396.408	\$30.667	7.2	\$25.789	6.1
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	\$1,355.052	\$114.325	7.8	\$66.459	4.7
Depreciation	\$343.332	\$323.830	\$325.025	\$18.307	5.3	(\$1.195)	(0.4)
Other Post Employee Benefits	73.933	74.538	85.252	(11.319)	(15.3)	(10.714)	(14.4)
GASB 68 Pension Adjustment*			(30.730)	30.730	-	30.730	-
Environmental Remediation	2.000	1.647	1.953	0.047	2.3	(0.306)	(18.6)
Total Expenses	\$1,888.642	\$1,821.526	\$1,736.552	\$152.090	8.1	\$84.974	4.7
Net Surplus/(Deficit) <i>(Excluding Subsidies and Debt Service)</i>	(\$1,157.860)	(\$1,074.593)	(\$985.807)	\$172.053	14.9	\$88.786	8.3
<i>Cash Depreciation Adjustments</i>							
Depreciation	343.332	323.830	325.025	(\$18.307)	(5.3)	\$1.195	0.4
Operating/Capital	(33.845)	(14.864)	(14.197)	19.648	58.1	0.667	4.5
Other Cash Adjustments	83.555	167.389	86.368	2.813	3.4	(81.021)	(48.4)
Total Cash Conversion Adjustments	\$393.042	\$476.355	\$397.196	\$4.154	1.1	(\$79.159)	(16.6)
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

*GASB 68 became effective on 12/31/15

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

Results are unaudited

MTA LONG ISLAND RAIL ROAD
2015 Year-End Report
Accrual Statement of Operations by Category
2015 Adopted Budget and Final Estimate vs. Actual
(\$ in millions)

REIMBURSABLE	2015			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	2015 Adopted Budget	%	Final Estimate	%
				\$	%	\$	%
Revenue							
Farebox Revenue							
Vehicle Toll Revenue							
Other Operating Revenue							
Capital and Other Reimbursements	333.932	334.235	369.431	35.499	10.6	35.196	10.5
Total Revenue	\$333.932	\$334.235	\$369.431	\$35.499	10.6	\$35.196	10.5
Expenses							
Labor:							
Payroll	\$107.486	\$107.049	\$111.908	(\$4.422)	(4.1)	(\$4.859)	(4.5)
Overtime	23.719	30.641	35.868	(12.149)	(51.2)	(5.227)	(17.1)
Health and Welfare	19.849	24.157	27.693	(7.844)	(39.5)	(3.536)	(14.6)
OPEB Current Payment	0.000	0.000	0.000	0.000	-	0.000	-
Pensions	28.393	40.281	43.429	(15.036)	(53.0)	(3.148)	(7.8)
Other Fringe Benefits	23.905	23.317	25.160	(1.255)	(5.3)	(1.843)	(7.9)
Reimbursable Overhead	34.475	38.400	46.548	(12.073)	(35.0)	(8.148)	(21.2)
Total Labor Expenses	\$237.827	\$263.845	\$290.606	(\$52.779)	(22.2)	(\$26.761)	(10.1)
Non-Labor:							
Electric Power	\$0.746	\$0.738	\$0.848	(\$0.102)	(13.7)	(\$0.110)	(15.0)
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	16.980	(1.275)	(8.1)	(2.213)	(15.0)
Professional Service Contracts	2.830	2.440	2.626	0.204	7.2	(0.186)	(7.6)
Materials & Supplies	68.878	45.222	51.290	17.588	25.5	(6.068)	(13.4)
Other Business Expenses	0.307	1.158	1.342	(1.035)	*	(0.184)	(15.9)
Total Non-Labor Expenses	\$96.105	\$70.390	\$78.825	\$17.280	18.0	(\$8.435)	(12.0)
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	\$369.431	(\$35.499)	(10.6)	(\$35.196)	(10.5)
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	-
GASB 68 Pension Adjustment	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	\$369.431	(\$35.499)	(10.6)	(\$35.196)	(10.5)
Net Surplus/(Deficit)							
<i>(Excluding Subsidies and Debt Service)</i>	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
<i>Cash Depreciation Adjustments</i>							
Depreciation	0.000	0.000	0.000	\$0.000	-	\$0.000	-
Operating/Capital	0.000	0.000	0.000	0.000	-	0.000	-
Other Cash Adjustments	0.000	0.000	0.000	0.000	-	0.000	-
Total Cash Conversion Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Net Cash Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-

Totals may not add due to rounding

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

Results are unaudited

MTA LONG ISLAND RAIL ROAD
2015 Year-End Report
Accrual Statement of Operations by Category
2015 Adopted Budget and Final Estimate vs. Actual
(\$ in millions)

NON-REIMBURSABLE/ REIMBURSABLE

	2015			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	2015 Adopted Budget		Final Estimate	
				\$	%	\$	%
Revenue							
Farebox Revenue	\$681.880	\$692.275	\$695.447	\$13.567	2.0	\$3.172	0.5
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	48.902	54.658	55.298	6.396	13.1	0.640	1.2
Capital and Other Reimbursements	333.932	334.235	369.431	35.499	10.6	35.196	10.5
Total Revenue	\$1,064.714	\$1,081.168	\$1,120.177	\$55.463	5.2	\$39.009	3.6
Expenses							
Labor:							
Payroll	\$615.855	\$602.157	\$597.986	\$17.869	2.9	\$4.171	0.7
Overtime	134.324	150.717	153.322	(18.998)	(14.1)	(2.605)	(1.7)
Health and Welfare	111.858	110.936	111.166	0.692	0.6	(0.230)	(0.2)
OPEB Current Payment	61.807	59.482	56.685	5.122	8.3	2.797	4.7
Pensions	206.800	191.343	178.882	27.918	13.5	12.461	6.5
Other Fringe Benefits	149.485	148.524	151.210	(1.725)	(1.2)	(2.686)	(1.8)
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
Total Labor Expenses	\$1,280.129	\$1,263.159	\$1,249.251	\$30.878	2.4	\$13.908	1.1
Non-Labor:							
Electric Power	\$108.929	\$94.757	\$92.889	\$16.040	14.7	\$1.868	2.0
Fuel	28.834	18.890	17.669	11.165	38.7	1.221	6.5
Insurance	32.601	28.759	27.687	4.914	15.1	1.072	3.7
Claims	4.229	4.389	6.531	(2.302)	(54.4)	(2.142)	(48.8)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	89.157	78.528	79.020	10.137	11.4	(0.492)	(0.6)
Professional Service Contracts	26.795	62.879	65.140	(38.345)	*	(2.261)	(3.6)
Materials & Supplies	216.647	188.019	170.951	45.696	21.1	17.068	9.1
Other Business Expenses	15.988	16.366	15.345	0.643	4.0	1.021	6.2
Total Non-Labor Expenses	\$523.180	\$492.587	\$475.232	\$47.948	9.2	\$17.355	3.5
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	\$1,724.483	\$78.826	4.4	\$31.263	1.8
Depreciation	\$343.332	\$323.830	\$325.025	\$18.307	5.3	(\$1.195)	(0.4)
Other Post Employee Benefits	73.933	74.538	85.252	(11.319)	(15.3)	(10.714)	(14.4)
GASB 68 Pension Adjustment*			(30.730)	30.730	-	30.730	-
Environmental Remediation	2.000	1.647	1.953	0.047	2.3	(0.306)	(18.6)
Total Expenses	\$2,222.574	\$2,155.761	\$2,105.983	\$116.591	5.2	\$49.778	2.3
Net Surplus/(Deficit) <i>(Excluding Subsidies and Debt Service)</i>	(\$1,157.860)	(\$1,074.593)	(\$985.807)	\$172.053	14.9	\$88.786	8.3
<i>Cash Depreciation Adjustments</i>							
Depreciation	343.332	323.830	325.025	(\$18.307)	(5.3)	\$1.195	0.4
Operating/Capital	(33.845)	(14.864)	(14.197)	19.648	58.1	0.667	4.5
Other Cash Adjustments	83.555	167.389	86.368	2.813	3.4	(81.021)	(48.4)
Total Cash Conversion Adjustments	\$393.042	\$476.355	\$397.196	\$4.154	1.1	(\$79.159)	(16.6)
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

*GASB 68 became effective on 12/31/15

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

Results are unaudited

**MTA LONG ISLAND RAIL ROAD
2015 YEAR-END REPORT
EXPLANATIONS OF CASH RECEIPTS AND EXPENDITURE VARIANCES**

2015 Final Estimate vs. Actual

Receipts

- **Farebox Revenue** was \$1.9 million above the estimate as a result of increased ridership and higher yield per passenger, partially offset by lower than anticipated advanced sales and Metrocard/AirTrain sales.
- **Other Operating Revenue** was \$6.8 million or 10.6% above the estimate primarily due to higher interagency reimbursements.
- **Capital and Other Reimbursements** were \$11.9 million or 3.8% above the estimate primarily due to higher than anticipated project activity.

Expenditures

- **Payroll** was \$0.6 million below the estimate due to vacant positions, the timing of tax payments and several small remaining retroactive union wage payments, partially offset by higher interagency wage payments.
- **Overtime** was \$(1.2) million or (0.8)% higher than the estimate due to higher project and maintenance overtime, partially offset by lower payments for weather-related overtime, vacancy absentee coverage and the timing of tax payments.
- **Health and Welfare** was \$(9.9) million or (9.6)% higher than expected primarily due to the timing of payments.
- **OPEB Current Payment** was \$(1.4) million or (2.4)% higher than the estimate due to the timing of payments, partially offset by lower retiree/beneficiaries.
- **Pensions** were \$(5.1) million or (3.1)% higher than the estimate primarily due to a contribution based on higher interagency payroll payments pending a final actuarial report.
- **Other Fringe Benefits** were \$5.5 million or 3.8% lower than the estimate due to lower FELA and Railroad Retirement Tax payments.
- **Electric Power** was \$1.3 million or 1.3% lower than the estimate primarily due to lower traction power consumption.
- **Fuel** was \$0.5 million or 2.4% lower than the estimate primarily due to lower rates.

- **Insurance** was \$(1.3) million or (4.5)% higher than estimate due to the timing of payments.
- **Claims** were lower than the estimate by 1.0% reflecting lower claim payments.
- **Maintenance and Other Operating Contracts** were \$14.9 million or 16.3% lower than the estimate primarily due to the timing of payments for Amtrak joint facility and maintenance service.
- **Professional Service Contracts** were \$3.7 million or 15.4% lower than estimate due to timing and lower payments for consulting and MTA chargeback services.
- **Materials and Supplies** were \$(17.2) million or (10.9)% higher than estimate due to advance material purchases and higher program and production plan material and supplies purchases.
- **Other Business Expenses** were \$(0.2) million or (1.3)% higher than estimate primarily due to higher debit/credit card fee payments.
- **Other Expense Adjustments** were \$1.0 million or 4.7% lower than estimate due to lower Metrocard/AirTrain sales pass-through payments.
- **Cash Timing and Availability Adjustment** was \$(2.1) million higher than the estimate.

The total cash deficit variance of \$9.6 million, as detailed above, represents a real variance of \$13.8 million and a timing variance of \$(4.2) million.

2015 Adopted Budget vs. Actual

Receipts

- **Farebox Revenue** exceeded the budget by \$11.8 million or 1.7% due to higher than expected ridership and higher yield per passenger, partially offset by lower Metrocard/AirTrain sales and the effect of lower advance sales.
- **Other Operating Revenue** was \$29.7 million or 71.5% higher than budget primarily due to higher interagency reimbursements.
- **Capital and Other Reimbursements** were \$31.7 million or 10.8% higher than budget due to higher project activity.

Expenditures

- **Payroll** was \$3.7 million or 0.6% lower than budget due to vacant positions, lower rates, the timing of tax payments and lower retiree sick payments, partially offset by higher interagency wage payments.
- **Overtime** was \$(21.3) million or (15.8)% higher than budget due to higher overtime in the following categories: project, maintenance, vacancy absentee coverage and

weather overtime, partially offset by lower payments for unscheduled/scheduled service and the timing of tax payments.

- **Health and Welfare** was \$(1.7) million or (1.6)% higher than budget mainly as a result of the timing of payments.
- **OPEB Current Payment** was \$3.4 million or 5.4% lower than budget due to lower rates and fewer retiree/beneficiaries, partially offset by the timing of payments.
- **Pensions** were \$38.4 million or 18.5% lower than budget due to accelerated payments for 2015 paid in 2014, partially offset by additional contributions based on higher interagency payroll payments.
- **Other Fringe Benefits** were \$6.9 million or 4.6% lower than budget primarily due to lower Railroad Retirement Tax and FELA claims payments.
- **Electric Power** was \$15.1 million or 13.8% lower than budget primarily due to lower rates.
- **Fuel** was \$9.9 million or 34.4% lower than budget due to lower rates and consumption.
- **Insurance** was \$1.8 million or 5.4% lower than budget, reflecting the timing of policy payments and lower premiums.
- **Claims** were \$0.7 million or 25.7% lower than budget primarily due to lower payments.
- **Maintenance and Other Operating Contracts** were \$12.2 million or 13.7% lower than budget primarily due to lower maintenance services payments, partially offset by higher payments for operating, leases & rentals and Amtrak joint facility services.
- **Professional Service Contracts** were \$1.9 or 8.4% lower than budget due to timing and lower payments for consulting and MTA chargeback services.
- **Materials and Supplies** were \$32.5 million or 15.7% lower than budget due to advance purchases for 2015 in 2014 and inventory drawdowns.
- **Other Business Expenses** were \$(0.7) million or (4.8)% lower than budget as a result of higher debit/credit card fee payments.
- **Other Expense Adjustments** were \$2.5 million or 11.0% lower than budget due to lower Metrocard/AirTrain sales pass-through payments.
- **Cash Timing and Availability Adjustment** was \$(2.2) million higher than budget.

MTA LONG ISLAND RAIL ROAD
2015 Year-End Report
Cash Receipts and Expenditures
2015 Adopted Budget and Final Estimate vs. Actual
(\$ in millions)

	2015			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	2015 Adopted Budget		Final Estimate	
				\$	%	\$	%
Receipts							
Farebox Revenue	\$704.380	\$714.295	\$716.217	\$11.837	1.7	\$1.922	0.3
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	\$1,112.753	\$73.269	7.0	\$20.595	1.9
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	15.592	(0.720)	(4.8)	(0.204)	(1.3)
Total Non-Labor Expenditures	\$506.508	\$434.964	\$433.259	\$73.249	14.5	\$1.705	0.4
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	\$1,699.235	\$105.067	5.8	(\$8.839)	(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
2015 Year-End Report
Cash Conversion (Cash Flow Adjustments)
2015 Adopted Budget and Final Estimate vs. Actual
(\$ in millions)

	2015			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	2015 Adopted Budget		Final Estimate	
				\$	%	\$	%
Receipts							
Farebox Revenue	\$22.500	\$22.020	\$20.770	(\$1.730)	(7.7)	(\$1.250)	(5.7)
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	(7.375)	9.765	15.937	23.312	*	6.172	63.2
Capital and Other Reimbursements	(40.355)	(20.795)	(44.130)	(3.775)	(9.4)	(23.335)	*
Total Receipts	(\$25.230)	\$10.990	(\$7.423)	\$17.807	70.6	(\$18.413)	*
Expenditures							
Labor:							
Payroll	\$3.835	(\$6.698)	(\$10.290)	(\$14.125)	*	(\$3.592)	(53.6)
Overtime	0.000	(3.650)	(2.283)	(2.283)	-	1.367	37.5
Health and Welfare	0.000	7.258	(2.427)	(2.427)	-	(9.685)	*
OPEB Current Payment	0.000	2.411	(1.760)	(1.760)	-	(4.171)	*
Pensions	0.000	28.000	10.440	10.440	-	(17.560)	(62.7)
Other Fringe Benefits	1.000	1.406	9.616	8.616	*	8.210	*
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	\$3.296	(\$1.539)	(31.8)	(\$25.431)	(88.5)
Non-Labor:							
Electric Power	\$0.000	(\$0.371)	(\$0.973)	(\$0.973)	-	(\$0.602)	*
Fuel	0.000	(0.505)	(1.258)	(1.258)	-	(0.753)	*
Insurance	0.246	(0.513)	(2.913)	(3.159)	*	(2.400)	*
Claims	1.604	2.419	4.581	2.977	*	2.162	89.4
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	0.000	(13.345)	2.094	2.094	-	15.439	*
Professional Service Contracts	4.383	38.603	44.600	40.217	*	5.997	15.5
Materials & Supplies	9.323	30.357	(3.912)	(13.235)	*	(34.269)	*
Other Business Expenses	1.116	0.978	(0.247)	(1.363)	*	(1.225)	*
Total Non-Labor Expenditures	\$16.672	\$57.623	\$41.973	\$25.301	*	(\$15.650)	(27.2)
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	\$25.248	\$26.241	*	(\$40.102)	(61.4)
Depreciation	\$343.332	\$323.830	\$325.025	(\$18.307)	(5.3)	\$1.195	0.4
Other Post Employee Benefits	73.933	74.538	85.252	11.319	15.3	10.714	14.4
GASB 68 Pension Adjustment	0.000	0.000	(30.730)	(30.730)	-	(30.730)	-
Environmental Remediation	2.000	1.647	1.953	(0.047)	(2.3)	0.306	18.6
Total Expenditures	\$418.272	\$465.365	\$406.748	(\$11.524)	(2.8)	(\$58.617)	(12.6)
Cash Timing and Availability Adjustment	0.000	0.000	(2.129)	(2.129)	-	(2.129)	-
Baseline Total Cash Conversion Adjustments	\$393.042	\$476.355	\$397.196	\$4.154	1.1	(\$79.159)	(16.6)

Totals may not add due to rounding

MTA LONG ISLAND RAIL ROAD
2015 YEAR-END REPORT
2015 CASH RESULTS - ACTUAL vs. FINAL ESTIMATE
(\$ in millions)

	Final Estimate Actual		Favorable/(Unfavorable) Variance		
			Total	Real	Timing
Receipts					
Farebox Revenue	\$714.295	\$716.217	\$1.922	\$2.875	(\$0.953)
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	64.423	71.235	6.812	8.385	(1.573)
Capital and Other Reimbursements	313.440	325.301	11.861	11.861	0.000
Total Receipts	\$1,092.158	\$1,112.753	\$20.595	\$23.121	(\$2.526)
Expenditures					
Labor:					
Payroll	\$608.855	\$608.276	\$0.579	(\$2.936)	\$3.515
Overtime	154.367	155.605	(1.238)	(1.892)	0.654
Health and Welfare	103.678	113.593	(9.915)	0.071	(9.986)
OPEB Current Payment	57.071	58.445	(1.374)	2.871	(4.245)
Pensions	163.343	168.442	(5.099)	(5.099)	0.000
Other Fringe Benefits	147.118	141.594	5.524	4.457	1.067
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	\$1,234.432	\$1,245.955	(\$11.523)	(\$2.528)	(\$8.995)
Non-Labor:					
Electric Power	\$95.128	\$93.862	\$1.266	\$0.656	\$0.610
Fuel	19.395	18.927	0.468	0.368	0.100
Insurance	29.272	30.600	(1.328)	0.457	(1.785)
Claims	1.970	1.951	0.019	0.019	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	91.873	76.926	14.947	3.876	11.071
Professional Service Contracts	24.276	20.540	3.736	2.136	1.600
Materials & Supplies	157.662	174.863	(17.201)	(12.955)	(4.246)
Other Business Expenses	15.388	15.592	(0.204)	(0.204)	0.000
Total Non-Labor Expenditures	\$434.964	\$433.259	\$1.705	(\$5.645)	\$7.350
Other Expenditure Adjustments:					
Other	\$21.000	\$20.021	\$0.979	\$0.979	\$0.000
Total Other Expenditure Adjustments	\$21.000	\$20.021	\$0.979	\$0.979	\$0.000
Total Expenditures	\$1,690.396	\$1,699.235	(\$8.839)	(\$7.194)	(\$1.645)
Cash Timing and Availability Adjustment	\$0.000	(\$2.129)	(\$2.129)	(\$2.129)	\$0.000
Baseline Net Cash Deficit	(\$598.238)	(\$588.611)	\$9.627	\$13.799	(\$4.171)

Totals may not agree due to rounding.

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

	2015 Adopted Budget		2015 Final Estimate		Actual		2015 Adopted Budget vs. Actuals		2015 Final Estimate vs. Actuals	
	Hours	\$	Hours	\$	Hours	\$	Var. - Fav/(Unfav)	Var. - Fav/(Unfav)	Hours	\$
							Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME										
<u>Scheduled Service</u> ¹	402,632	\$23.570	392,343	\$23.011	388,794	\$22.646	13,837 3.4%	\$0.924 3.9%	3,549 0.9%	\$0.365 1.6%
<u>Unscheduled Service</u>	188,628	11.258	105,435	5.587	96,671	5.506	91,957 48.8%	5.752 51.1%	8,764 8.3%	0.081 1.4%
<u>Programmatic/Routine Maintenance</u>	612,356	33.646	656,972	36.257	674,067	38.186	(61,711) -10.1%	(4.540) -13.5%	(17,094) -2.6%	(1.929) -5.3%
<u>Unscheduled Maintenance</u>	6,229	0.358	10,490	0.588	18,130	1.005	(11,901) -191.0%	(0.647) -180.4%	(7,640) -72.8%	(0.417) -71.0%
<u>Vacancy/Absentee Coverage</u>	594,191	32.961	710,413	39.936	676,868	37.857	(82,677) -13.9%	(4.896) -14.9%	33,545 4.7%	2.079 5.2%
<u>Weather Emergencies</u>	132,429	7.689	224,070	12.861	180,612	10.345	(48,183) -36.4%	(2.656) -34.5%	43,458 19.4%	2.516 19.6%
<u>Safety/Security/Law Enforcement</u> ²	-	-	-	-	-	-	-	-	-	-
<u>All Other</u> ³	19,560	1.123	21,562	1.836	23,586	1.909	(4,026) -20.6%	(0.786) *	(2,024) -9.4%	(0.073) -4.0%
TOTAL NON-REIMBURSABLE OVERTIME	1,956,026	\$110.605	2,121,286	\$120.076	2,058,728	\$117.454	(102,702)	(\$6.849)	62,558	\$2.622
REIMBURSABLE OVERTIME	427,727	\$23.719	521,885	\$30.641	609,932	\$35.868	(182,205)	(\$12.149)	(88,047)	(\$5.227)
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%

Results are unaudited

**MTA LONG ISLAND RAIL ROAD
2015 YEAR-END REPORT
EXPLANATIONS OF VARIANCES ON RIDERSHIP/ (UTILIZATION)**

2015 Final Estimate vs. Actual

Ridership of 87.6 million was 0.3% above the final estimate resulting in an increase of \$2.2 million in Farebox Revenue compared to the Final Estimate. Combined with a higher yield per passenger of \$1.0 million, total Farebox Revenue was higher than the Final Estimate by \$3.2 million.

2015 Adopted Budget vs. Actual

In comparison to the Adopted Budget, actual farebox revenue was above budget by \$13.6 million. Higher than projected ridership of 2.0% resulted in a revenue increase of \$13.1 million above the Adopted Budget and higher yield per passenger resulted in a revenue increase of \$0.4 million.

Compared to 2014, ridership increased by 2.1% or 1.8 million passengers.

MTA LONG ISLAND RAIL ROAD
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. Budget		vs. Final Estimate	
	\$	%	\$	%	%	\$	%
Farebox Revenue							
Monthly	\$331.676	\$339.219	\$339.907	\$8.231	2.5	\$0.688	0.2
Weekly	18.791	19.105	18.591	(0.201)	(1.1)	(0.514)	(2.7)
Total Commutation	\$350.467	\$358.324	\$358.497	\$8.030	2.3	\$0.174	0.0
One Way Full	\$88.625	\$90.276	\$91.637	\$3.012	3.4	\$1.361	1.5
One Way Off Peak	169.459	168.069	168.937	(0.523)	(0.3)	0.867	0.5
All Other	73.328	75.606	76.376	3.048	4.2	0.770	1.0
Total Non Commutation	\$331.413	\$333.951	\$336.950	\$5.537	1.7	\$2.998	0.9
Total Farebox Revenue	\$681.880	\$692.275	\$695.447	13.567	2.0	\$3.172	0.5
Ridership							
Monthly	47.332	48.325	48.420	1.088	2.3	0.095	0.2
Weekly	1.997	2.021	1.966	(0.031)	(1.6)	(0.055)	(2.7)
Total Commutation	49.329	50.346	50.385	1.056	2.1	0.039	0.1
One Way Full	8.295	8.393	8.491	0.196	2.4	0.098	1.2
One Way Off Peak	18.143	18.071	18.105	(0.039)	(0.2)	0.034	0.2
All Other	10.224	10.560	10.667	0.443	4.3	0.107	1.0
Total Non Commutation	36.663	37.024	37.263	0.600	1.6	0.239	0.6
Total Ridership	85.992	87.370	87.648	1.656	1.9	0.278	0.3

Results are unaudited

**MTA LONG ISLAND RAIL ROAD
2015 YEAR-END REPORT
EXPLANATIONS OF VARIANCES on POSITIONS
By FUNCTION and DEPARTMENT
NON-REIMBURSABLE/ REIMBURSABLE and FULL-TIME/ FULL-TIME
EQUIVALENTS**

2015 Final Estimate vs. Actual

At the end of 2015, the Long Island Rail Road had 6,967 total active paid employees, which consisted of 6,131 non-reimbursable and 836 reimbursable positions. This was 116 positions or 1.6% below the final estimate of 7,083.

The lower number of actual positions as compared to the final estimate was associated with vacancies in Train Operations, Equipment Department, Department of Project Management and various administrative departments.

MTA LONG ISLAND RAIL ROAD
Non-Reimbursable-Reimbursable Positions by Function and Department
Full-Time Positions and Full-Time Equivalents
December 2015

	2015 Adopted Budget	2015 Final Estimate	Actual	Favorable/(Unfavorable)			
				Adopted Budget		Final Estimate	
				Variance	%	Variance	%
Administration							
Executive VP	5	6	9	(4)	-80.0%	(3)	-50.0%
Labor Relations	18	19	17	1	5.6%	2	10.5%
Procurement & Logistics (excl. Stores)	83	82	81	2	2.4%	1	1.2%
Human Resources	32	33	32	0	0.0%	1	3.0%
Sr VP Administration	2	2	1	1	50.0%	1	50.0%
Strategic Investments	34	35	31	3	8.8%	4	11.4%
President	4	4	4	0	0.0%	0	0.0%
VP & CFO	5	5	2	3	60.0%	3	60.0%
Information Technology	0	0	0	0	0.0%	0	0.0%
Controller	46	42	39	7	15.2%	3	7.1%
Management and Budget	21	21	19	2	9.5%	2	9.5%
BPM, Controls, & Compliance	7	7	6	1	14.3%	1	14.3%
Market Dev. & Public Affairs	70	69	67	3	4.3%	2	2.9%
Gen. Counsel & Secretary	31	32	30	1	3.2%	2	6.3%
Diversity Management	2	3	2	0	0.0%	1	33.3%
Security	13	17	12	1	7.7%	5	29.4%
System Safety	36	36	31	5	13.9%	5	13.9%
Training	60	64	59	1	1.7%	5	7.8%
Service Planning	23	22	21	2	8.7%	1	4.5%
Sr Vice President - Operations	2	2	2	0	0.0%	0	0.0%
Total Administration	494	501	465	29	5.9%	36	7.2%
Operations							
Train Operations	2,084	2,097	2,057	27	1.3%	40	1.9%
Customer Service	299	294	297	2	0.7%	(3)	-1.0%
Total Operations	2,383	2,391	2,354	29	1.2%	37	1.5%
Maintenance							
Engineering	1,862	1,811	1,821	41	2.2%	(10)	-0.6%
Equipment	2,093	2,105	2,076	17	0.8%	29	1.4%
Procurement (Stores)	93	93	95	(2)	-2.2%	(2)	-2.2%
Total Maintenance	4,048	4,009	3,992	56	1.4%	17	0.4%
Engineering/Capital							
Department of Project Management	140	139	122	18	12.9%	17	12.2%
VP - East Side Access & Special Projects	41	43	34	7	17.1%	9	20.9%
Total Engineering/Capital	181	182	156	25	13.8%	26	14.3%
Baseline Total Positions	7,106	7,083	6,967	139	2.0%	116	1.6%
<i>Non-Reimbursable</i>	6,163	6,284	6,131	32	0.5%	153	2.4%
<i>Reimbursable</i>	943	799	836	107	11.3%	(37)	-4.6%
Total Full-Time	7,106	7,083	6,967	139	2.0%	116	1.6%
Total Full-Time-Equivalents	0	0	0	0	0.0%	0	0.0%

**MTA LONG ISLAND RAIL ROAD
2015 YEAR-END REPORT
EXPLANATIONS of VARIANCES
By FUNCTION AND OCCUPATION GROUP**

2015 Final Estimate vs. Actual

At the end of 2015, the Long Island Rail Road had 6,967 total active paid employees, which consisted of 1,288 Managers/Supervisors, 523 Professional, Technical & Clerical and 5,156 Operational Hourlies. This was 116 positions or 1.6% below the final estimate of 7,083. Headcount vacancies were primarily found in Managers/Supervisors and Professional titles.

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

	2015 Adopted Budget	2015 Final Estimate	Actual	Favorable/(Unfavorable)			
				Adopted Budget		Final Estimate	
				Variance	%	Variance	%
Administration							
Managers/Supervisors	248	252	235	(4)	-1.6%	17	6.7%
Professional, Technical, Clerical	146	147	125	(1)	-0.7%	22	15.0%
Operational Hourlies	100	102	105	(2)	-2.0%	(3)	-2.9%
Total Administration	494	501	465	(7)	-1.4%	36	7.2%
Operations							
Managers/Supervisors	281	288	283	(7)	-2.5%	5	1.7%
Professional, Technical, Clerical	97	101	96	(4)	-4.1%	5	5.0%
Operational Hourlies	2,005	2,002	1,975	3	0.1%	27	1.3%
Total Operations	2,383	2,391	2,354	(8)	-0.3%	37	1.5%
Maintenance							
Managers/Supervisors	744	743	662	1	0.2%	81	10.9%
Professional, Technical, Clerical	251	260	254	(9)	-3.6%	6	2.3%
Operational Hourlies	3,053	3,006	3,076	47	1.5%	(70)	-2.3%
Total Maintenance	4,048	4,009	3,992	39	1.0%	17	0.4%
Engineering/Capital							
Managers/Supervisors	120	127	108	(7)	-5.8%	19	15.0%
Professional, Technical, Clerical	61	55	48	6	9.8%	7	12.7%
Operational Hourlies	0	0	0	0	0.0%	0	0.0%
Total Engineering/Capital	181	182	156	(1)	-0.6%	26	14.3%
Baseline Total Positions							
Managers/Supervisors	1,393	1,410	1,288	(17)	-1.2%	122	8.7%
Professional, Technical, Clerical	555	563	523	(8)	-1.4%	40	7.1%
Operational Hourlies	5,158	5,110	5,156	48	0.9%	(46)	-0.9%
Total Baseline	7,106	7,083	6,967	23	0.3%	116	1.6%

**MTA LONG ISLAND RAIL ROAD
2015 YEAR-END REPORT
RESULTS OF OPERATIONS**

FINANCIAL PERFORMANCE

The LIRR's 2015 financial performance was strong. Total spending was less than budget and total revenue exceeded budget. Total Non-reimbursable spending of \$1,736.6 million was \$152.1 million favorable to the Adopted Budget of \$1,888.6 million. The net deficit of \$(985.8) million, was 14.9% favorable to the Adopted Budget.

The operating cash deficit of \$(588.6) million was 23.0% favorable to the Adopted Budget and 1.6% favorable to the Final Estimate.

During 2015 the LIRR continued to progress on several key fronts intended to enhance its ability to provide safe, secure, reliable service to customers. Work began on several important resiliency/restoration projects established as a response to Superstorm Sandy, and the LIRR made significant progress on its safety initiatives. It initiated several popular service improvements. It accomplished all of this while at the same time operating its normal service, maintaining its infrastructure, and providing quality customer service.

Managing Workforce Levels: Given that payroll spending is the single largest expense category in the budget, it is essential that the LIRR pay close attention to staffing levels. Senior management must ensure that the LIRR is budgeted appropriately for its operation and at the same time make sure that a sufficient number of positions are filled to complete necessary work and avoid the unnecessary use of overtime.

The LIRR's success at controlling labor-related expenses is founded on the development of a realistic and efficient hiring plan for operational positions. The hiring plan links workload (current and projected) to attrition projections and training and recruitment capacity in an effort to set hiring goals over a two-year planning horizon. Despite higher than anticipated attrition in recent years coupled with increased workload, the LIRR was able to use its 2015 hiring plan to fill critical positions and reduce the number of vacancies in several key departments including the Maintenance of Equipment Department.

Controlling Overtime: The LIRR's Overtime Task Force is tasked with strengthening the Rail Road's overtime monitoring and approval process, standardizing procedures, and increasing managerial accountability for overtime usage. The Task Force is a corporate-wide effort that engages high-level senior management and staffing from the four main operating departments and relevant oversight and support departments. The Task Force formally meets on a quarterly basis to review and discuss progress on strategic overtime initiatives and overall overtime data. Individual working groups met regularly to discuss trends and identify corrective actions plans.

While overall overtime spending grew in 2015, the Task Force identified several key areas of strategic focus for the year, and in these areas achieved measurable success.

Specifically, the Task Force targeted Relief Day overtime in the Transportation Department, filling vacant operational positions in the Maintenance of Equipment Department, and Sperry rail testing related overtime in the Engineering Department.

Relief day overtime is incurred when an employee works on their scheduled day off typically due to an absent employee or vacant position coverage. In Transportation, the level of employee unavailability due to absence continued to increase in 2015, as compared to 2014, but relief day overtime actually posted a slight decrease of 745 hours (0.5%). This stabilization of overtime was due to the development of a staffing and overtime projection model for Transportation train and engine personnel, which resulted in a more efficient staffing level.

Likewise, efforts by the Task Force resulted in lower vacant position related overtime in the Maintenance of Equipment Department. Vacant position overtime hours in 2015 were 2,439 (3.3%) lower than 2014, driven by fewer vacant positions, which was achieved by implementing an aggressive hiring plan to fill positions in anticipation of attrition.

Lastly, the Task Force was able to contribute to a reduction in Sperry rail testing overtime in the Engineering Department by 4,734 hours (16.4%). However, while the Task Force was successful in reducing Sperry rail testing overtime, Engineering maintenance overtime was one of the LIRR's most sizeable areas of growth in 2015. A major factor causing the higher level of overtime was right-of-way maintenance. The 2015 level of overtime exceeded 2014 levels due to enhanced maintenance efforts that were implemented in response to recent incidents that took place at Metro North Railroad and that were recommended by the MTA's Blue Ribbon Safety Panel. In addition, a number of assets, particularly switches in the Jamaica area are nearing the end of their useful life and required additional maintenance.

Matching Inventory and Material Purchasing with Needs: Materials and Supplies is the largest non-payroll cost category in the budget. Careful management of spending in this category is a very important component in achieving financial control and stability. The Inventory Task Force has continued to oversee the management of inventory and material acquisition. For 2015 the goals were clear: maximize financial resources; reduce the amount of surplus and excess material and reduce inventory levels; and ensure that material is available to meet departmental work plans and infrastructure maintenance needs. In 2015, by making better use of existing inventory, spending on materials and supplies was \$34.5 million less than budget on a cash basis.

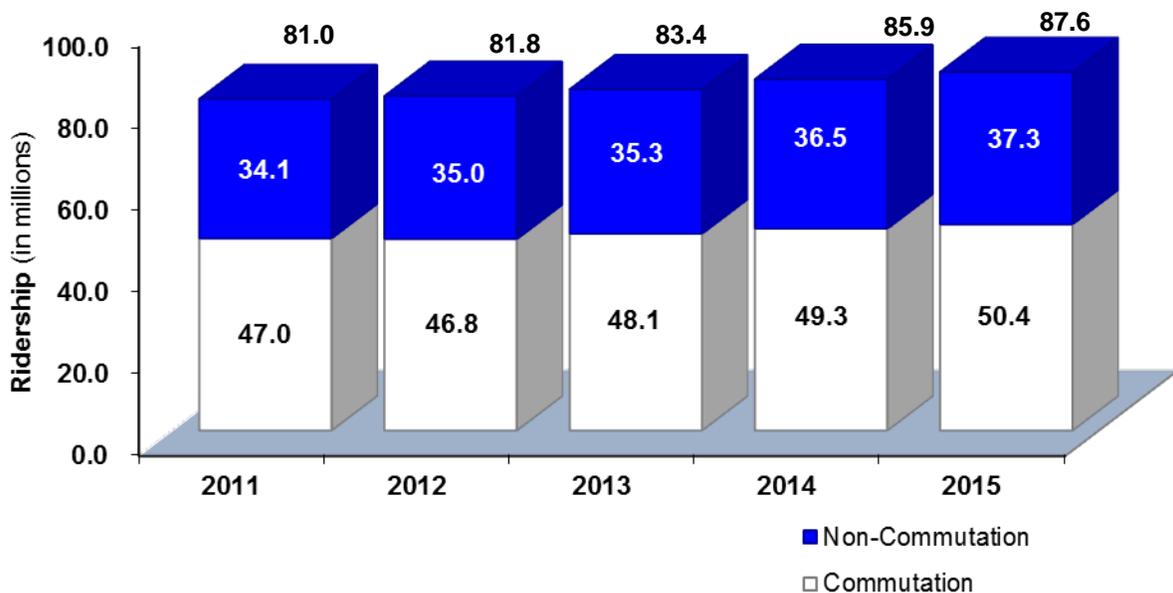
One metric used by the MTA to measure financial performance is Farebox Operating Ratio (FOR), which calculates what percent of operating expenses the LIRR covers through farebox revenue. In 2015, the ratio increased from 45.1% in 2014 to 51.0%. The 2015 actual FOR was also favorable to the Adopted Budget level of 45.5%. It is important to note that excluding the LIRR's unfunded pension liability expenses, the LIRR's farebox operating ratio would have increased to 61.5% in 2015. The LIRR's operating cost per passenger decreased from \$17.09 in 2014 to \$15.62 in 2015. The FOR and operating cost per passenger were affected in 2014 due to the impact of the retroactive wage settlement.

RIDERSHIP AND REVENUE

LIRR ridership rose in 2015, as a steadily improving economy and popular service to Barclays Center continued to boost the number of railroad customers above the previous year. Total ridership for 2015 was 87.6 million, 2.1% higher than in 2014. This mark's 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 LIRR hopes this growth will continue in 2016 with a focus on customer service and a continued strengthening economy.

Both the Commutation and Non-Commutation markets experienced ridership growth in 2015. Ridership for these markets was strong, indicating that the region's economy improved and customers responded favorably to service improvements.

Historical Ridership



LIRR Ridership & NYC Employment

LIRR Ridership & NYC Employment						
	2011	2012	2013	2014	2015	15 vs 14
<i>Commutation</i>	47.0	46.8	48.1	49.3	50.4	2.1%
<i>Non-Commutation</i>	34.1	35.0	35.3	36.5	37.3	2.0%
Total Ridership	81.0	81.8	83.4	85.9	87.6	2.1%
NYC Employment	3,796.2	3,881.6	3,974.9	4,104.7	4,223.7	2.9%

The strong regional economy was a major positive factor affecting LIRR ridership contributing to the 2.1% overall increase in ridership in 2015. As shown above, the NYC Non-Agricultural employment increased 2.9% during 2015 compared to 2014. Elements of this include Financial Sector employment increased 2.3%, the Business and Professional Services employment increased 4.7%, and the Leisure and Hospitality employment increased 4.2%.

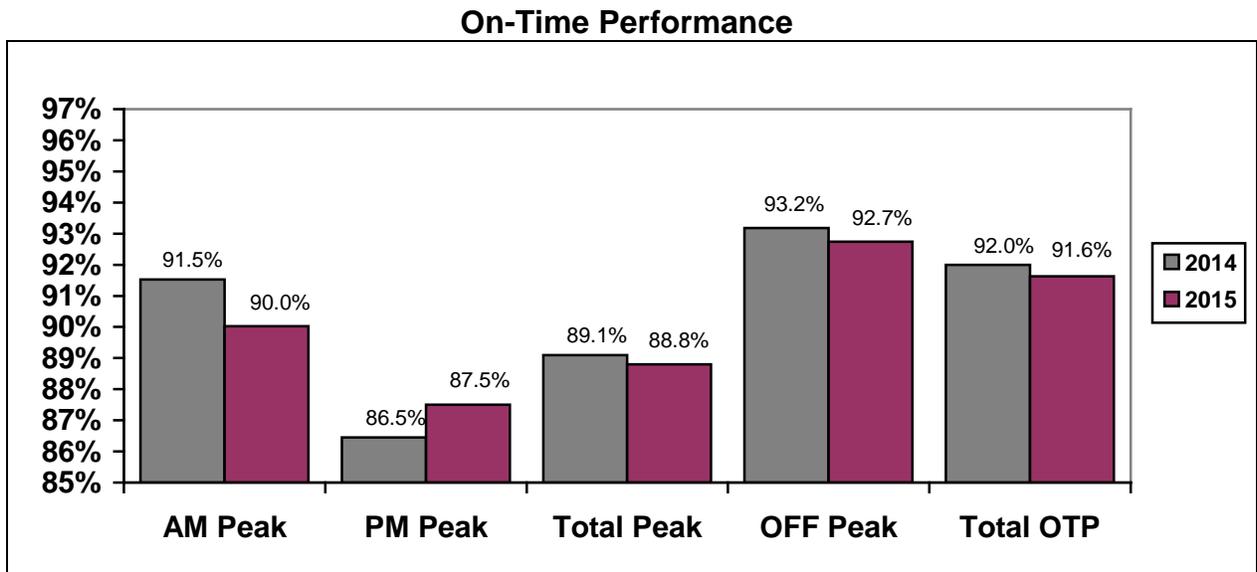
During 2015, the LIRR implemented the following service enhancements: additional weekend train service between Babylon and Patchogue, two additional weekend trains on the Oyster Bay Branch, along with increased Brooklyn service for customers attending games/events at the Barclays Center.

In 2015 the LIRR took a number of steps that helped boost weekend and leisure travel ridership, including an enhanced service plan to meet the continuing demand created by the Barclays Center in Brooklyn, located adjacent to the LIRR's Atlantic Terminal. Further, the LIRR experienced strong ridership growth in discretionary travel supported by increased service. Additional service to and from Atlantic Terminal supported ridership growth as customers from Long Island attended NY Islanders hockey games at the Barclays Center. Extra service was provided at Mets/Willets Point Station to meet the ridership demand of NY Mets fans during the post season games. Additional service was provided along the Montauk Branch to meet customer seasonal demand. In fact, Montauk Branch ridership increased 2.5%. Also, gaining in frequency was the number of entertainment and concert events at Forest Hills Stadium, which also resulted in an increase in discretionary ridership. LIRR began providing extra summer weekend service between Babylon and Patchogue in recognition of the Patchogue's booming entertainment and restaurant activity. Overall, the LIRR operated 1,700 more trains in 2015 than in 2014.

LIRR's Mail & Ride program marked its 40th year of operation in 2015. 40,000 Mail & Ride customers currently enjoy the ease and convenience of automatic home delivery of their monthly ticket.

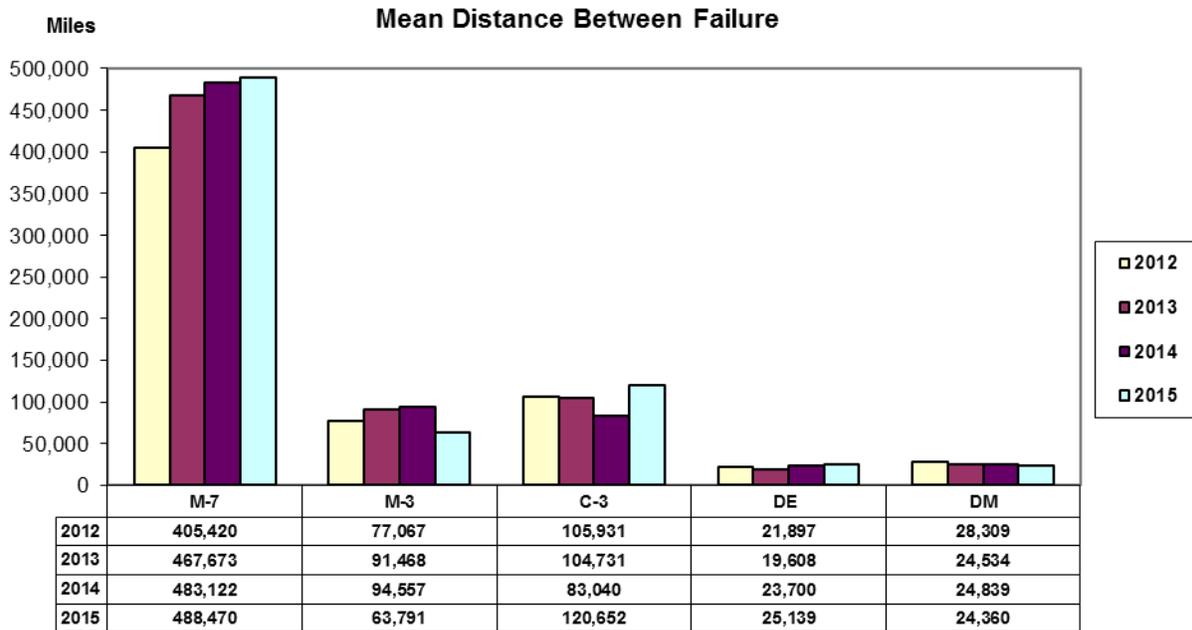
OPERATIONAL PERFORMANCE

On-Time Performance (OTP): One of the most reliable predictors of customer satisfaction is the ability of the LIRR to deliver passengers to their intended destinations on time. For 2015, the LIRR's OTP was 91.6%, less than the 92.0% rate in 2014.



Several factors contributed to the OTP decline. The region experienced several winter storms which had significant impacts on service. While the number of storms was similar to 2014, they resulted in 462 additional late trains. Other common factors affecting OTP in 2015 included incidents caused by freight operations, extreme cold weather conditions, customer loading, trespassers and motor vehicles.

Mean Distance Between Failure (MDBF): MDBF is the standard measurement used to gauge fleet reliability. The MDBF for the entire fleet in 2015 was 208,383 miles, which exceeded the 2015 goal of 176,000 miles by 18.4% and represents a 1.0% increase from 2014. The 2015 level was the highest annual fleet-wide MDBF since tracking was initiated.



The M-7 fleet MDBF continued to be the driving factor in the LIRR's fleet reliability achievements. With an MDBF of 488,470 miles, the M7 fleet far exceeded the goal of 400,000 miles, and recorded the highest ever MDBF for any year since inception. The Reliability Centered Maintenance program and rigorous maintenance schedules and protocols contributed to these outstanding results.

The Maintenance of Equipment Department's increased maintenance efforts have also lead to improved reliability of the C-3 fleet. The C-3 MDBF of 120,652 miles exceeded the goal by 50.8% and exceeded the 2014 actuals by 45.3%. It was also the highest MDBF ever recorded for the C-3 fleet. Effective RCM and door modification programs led to superior Doors and Brakes system performance, which consequently improved C-3 reliability performance.

The combined diesel fleet achieved an MDBF of 69,549 miles, which far exceeded the goal by 36.4% and produced a best ever diesel fleet MDBF. The next section in this report provides a review of the Diesel Reliability Plan.

At the end of 2015, the MU electric fleet consisted of 832 M-7 and 150 M-3 cars available for revenue service. The diesel fleet consisted of 134 C-3 coach cars and 45 diesel locomotives. The MU and diesel (C-3 Coach) spare ratio was 11.8% and 13.4% respectively. The AM peak requirement at year-end was 862 for the MU fleet and 116 for the C-3 coaches.

Diesel Fleet Reliability

The LIRR has implemented many improvements in diesel passenger locomotive and coach maintenance over the last several years. The success of these efforts has greatly improved reliability as evidenced by substantially higher MDBF levels through 2015. These efforts resulted in a best ever C-3, DE and Combined Diesel fleet MDBF reliability performance in 2015.

Some of the new and continuing initiatives include:

- Continued emphasis on the door program to reduce the largest system failure affecting C3 fleet performance.
- C3 HVAC controls upgrade to improve reliability, coach climate and performance.
- C3 toilet room enhancements to improve customer comfort and improve security including new toilet with sanitizing system, sink countertops, door checks and catches.
- Locomotive radio replacement.
- Engine and traction motor replacement programs to address aging of major components on DE and DM passenger locomotive fleets.

CUSTOMER COMMUNICATION

The LIRR's ongoing commitment to improving the customer experience included introducing a new version of the LIRR "Train Time" app developed with customer feedback. New features include an improved "station picker" screen, a better "arrival countdown" screen, enhanced "trip search" capability, and a new server that allows the LIRR to handle more than 2,000 Train Time requests per minute. By the end of 2015 the LIRR "Train Time" app was downloaded more than 446,000 times. The app provides real-time train status and track information, emergency service alerts and service advisory notices on planned changes, station information, schedules and fares, elevator/escalator status, parking availability and getaways packages.

Ongoing customer communication efforts includes the use of social media tools to respond to customer concerns in real time and the LIRR's Public Information Office, which operates 24/7, in order to provide customers with email alerts, station announcements, electronic branch line messages, onboard announcements, and website updates, especially during service disruptions.

In 2015, the LIRR updated and expanded the automated explanations for causes of delays in the automated station announcement system to better align with explanations provided through email and text message alerts, website updates and social media.

The LIRR continues to explore new ways to improve customer communication.

CUSTOMER AMENITIES

During 2015, the LIRR strategically deployed crews from the Structures Division of the Engineering Department to complete station upgrades. These efforts led to the station component upgrades listed below:

- LIRR opened a refurbished Belmont Park Station in time for American Pharoah's Triple Crown Bid. The project helped move trains and customers faster. Infrastructure improvements included new 10-car high-level platforms, new staircases, and improved lighting. The project included new directional way-finding signs and a new public address system to replace the bullhorn

announcements. A new ramp was built to provide platform access for mobility impaired-customers.

- The LIRR completed renovations to the Smithtown Station building as part of the LIRR’s state-of-good-repair program to modernize station facilities throughout the system.
- Seven restrooms were renovated at the following stations: Great Neck, Smithtown Central Islip, Deer Park and Ronkonkoma.
- Overpass rehabilitation work was completed at Syosset and Mineola stations.
- Staircase, walkway handrail and canopy rehabilitation or replacement was completed at Great Neck, Locust Manor, Hunterspoint Avenue, and Manhasset stations.

CUSTOMER SATISFACTION

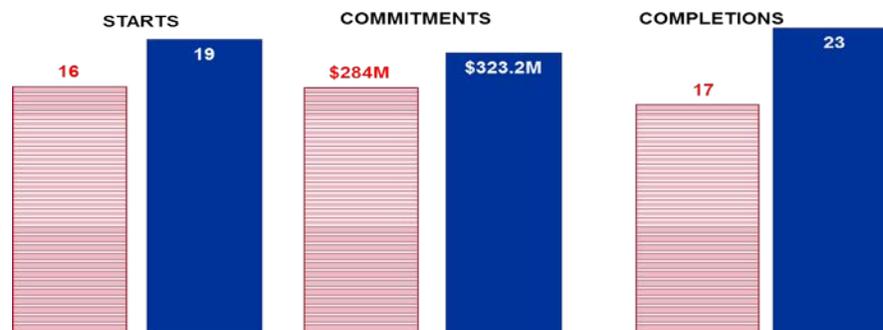
In 2015, the LIRR “Overall Customer Satisfaction” slightly declined to 82% from 84% in 2014. Train service received a score of 82% in 2015, down from 84%, while boarding stations received the same score of 86% in overall satisfaction. Historic snow and cold temperature levels during the winter months adversely affected train service and OTP, which likely impacted the survey results. In addition, increase in ridership for 2015 affected station and train survey attributes, such as the availability of seats, parking, and cleanliness.

CAPITAL IMPROVEMENTS

In 2015, the LIRR exceeded its Capital Program goals for Commitments and Starts, and planned Completions. LIRR also exceeded its overall MTA 2015 goals for Small Business Mentor Programs.

The LIRR’s 2015 capital commitments totaled over \$323 million. Commitments that exceeded the annual goal included Jamaica Capacity Improvements, the 2015 Annual Track Program, Long Beach Substation Replacement, and Long Beach Signal System.

The Rail Road’s 2015 capital completions totaled more than \$245 million. Among the major completions during the year were the Replacement of Hillside and Kew Gardens Substations, Massapequa Station Platform Replacement, Wyandanch Parking Facility, and the 2015 Annual Track Program.



In addition, the LIRR advanced construction on important elements within each infrastructure asset category. Both normal replacement and system improvement projects continued to progress in 2015.

System Improvements

- **Jamaica Capacity Improvements Project:** Johnson Yard Stage 1 construction was successfully completed in August 2015. Stage 2 is underway.
- **Main Line Double Track:** Construction of Phase I, consisting of 5.3 miles of new track infrastructure from west of Central Islip to Ronkonkoma, continued in 2015. Early Civil and Structure Work necessary to widen the track beds for the Second Track is well underway. Track work started in August 2015.

Signal & Communication Systems

- **Speonk to Montauk Signalization:** The installation of the Automatic Speed Control Signal System from Speonk to Montauk is progressing. The Rail Road's strategy calls for a phased approach to installation of Positive Train Control along with the upgrade of current Dark (non-signalized territory), Automatic Block Signal, and Controlled Manual Block signal systems to Automatic Speed Control.
- **Positive Train Control:** The design, integration, and furnishing of a Positive Train Control (PTC) system are ongoing. Improved delivery schedules for on-board and wayside kits were established that will support installation and earlier utilization of PTC on more track segments and by a greater number of trains.

Station & Parking Improvements

- **Hicksville Station Improvements:** Design of the Hicksville Station Improvements and North Track Siding project was completed in May 2015. Construction start is anticipated in Spring 2016.
- **Wyandanch Parking Facility:** Construction of the new five-level parking facility was completed in August 2015.
- **Massapequa Station Platform Replacement:** The 12-car center island platform, canopy, platform waiting room, and stairs were replaced in June 2015.
- **Flushing Main Street New Elevators and ADA Improvements:** Design of 2 new elevators and station improvements was completed in May 2015. Project work will include a new westbound entrance and plaza on Main Street. Construction is planned to start in Spring 2016.
- **Wantagh Station Platform Rehabilitation:** Design was completed in August 2015 and construction is planned to start in Spring 2016. Project work will include replacement of the elevated 12-car center island platform and repair of the understructure, and provisions for a future Automated Snow and Ice Melt System, a new elevator, and an escalator.

Track:

- **Annual Track Program:** The 2015 Annual Track Program included replacing 12,087 mechanized ties on the Mainline and Long Beach Branches; 15,910 concrete ties on the Montauk and Port Jefferson Branches; rebuilding 18 grade crossings on the Mainline, Montauk, and Port Jefferson Branches; surfacing 80 miles system-wide; conducting 937 field-welds system wide; surfacing 89 interlocking switches on the Mainline, Montauk, Central, and Port Jefferson Branches; and installing 163,469 LF of Continuous Welded Rail.

Bridges

- **Colonial Road Improvements Project:** The 115-year old Colonial Road steel bridge was removed in June 2015 and the installation of the new arch structure supporting Colonial Road Bridge was completed in September. Roadway construction activities will continue through 2016. The project work includes replacement of the current 115-year old bridge, extension of the existing Great Neck Pocket Track, and improved drainage. The bridge alignment with the roadways will not change so as to maintain the current local traffic configuration.
- **Ellison Avenue Bridge Project:** The existing Ellison Avenue Bridge was demolished in May 2015 and the new roadway bridge installed in October. Bridge approaches and adjoining roadwork will continue through mid-2016. The new structure will maintain the visual sense and character of the adjacent community.

Sandy Related Projects

- **Long Beach Branch:** Oceanside Substation was replaced in June 2015 and work continues on Oil City Substation with completion planned by the end of 2016. A Design-Build Contract for replacement of the Long Beach Substation was awarded in December 2015. A Furnish-Install contract for Signal and Communications Equipment Foundations and Platforms was awarded in February 2015. A Design-Build Contract for the Long Beach Signal System was awarded in Dec 2015. Third Rail component replacement continues. On the Wreck Lead Bridge, the restoration project replaces the underwater cable, bridge electrical system, and the emergency generator for the LIRR's bridge over Reynolds Channel. Construction of the bridge's new emergency generator on an elevated platform to better protect it from future flooding / storm surge events was completed in June 2015. A Design-Build Contract for replacement of the bridge submarine cables was awarded in Dec 2015.
- **West Side Storage Yard Restoration:** Replacement of the following components in West Side Yard is progressing: signal, power, and other assets in the Yard, including switch machines, signal components, third rail components, switch heaters, and the facility's fire alarm systems. Replacement of third rail protection board, brackets, insulators, and cables continues.
- **First Avenue Substation Restoration:** Design-Build work to provide new fully operational AC Switchgears continued in 2015 and is planned for completion in summer 2016.

- **Long Island City Yard and Substation Restoration & Resiliency:** Force account construction work continued in 2015. Design for a third party construction contract commenced in 2015 and continues in 2016. The project involves the reconstruction of existing systems and track infrastructure in the electrified south portion of the yard as well as protective measures, such as flood walls to mitigate potential damages resulting from future storms and flooding. Replacement of substation components at the Long Island City Yard Substation continued.
- **River to River Resiliency (R4 Project):** In 2015 the R4 Project was one of 40 projects chosen nationally by the FTA to receive resiliency funding. The project will provide flood protection at multiple portals used by LIRR, Amtrak and New Jersey Transit. The LIRR has initiated procurement for the design of Flood Barrier Protection at the West Side Storage Yard and the Queens Portals of the East River Tunnels (ERT's). The LIRR is interfacing with the West Side Storage Yard's Overbuild developer – Related – to coordinate the future Overbuild Project with the barrier construction.

In 2015 the LIRR completed an Enterprise Asset Management (EAM) Gap Assessment. From the results of the Gap Assessment an EAM implementation roadmap was developed that defined specific projects required to progress EAM to maturity across LIRR. As part of the MTA EAM effort, the LIRR is putting in place contracts, both management consultant and technology oriented services, to implement the EAM Improvement Programs which will address necessary FTA compliance requirements, organizational change, business process improvements, and technology implementations, including EAM information systems.

SAFETY

An essential element of LIRR's mission is to ensure the safety of its customers, employees, and the communities it serves. LIRR's corporate safety program is designed to engage every employee in promoting the value of safety. It is a collaborative effort between the Corporate Safety Department and all LIRR operating and administrative departments.

While the LIRR's safety-first philosophy is long-standing, a series of local and national rail safety incidents in 2013 prompted an assessment of our safety culture, the state of our infrastructure, and our compliance with regulations and industry standards.

"Think Safety / Act Safely: Working towards an accident-free workplace" is LIRR's comprehensive approach to enhance our safety culture and performance. New and revised corporate policies, department goals established by the Safety Goal Implementation Program (SGIP), new and enhanced training, detailed trend analyses, and field observations, are all directed towards engaging all employees in promoting the value of safety while ensuring accountability.

In 2015, the number of FRA reportable employee accidents decreased from 2014 by 5.1%, from 296 to 281, and the case rate (the number of accidents per 200,000 hours worked) decreased by 10.6%, from 4.53 to 4.05. For employee accidents resulting in lost time, the number of accidents increased slightly from 2014, from 246 to 251;

however, the case rate (the number of accidents per 200,000 hours worked) decreased by 3.7%, from 3.76 to 3.62. The most common cause of employee injuries continue to be slips, trips, and falls. Departments are seeking to identify the behaviors that contribute to these accidents and address them in their employee awareness campaigns, field observations, and safety meetings.

The total number of customer accidents decreased in 2015 from 2014 levels by 10.7%, from 550 to 491. The number of accidents per 1,000,000 rides decreased by 11.8%, from 6.36 to 5.61. Also in 2015, the number of FRA reportable customer accidents decreased from 2014 by 12.3%, from 416 to 365. Slips, trips and falls continue to be the most common category of customer injury. It is significant to note that in 2015, the number of gap-related incidents was at an all-time low, having decreased 18.9% compared to 2014, from 37 to 30. The LIRR will continue its customer outreach campaign that includes videos, seat drops, announcements, and social media posts. The campaign focuses on customer behaviors such as carrying too many packages and luggage, and rushing to trains.

LIRR, NJ Transit and Amtrak launched a joint Public Safety Awareness Campaign at Penn Station in December 2015 for the holiday shopping season. The overall campaign encouraged railroad travelers to focus on their actions and their surroundings as they move through the busy corridors and concourses of Penn Station. Five specific messages, all reinforced by video and still images were included - Avoid slips, trips and falls; Be alert for hazards; Don't take more than you can handle, and don't block others on escalators; Stay alert and don't rush; Watch out for others that may be distracted.

The LIRR accomplished the following in 2015:

- Quarterly Safety Stand-Downs – Safety sessions/discussions were conducted with staff across LIRR on the same day to stress the importance of safety and to provide an opportunity for employees to share how they are experiencing safety at LIRR. An average of over 4,000 employees participated in each session. Additionally, two of the dates coincided with a Safety, Health, and Wellness Event conducted at various locations across the property. Among many other topics, these events focused on seasonal safety trends, personal protective equipment, fire extinguisher safety, physical fitness, and fatigue.
- Confidential Close Call Reporting System (C3RS) – Implemented this collaborative effort between Management, Labor, and the Federal Railroad Administration. C3RS provides a mechanism for employees to confidentially report “close calls” that could have resulted in operating and safety incidents. These reports will be examined by a peer review team consisting of management, participating labor organization representatives, and FRA officials with the goal of proactively instituting measures to prevent similar incidents from occurring.
- Speed Reductions - Installed speed signs at all curves reinforcing civil speed restriction requirements.
- Roadway Worker Compliance Unit - Established a dedicated Roadway Worker Compliance Unit that was tasked with achieving safety and operational goals through field observations and training. These efforts will help ensure adherence to regulatory and corporate rules by the various operating department employees and third-party contractors.

- Accident Investigation Unit - Established a dedicated Accident Investigation Unit that was tasked with conducting investigations of major accidents and incidents in an objective manner, making recommendations for corrective actions and ensuring their implementation, providing accident/incident review presentations to senior staff, providing staff development in accident investigation techniques, and leading LIRR's support of major accidents.
- Grade Crossing Safety - As a result of recent grade crossing incidents at both Metro-North and LIRR, LIRR began working with MTA Headquarters, New York State Department of Transportation, Nassau and Suffolk County, local government authorities, and a third-party consultant, to explore enhanced safety measures at grade crossings. This initiative is in addition to LIRR's on-going, highly-successful community outreach and education program in collaboration with the MTA Police and FRA.
- Enterprise Safety System - LIRR, together with MNR, began work on a new computerized safety system. This system will replace LIRR's existing mainframe-based Accident Control System that serves as the FRA accident reporting system and official depository of accident/incident data. The new system will significantly enhance LIRR's data collection and reporting ability, allow LIRR to proactively identify risks and hazards, streamline incident (customer, employee, contractor, and train) management, improve audit and inspection programs, and enhance compliance tracking.
- Safety Management Systems - LIRR began implementation of a formal "safety management systems" (SMS) approach to its safety program. SMS, which has been adopted by FTA and FRA for their rail safety practices, and has been endorsed by the National Transportation Safety Board (NTSB) and the U.S. Dept. of Transportation, supplements LIRR's system safety engineering-centered process. This approach, which incorporates the "human element," will better control risk, detect and correct safety concerns, effectively share and analyze data, and clearly measure safety performance.

SECURITY

During 2015, the LIRR Office of Security implemented additional security measures at several railroad facilities, passenger stations and yards to enhance both employee and customer security. Major projects included the completion of high security electronic gates and fencing at 5 LIRR locations, hardening of 5 LIRR Yards, installation of video management systems at 20 LIRR Platforms, installation of 96 access control devices and the upgrade of security systems at 12 LIRR Passenger Stations.

The Office of Security initiated simulation of tabletop exercises to audit cameras and communication systems and assess effectiveness of response strategies.

The LIRR Regional Security Command Center utilized the S.M.A.R.T. Initiative (Special Monitoring and Reflexive Targeting) during routine daily monitoring, special events and peak travel time. This special monitoring targets specific LIRR main transportation hubs and critical infrastructure increasing surveillance coverage by using reflexive practices to monitor, record and track alternating and changing security environments in search of suspicious persons, packages and/or activities.

The LIRR continued its alcohol ban on overnight weekend trains and station platforms after midnight to ensure a more orderly travel environment. MTA Police stepped up activity in Penn Station, Jamaica Station and across the system to enforce the ban.

MTA LONG ISLAND RAIL ROAD
2015 Year-End Report
2015 Adopted Budget and Final Estimate vs. Actual
December 2015

		<u>December Year-to-Date</u>			<u>Variance</u>	
		<u>Actual</u>	<u>Final</u>	<u>2014</u>	<u>vs. Final</u>	<u>vs.</u>
		<u>2015</u>	<u>Estimate</u>		<u>Estimate</u>	<u>2014</u>
Farebox Operating Ratio						
	Standard ⁽¹⁾	51.0%	48.4%	45.1%	2.6%	5.9%
	Adjusted ⁽²⁾	61.5%	58.6%	55.1%	2.9%	6.5%
Cost Per Passenger						
	Standard ⁽¹⁾	\$15.62	\$16.44	\$17.09	\$0.82	\$1.47
	Adjusted ⁽²⁾	\$13.92	\$14.58	\$15.02	\$0.66	\$1.10
Passenger Revenue/Passenger ⁽³⁾		\$7.97	\$7.95	\$7.70	\$0.02	\$0.27

		<u>December Year-to-Date</u>			<u>Variance</u>	
		<u>Actual</u>	<u>Adopted</u>	<u>2014</u>	<u>vs. Final</u>	<u>vs.</u>
		<u>2015</u>	<u>Budget</u>		<u>Estimate</u>	<u>2014</u>
Farebox Operating Ratio						
	Standard ⁽¹⁾	51.0%	45.5%	45.1%	5.5%	5.9%
	Adjusted ⁽²⁾	61.5%	55.4%	55.1%	6.1%	6.5%
Cost Per Passenger						
	Standard ⁽¹⁾	\$15.62	\$17.48	\$17.09	\$1.86	\$1.47
	Adjusted ⁽²⁾	\$13.92	\$15.35	\$15.02	\$1.43	\$1.10
Passenger Revenue/Passenger ⁽³⁾		\$7.97	\$7.96	\$7.70	\$0.01	\$0.27

Results are unaudited

(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 Inventory Report

April 2016



Mission Statement

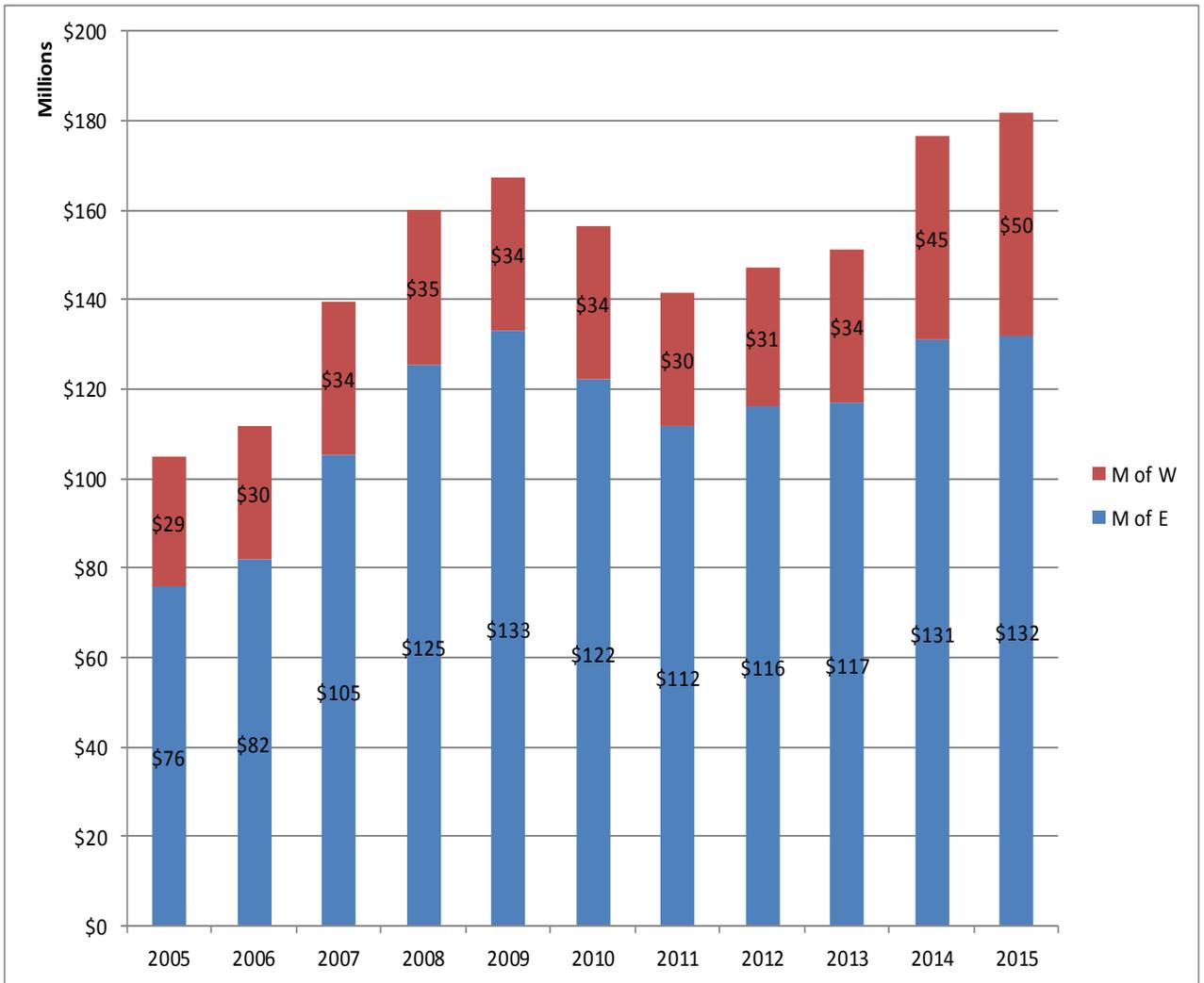


The mission of the Procurement and Logistics Department is to effectively support the LIRR's corporate charter to provide a safe, efficient and on-time rail transportation service. The availability of material and supplies is critical to this endeavor. P&L is committed to maintaining adequate inventory levels, providing an accurate accounting of all material activity, establishing and maintaining optimal replenishment levels, while ensuring inventory management practices are cost efficient and cost effective.

Inventory Task Force

LIRR established an Inventory Task Force in April 2009. The Task Force established an action plan focused on root cause identification of issues and solutions for controlling inventory. Since its inception, actions recommended by the Task Force have resulted in a budget-recognized cash savings of \$61.8M.

Inventory by Department (Constant 2015 \$'s)



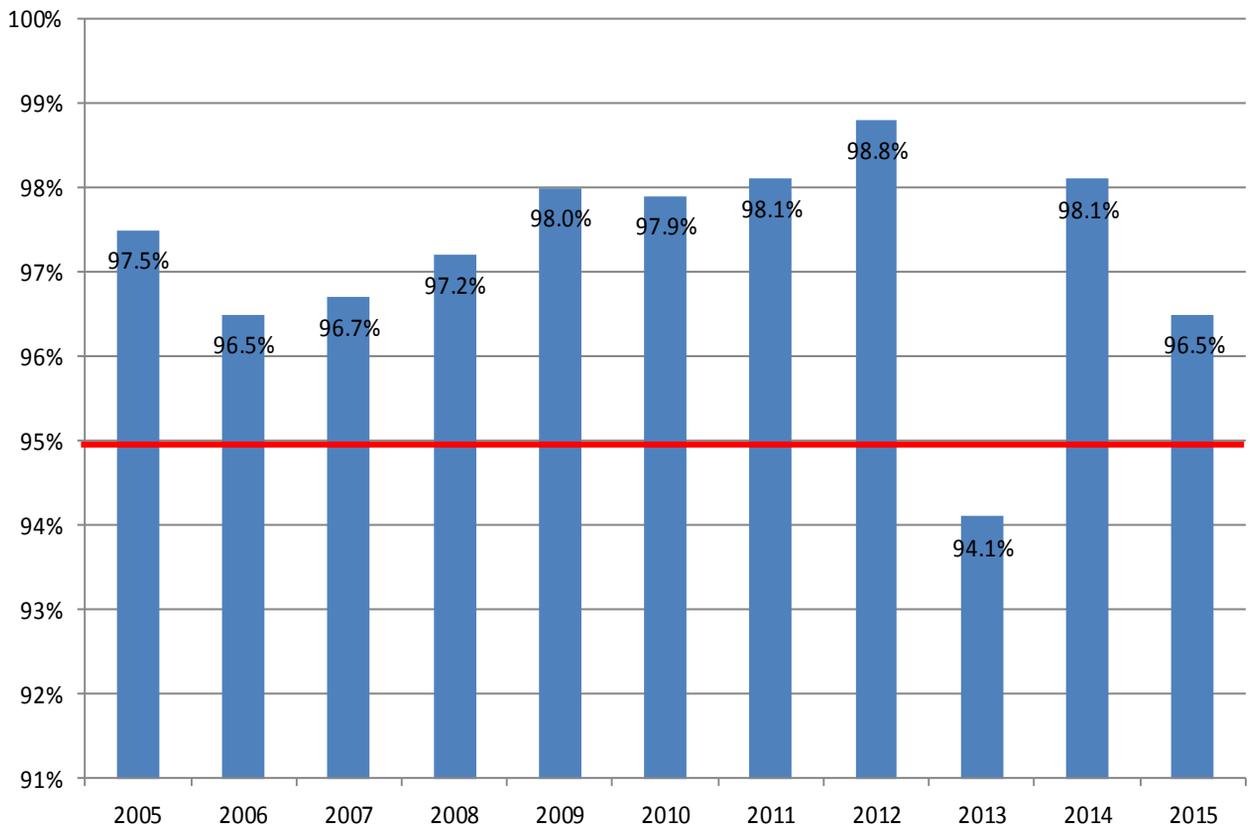
M of E

YTD increase of \$900 Thousand in total inventory value is a direct result of scheduled shipments of planned material to be used in the 2016 Production Plan and was receipted for in 2015 to support the annual shop build requirements valued at \$7.8 Million.

M of W

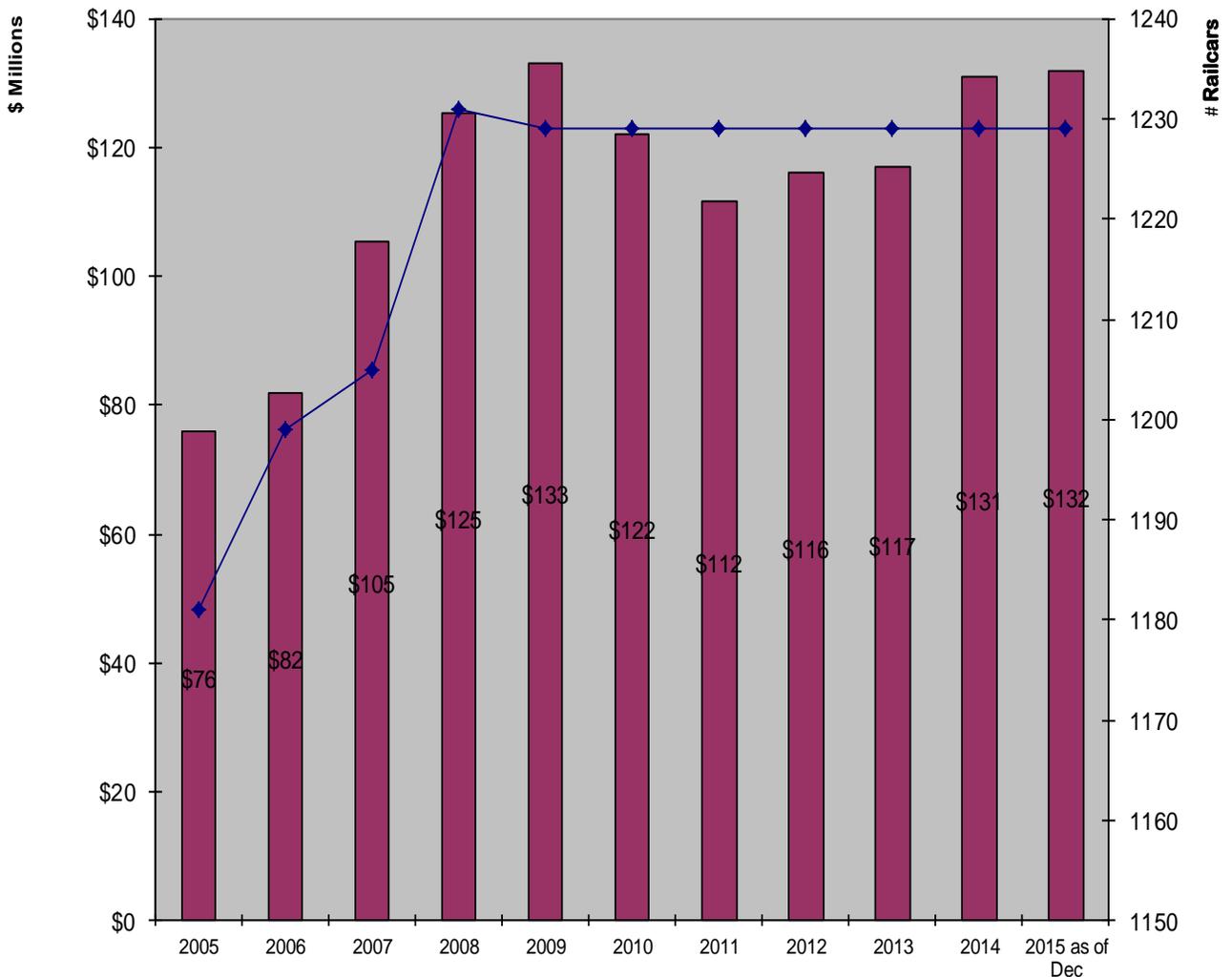
The Increase in total inventory value of \$4.5 Million is due to early delivery for 2016 capital work.

Material Availability 2005 thru Dec. 2015



- The LIRR service goal is 95%. This is computed as the percentage of times repair parts (“car part availability”) and working inventory is available when needed. Currently we are averaging 97.4% over the last 10 years.
- Car Part Availability = Commodities on hand for the MU/Diesel Fleet to be placed in service.
- Working Inventory = Inventoried Commodities with Reorder Level assignments that have material on hand and available for use.

LIRR Yearly Inventory by # of Railcars
December 2015
(MofEOnly) Constant 2015 \$'s



- The downward trend of on hand materials that began in 2009 started to plateau in 2012 as work on the M7 10-year truck program commenced.
- Recent increases in inventory value is driven by (i) significantly higher Average Unit Price (AUP) of components utilized in the RCM program when compared to older (M-1/M-3) fleets, and (ii) early delivery of 2016 Production Plan assets.
- The number of commodities in inventory has not significantly increased in the past ten years.

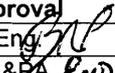
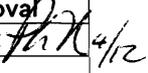
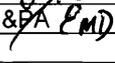
2015 Accomplishments

Challenge	Plan	2015 Goal	2015 YE Accomplishments
Maintain adequate inventory levels to support service level goals	<ul style="list-style-type: none"> • Daily review of Reorder Levels • Schedule JIT deliveries • Improve planning/ coordination with Using Departments 	<ul style="list-style-type: none"> ➤ Reduce Inventory of current items by \$10.0M by 12/2015 ➤ Ensure Material Availability in support of RCM Program needs ➤ Roll out Task Force initiatives to include M/W assets 	<ul style="list-style-type: none"> ✓ Realized cash savings in excess of \$9.6M ✓ Maintained an average material availability - 96.5%
Reduce Excess / Inactive inventory	<ul style="list-style-type: none"> • Determine disposition of Inactive Material • Coordinate with Using departments tagging of material for sell/scrap or protect status 	<ul style="list-style-type: none"> ➤ Identify appropriate actions for excess / inactive material reduction opportunities ➤ 2015 Goal = \$1.7M Q1 - \$425K Q2 - \$425K Q3 - \$425K Q4 - \$425K 	<ul style="list-style-type: none"> ✓ Task Team continues to review and scrub data to identify areas for excess / inactive materials. YE sale/scrap of \$1.1M.
Non-Inventory Accountability	<ul style="list-style-type: none"> • Deploy Task Team to review 2010 non-stock purchases • Determine candidate Non-Stock Material that should be established into inventory • Review spending patterns for disassociated non-stock purchases 	<ul style="list-style-type: none"> ➤ Enact plan in Q3 and Reduce annual spend on Operating funded non-stock purchases by 5% Q3 - \$150K Q4 - \$150K ➤ Ensure commodities are properly linked to commodity classifications defined in PeopleSoft to ensure all purchases for same commodities are consolidated 	<ul style="list-style-type: none"> ✓ Annual spend on non-stock purchases continues to trend favorably. ✓ Reductions in non-stock spending, over time, will increase overall inventory values as more items become "stock" and managed through the Task Force process ✓ Over 80,000 items linked to a LIRR stock account
Regular Tracking and Reporting	<ul style="list-style-type: none"> • Establish indicators and corresponding reports for regular review and action 	<ul style="list-style-type: none"> ➤ Make proactive corrections prior to procurement process begins to ensure purchases meet actual need 	<ul style="list-style-type: none"> ✓ 100% of replenishment requisitions are analyzed before processing ✓ Key Performance indicators established , reported and tracked monthly

2016 Action Plan

Challenge	Plan	2016 Goal
Maintain adequate inventory levels to support service level goals	<ul style="list-style-type: none"> • Daily review of Reorder Levels • Schedule JIT deliveries • Improve planning/ coordination with Using Departments • Address changes to the Production Plan in a timely manner. • Review and revise historical delivery schedules to better meet production plan/shop capacity objectives. 	<ul style="list-style-type: none"> ➤ Reduce Inventory of current items by \$5M by 12/2016 ➤ Ensure Material Availability in support of RCM Program needs <ul style="list-style-type: none"> • Expedite Report Updates • Timely Placement of Long Lead Requirements • Timely Placement of Mandated FRA Work ➤ Roll out Task Force initiatives to include M/W assets
Reduce Excess / Inactive inventory	<ul style="list-style-type: none"> • Review excess/inactive material and identify commodities for sale/scrap • Coordinate with Using departments tagging of material for sell/scrap or protect status 	<ul style="list-style-type: none"> ➤ Identify appropriate actions for excess / inactive material reduction opportunities ➤ 2016 Goal = \$2.0M <ul style="list-style-type: none"> Q1 - \$500K Q2 - \$500K Q3 - \$500K Q4 - \$500K
Non-Inventory Accountability	<ul style="list-style-type: none"> • Task Team continues review of non-stock purchases • Determine candidate Non-Stock Material that should be established into inventory • Review spending patterns for disassociated non-stock purchases 	<ul style="list-style-type: none"> ➤ Reduce Y/E 2016 annual spend on Operating funded non-stock purchases by 5% <ul style="list-style-type: none"> Q1 - \$150K Q2 - \$150K Q3 - \$150K Q4 - \$150K ➤ Ensure commodities are properly linked to commodity classifications defined in PeopleSoft to ensure all purchases for same commodities are consolidated
Regular Tracking and Reporting	<ul style="list-style-type: none"> • Establish indicators and corresponding reports for regular review and action 	<ul style="list-style-type: none"> ➤ Make proactive corrections prior to beginning the procurement process to ensure purchases meet actual need ➤ Reduce/Re-Plan/Reject Requirements
Proper System Utilization	<ul style="list-style-type: none"> • Sort out and Identify system enhancements to address needs 	<ul style="list-style-type: none"> ➤ Modify Maximo (Inventory System) to prevent miscoding of material issues.

Staff Summary

Subject MAY TIMETABLE CHANGE & TRACKWORK PROGRAMS						Date APRIL 5, 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	4/18/16		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 May 23, 2016, through September 5, 2016. Projects supported during this timetable include Mechanized Tie Replacement on the Port Washington and Port Jefferson Branches, post-Sandy system restoration work on the Long Beach Branch, and Bridge Waterproofing on the Main Line in Queens. 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 April will support Concrete Tie and Continuous Welded Rail Installation on the Babylon Branch at Valley Stream.

MAY 23 TIMETABLE CHANGE

Timetable Change – Summer Services

- **East End Summer Services** – Summer service partially resumes on April 30 with the seasonal return of weekend service to Greenport and the additional morning round trip service opportunity to Montauk. Complete summer schedules begin on May 27. Full details will be provided next month.

Construction Activities

- **Port Washington Branch, Shea-Bayside – Mech Tie Replacement**– One of two main tracks will be out of service midday weekdays for the installation of new mechanized ties between Shea Interlocking and Bayside.
- **Port Jefferson Branch, Hicksville-Syosset – Mech Tie Replacement** – One of two main tracks will be out of service midday weekdays for the installation of new mechanized ties between Hicksville and Syosset.

- **Long Beach Branch, Valley-Long Beach – post-Sandy System Restorations** – One of two main tracks will be out of service midday weekdays for the return of on-going post-Sandy system restoration work.
- **Main Line, Jamaica-Queens – Waterproofing 195th St. & 211th St.** – One track in each direction will be out of service weekends for waterproofing of the bridges at 195th St. and 211th St. in Queens Village.

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: April 23-24 & April 30-May 1. This is to complete work that began on two weekends earlier this Spring.

DISCUSSION:

Timetable Change – Construction Activities

- **Port Washington Branch, Shea-Bayside – Mech Tie Replacement** – One of two main tracks will be out of service midday weekdays between Shea Interlocking and Bayside for the installation of new mechanized ties. As a result, 11 midday westbound Port Washington Branch trains are adjusted 6 minutes later. The cyclical work is progressing along the Port Washington Branch, having covered the Harold-Shea block in the previous timetable, and the Bayside to Great Neck block in the next timetable.
- **Port Jefferson Branch, Hicksville-Syosset – Mech Tie Replacement** – One of two main tracks will be out of service midday weekdays for the installation of new mechanized ties between Hicksville and Syosset. Five midday eastbound Huntington trains are adjusted 3 minutes earlier, while one midday eastbound Port Jefferson train is adjusted 7 minutes earlier, and 2 midday westbound Farmingdale trains are adjusted 1 minute earlier. In addition, trains through the work zone have 1 minute running time added to their schedules.
- **Long Beach Branch, Valley-Long Beach – post-Sandy System Restorations** – One of two main tracks will be out of service midday weekdays for post-Sandy system restoration work. This work, which had been on-going, stood down in the previous timetable to allow 150th St. Bridge Reconstruction on the Atlantic Branch in Jamaica to occur. Five eastbound Long Beach Branch trains are adjusted 36 minutes later, and seven eastbound midday Hempstead Branch trains and 8 eastbound midday Far Rockaway Branch trains are all adjusted 30 minutes later. As a result of these adjustments, stopping patterns on midday eastbound Babylon Branch trains at Lynbrook and St. Albans are also adjusted to preserve normal service intervals at Lynbrook.
- **Main Line, Jamaica-Queens – Waterproofing 195th St. & 211th St.** – One track in each direction will be out of service weekends for waterproofing of the bridges at 195th St. and 211th St. in Queens Village. Westbound weekend Hempstead trains, as well as five weekday late night trains, have 3 minutes added dwell at Jamaica for clearances. Eastbound weekend Oyster Bay trains are adjusted 2 minutes later. Eleven late night and weekend Main Line trains are adjusted 1 minute earlier, and trains through the work zone have 1 minute added running time where necessary.

Trackwork Program – Construction Activities

- **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: April 23-24 & April 30-May 1. 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. Seven westbound Long Beach trains will operate up to 40 minutes later. West Hempstead Branch trains will be replaced with buses each weekend. Customers can expect up to 30 minutes additional travel time. This program will complete work that was begun in a similar program earlier 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

Information Items

**MTA METRO-NORTH RAILROAD
2015 YEAR-END REPORT
SUMMARY**

Metro-North's overall financial results were favorable by 5% versus the 2015 Final Estimate with an Operating Deficit of \$731.4 million that was \$38.2 million lower than projected. On a cash basis, operating subsidy requirements were \$6.9 million lower than the 2015 Final Estimate.

Total Operating Revenue of \$739.9 million was \$2.4 million higher than the 2015 Final Estimate. Farebox Revenue of \$677.6 million was \$1.9 million (0.3%) higher reflecting the highest East-of-Hudson ridership in Metro-North's history, year-over-year growth in West of Hudson ridership, and a one percent State of Connecticut fare increase. Other Operating Revenue of \$62.4 million was \$0.5 million higher than the 2015 Final Estimate.

Total Operating Expenses of \$1,471.3 million not only supported baseline service levels and maintenance programs, but also ongoing implementation of strategic safety initiatives and the continuation of the comprehensive "Infrastructure Improvement" and "Station Enhancement" programs.

As compared to the 2015 Final Estimate, operating expenses were \$35.8 million (2%) lower driven by favorable non-labor expenses of \$14.8 million and lower net non-cash expense accruals for Depreciation, Other Post-Employment Benefits (OPEB) Obligation, GASB 68/Pension Adjustment and Environmental Remediation totaling \$24.2 million partially offset by higher labor costs of \$3.3 million.

Favorable non-labor costs were the result of lower energy costs related primarily to lower rates (\$11.5 million), lower expenditures for maintenance contracts (\$8.8 million), and scheduling changes impacting contracted services (\$4.0 million) partially offset by higher materials and supplies expense due to year-end inventory valuation adjustments and higher rolling stock parts usage (\$7.2 million). Labor costs for the year were \$3.3 million higher than the 2015 Final Estimate reflecting higher other fringe benefits expense due primarily to increased employee claims and higher payroll expense driven by higher than anticipated retiree payouts from unused vacation and sick time. These increases were partially offset by lower overtime costs due primarily to milder weather during the fourth quarter and increased conductor staff availability as well as lower Health and Welfare costs due to year-end adjustments.

Reimbursable revenues (and expenditures) totaling \$197.3 million were \$35.1 million lower than the 2015 Final Estimate primarily due to timing differences in capital project activity. The total variance was comprised of unfavorable labor expenditures of \$9.7 million which were offset by significantly lower non-labor expenses of \$44.8 million.

The net cash deficit for the year of \$580.2 million was 6.9 million lower than the 2015 Final Estimate. Cash receipts totaling \$948.1 million were \$67.7 million lower than the 2015 Final Estimate. This was primarily due to \$58.4million in unfavorable "timing"

variances resulting from a delay in the receipt of reimbursements for nearly completed capital project work and prior year property tax refunds associated with the recognition of the Graybar Building condominium status (\$7.3 million) partially offset by \$1.0 million for Grand Central Terminal (GCT) retail projects carried over from 2015 into 2016. In addition, a “real” unfavorable variance of \$9.3 million represents primarily \$8.4 million in rescheduled capital related projects. Cash disbursements of \$1,528.4 million were \$74.6 million lower than the 2015 Final Estimate, of which \$65.3 million represents a “timing” difference and \$9.3 million represents a “real” difference. The “timing” difference includes delayed spending on materials and supplies of \$30.5 million, professional service contracts of \$14.1 million, maintenance contracts of \$10.3 million, and claims expenses of \$7.9 million. The \$9.3 million “real” variance consists of lower spending on pensions of \$16.2 million, other business expense of \$8.8 million, overtime for \$7.5 million and electric power of \$6.5 million partially offset by increased usage and purchases of materials and supplies of \$13.8 million, increased fringe expense of \$6.5 million as well as higher spending on professional service contracts of \$4.2 million, maintenance contracts of \$3.0 million and payroll of \$2.2 million.

The cash deficit was funded by operating subsidies of \$579.7 million (MTA share \$450.8 million, Connecticut Department of Transportation (CDOT) share \$129.0 million) that was combined with a \$0.5 million increase in available cash balances.

Detailed explanations for differences between actual results and both the 2015 Final Estimate and 2015 Adopted Budget are included in the following pages. As always, Metro-North will continue to closely monitor its financial performance and resource requirements and will make appropriate forecast adjustments going forward.

**MTA METRO-NORTH RAILROAD
2015 YEAR-END REPORT
DETAILED EXPLANATIONS OF REVENUE AND EXPENSES VARIANCES
BY GENERIC CATEGORY – ACCRUAL BASIS**

2015 ACTUALS VS FINAL ESTIMATE

NON-REIMBURSABLE

Total Revenue of \$739.9 million was \$2.4 million higher than the 2015 Final Estimate. **Farebox Revenue** of \$677.6 million was \$1.9 million higher than the 2015 Final Estimate primarily reflecting higher non-commutation ridership growth. **Operating Revenue** was \$0.5 million higher than the 2015 Final Estimate reflecting higher net GCT revenue and commuter parking revenue.

Total Expenses, including non-cash expenses for Depreciation, OPEB Obligation, and Environmental Remediation, were \$1,471.3 million or \$35.8 million lower than the 2015 Final Estimate.

Payroll expenses were \$7.7 million higher than the 2015 Final Estimate due to additional entries related to the recent labor contract settlements, higher than anticipated retiree payouts from unused vacation and sick time, and New York State Mandated Employee Training. **Overtime** costs were \$8.4 million lower than projected due to a significantly milder winter at the end of the year and increased staff availability for train service due to a high number of graduated conductor and engineer classes as well as lower than anticipated staff attrition, and New York State mandated employee training expense paid in straight time partially offset by higher Maintenance of Equipment (MofE) cyclical maintenance requirements. **Health and Welfare costs** (including OPEB Current Payments) were \$4.2 million favorable due to fewer enrollees and lower premiums. **Pensions** were \$2.7 million lower than the 2015 Final Estimate due to revised actuarial estimates. **Other Fringe Benefit** expenses including payroll taxes were \$8.7 million higher than the 2015 Final Estimate due to increased employee claims Federal Employers Liability Act (FELA). **Reimbursable Overhead** cost recoveries were \$2.1 million lower than the 2015 Final Estimate reflecting lower reimbursable capital project activity.

Electric Power and **Fuel** expenses were lower than the 2015 Final Estimate by \$9.0 million and \$2.6 million, respectively, primarily due to lower rates. **Insurance** expense was \$0.7 million lower than the 2015 Final Estimate due primarily to lower premiums. Accrued **Claims** expenses were \$4.1 million higher than the 2015 Final Estimate due to higher passenger and West of Hudson employee claims. **Maintenance and Other Operating Contracts** were \$8.8 million lower than the 2015 Final Estimate primarily due to the timing of the M7 Systems Equipment Replacement, lower expenditures for GCT utilities and track maintenance services, rescheduling of the AC Bus Duct Replacement project and the reclassification of the Upper Harlem Transformer Refurbishment to operating capital. **Professional Services** were \$4.0 million below the 2015 Final Estimate due to timing of engineering services for the GCT Trainshed and lower expenses for Business Service Center (BSC) services, outside training, consulting fees and medical

services. **Materials & Supplies** were \$7.2 million higher than the 2015 Final Estimate due to 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. **Other Business Expenses** were \$1.1 million lower than the 2015 Final Estimate due to lower West of Hudson operating subsidy payments to New Jersey Transit related to higher farebox revenue generated by improved ridership and favorable fuel-related inflation adjustments as well as higher than forecasted Amtrak recoveries. **Depreciation** expense was \$4.6 million higher than the 2015 Final Estimate due primarily to putting into service additional assets related to the North White Plains parking garage, additional M8 cars, and improvements to the Harlem River Lift Bridge. **OPEB Obligation** is \$12.8 million lower than the 2015 Final Estimate primarily due to updated actuarial estimates. **GASB 68/Pension Adjustment** is \$15.3 million lower than 2015 Final Estimate due to the MTA adopting GASB 68, which requires the MTA to account for its pension plan's net liability. GASB 68 dictates only the manner in which the net pension liability is accounted for, not how it is funded. **Environmental Remediation** expense was \$0.7 million lower due to fewer capital projects requiring remediation services.

REIMBURSABLE

Capital program expenses (and reimbursements) were \$35.1 million lower than the 2015 Final Estimate of \$232.4 million. Labor expenses (including fringes and overhead) totaling \$159.7 million were \$9.7 million higher than the 2015 Final Estimate due to the impact of MTA intercompany charges and Program Administration expenses along with increased activity for the New Haven Line (NHL) Signals Improvement Project, C-29 Program, the West of Hudson Track program, Harmon Shop Improvements, West Haven Station, and Devon Bridge repairs projects. Non-Labor expenditures were \$44.7 million lower than the 2015 Final Estimate due largely to reductions for Materials & Supplies arising from lower activity for the C-30 Track program and revised task estimates for the Communications & Signals (C&S) Infrastructure Restoration project. Delayed rail deliveries for NHL – COS COB BR Mitre Rail project and delays related to CP109 impacted several turnouts and switch projects as well as the Bronx Stations Capacity project also resulted in lowered expense.

2015 ACTUALS vs. ADOPTED BUDGET

NON-REIMBURSABLE

Total Revenue of \$739.9 million was \$2.3 million lower than the 2015 Adopted Budget. **Farebox Revenue** of \$677.6 million was \$6.5 million lower than the 2015 Adopted Budget reflecting generally lower ridership growth than projected predominately for non-commutation riders. Other Operating Revenue of \$62.4 million was \$4.2 million higher than the 2015 Adopted Budget resulting primarily from unbudgeted inter-agency revenue and higher net GCT retail revenue partially offset by unrealized Tropical Storm Sandy reimbursements.

Total Expenses of \$1,471.3 million were \$39.0 million lower than the 2015 Adopted Budget. This is driven primarily by lower energy costs, lower expenditures for maintenance, scheduling changes generating lower contracted services costs, a change in the timing of new hires to support safety and infrastructure initiatives, reduced Health

and Welfare costs due to fewer enrollees and lower premiums and lower weather related overtime expense. These decreases were partially offset by higher Other Business Expense for 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, higher Materials expense related to year-end inventory valuation adjustments and higher expenses for rolling stock parts and supplies. Further details by specific cost category follow.

Payroll expenses were \$5.0 million lower than the 2015 Adopted Budget driven by a change in timing of new hires to support the safety and infrastructure initiatives. **Overtime** costs were \$4.0 million lower than the 2015 Adopted Budget Reflects lower requirements due to improved employee availability for train service coverage and fewer weather emergencies partially offset by higher vacancy/absentee coverage, unscheduled maintenance primarily due to the CSX derailment. **Health and Welfare** (including OPEB current payments) was \$6.8 million below the 2015 Adopted Budget reflecting staffing vacancies partially offset by a higher than anticipated number of retirees receiving healthcare premiums. **Pension** expenses were \$3.4 million higher than the 2015 Adopted Budget reflecting revised actuarial guidance. **Other Fringe Benefits** were \$12.6 million higher than the 2015 Adopted Budget reflecting higher employee claims adjustment as well as increased fringe expense on vacation accrual adjustments. **Reimbursable Overhead** cost recoveries were \$1.3 million less than the 2015 Adopted Budget reflecting lower overhead rates partially offset by higher project activity for the following projects: Cyclical Track Programs, Devon Bridge, NHL Signal Improvements and Program Administration.

Electric Power expenses were \$7.8 million lower than the 2015 Adopted Budget due primarily to lower rates. **Fuel** expenses were \$9.6 million lower than the 2015 Adopted Budget due to lower rates. **Insurance** expenses were \$1.2 million lower than the 2015 Adopted Budget reflecting a refund for station liability insurance from prior year premium audits and lower property insurance premiums. Accrued **Claims** expenses were \$4.3 million higher than the 2015 Adopted Budget due to higher passenger and West of Hudson employee claims. **Maintenance and Other Operating Contracts** expenses were \$11.2 million under the 2015 Adopted Budget primarily due to lower expenditures for track maintenance services, locomotive overhauls and GCT utilities, a prior period adjustment for MTA Police services, and the reclassification of several projects to operating capital as well as the rescheduling of the AC Bus Duct Replacement project. **Professional Services** were \$6.6 million favorable versus the 2015 Adopted reflecting the timing of engineering services for the GCT Trainshed and lower expenses for outside training, IT and BSC services, consulting fees and medical services. **Materials & Supplies** were \$7.5 million higher than the 2015 Adopted Budget reflecting 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. **Other Business Expenses** were \$11.1 million higher than the 2015 Adopted Budget due to the cost recovery from Con Edison for the 2013 New Haven Line power outage losses not being received and the write-off of two M-7 cars related to the Commerce St collision. These events were partially offset by lower subsidy payment to NJT for West of Hudson operations due to improved ridership and favorable fuel-related inflation adjustments. **Depreciation** expense was \$0.3 million favorable to the 2015 Adopted Budget due to the lower capitalization of assets. **OPEB Obligation** was favorable by \$12.8 million due to

updated actuarial estimates. **GASB 68/Pension Adjustment** expense is \$15.3 million lower than the 2015 Adopted Budget due to the MTA adopting GASB 68, which requires the MTA to account for the pension plan's net pension liability. GASB 68 dictates only the manner in which the net pension liability is accounted for, not how it is funded. **Environmental Remediation** expenses were unfavorable by \$1.3 million reflecting 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 project. This was partially offset by fewer projects requiring remediation in the second half of the year.

REIMBURSABLE

Capital program expenditures (and reimbursements) totaling \$197.3 million were \$4.9 million lower than the 2015 Adopted Budget. Labor expenses including fringes and overhead were \$12.0 million higher than the 2015 Adopted Budget primarily due to Program Administration expenses along with increased activity for the NHL Signals Improvement Project, C-29 Program, Devon Bridge, West Haven Station, Danbury Branch Signals and the NHL Grade Crossing Renewal project. Non-Payroll expenditures were \$16.9 million lower than the 2015 Adopted Budget driven primarily by reductions in the Materials & Supplies and Professional services categories. In Materials & Supplies, a reduction of \$17.5 million was due to lower activity for the Power Infrastructure Restoration project as well as project rescheduling due to delays at the Bronx Stations Capacity project and several Turnouts and switch projects as well as revised task/scope estimates for the C&S Infrastructure Restoration project. In Professional Services, a reduction of \$1.7 million was due to favorable expenses at the Component Change-Out (CCO) Shop Furniture Acquisition project. These reductions were mitigated by increased expenses of \$1.0 million for Maintenance & Other Operating Contracts due to Positive Train Control (PTC) in Connecticut as well as unbudgeted Power costs of \$0.6 million and higher Insurance expense of \$0.7 million for several cyclical track programs.

MTA METRO NORTH RAILROAD
2015 ADOPTED BUDGET AND FINAL ESTIMATE vs. FINAL (DRAFT) 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	\$677.556	(\$6.497)	(0.9)	\$1.864	0.3
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	58.144	61.846	62.351	4.207	7.2	0.505	0.8
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	\$739.907	(\$2.290)	(0.3)	\$2.368	0.3
Expenses							
<u>Labor:</u>							
Payroll	\$481.251	\$468.563	\$476.267	\$4.984	1.0	(\$7.704)	(1.6)
Overtime	91.863	96.254	87.835	4.029	4.4	8.419	8.7
Health and Welfare	99.140	94.754	90.319	8.821	8.9	4.435	4.7
OPEB Current Payment	25.186	26.965	27.212	(2.026)	(8.0)	(0.246)	(0.9)
Pensions	85.822	91.874	89.218	(3.397)	(4.0)	2.656	2.9
Other Fringe Benefits	108.002	111.874	120.591	(12.589)	(11.7)	(8.717)	(7.8)
GASB Account	0.000	0.000	0.000	0.000	-	0.000	-
Reimbursable Overhead	(53.087)	(53.856)	(51.755)	(1.331)	(2.5)	(2.101)	(3.9)
Total Labor Expenses	\$838.178	\$836.428	\$839.686	(\$1.509)	(0.2)	(\$3.259)	(0.4)
<u>Non-Labor:</u>							
Electric Power	\$85.584	\$86.768	\$77.787	\$7.797	9.1	\$8.981	10.4
Fuel	27.424	20.432	17.870	9.554	34.8	2.562	12.5
Insurance	19.533	19.064	18.383	1.151	5.9	0.682	3.6
Claims	1.000	1.273	5.347	(4.347)	*	(4.074)	*
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	110.043	107.580	98.808	11.235	10.2	8.772	8.2
Professional Service Contracts	37.576	34.953	30.983	6.593	17.5	3.969	11.4
Materials & Supplies	74.652	74.991	82.179	(7.526)	(10.1)	(7.188)	(9.6)
Other Business Expenses	13.314	25.491	24.372	(11.059)	(83.1)	1.119	4.4
Total Non-Labor Expenses	\$369.127	\$370.552	\$355.729	\$13.398	3.6	\$14.823	4.0
<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 Adj.	\$1,207.304	\$1,206.979	\$1,195.415	\$11.889	1.0	\$11.564	1.0
Depreciation	\$231.476	\$226.647	\$231.218	\$0.258	0.1	(\$4.572)	(2.0)
OPEB Obligation	68.316	68.316	55.554	12.763	18.7	12.763	18.7
GASB 68 Pension Adjustment**	0.000	0.000	(15.349)	15.349	-	15.349	-
Environmental Remediation	3.172	5.109	4.424	(1.252)	(39.5)	0.684	13.4
Total Expenses	\$1,510.269	\$1,507.051	\$1,471.263	\$39.006	2.6	\$35.788	2.4
Net Surplus/(Deficit)	(\$768.071)	(\$769.512)	(\$731.356)	\$36.715	4.8	\$38.156	5.0
Cash Conversion Adjustments:							
Depreciation	\$231.476	\$226.647	\$231.218	(\$0.258)	(0.1)	\$4.572	2.0
Operating/Capital	(47.099)	(32.240)	(26.458)	20.641	43.8	5.782	17.9
Other Cash Adjustments	(17.879)	(12.058)	(53.643)	(35.765)	*	(41.585)	*
Total Cash Conversion Adjustments	\$166.498	\$182.349	\$151.117	(\$15.381)	(9.2)	(\$31.232)	(17.1)
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%.
**GASB 68 became effective 12/31/15.

MTA METRO NORTH RAILROAD
2015 ADOPTED BUDGET AND FINAL ESTIMATE vs. FINAL (DRAFT) 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	117.808	(12.951)	(9.9)	(18.577)	(13.6)
CDOT	50.360	81.028	58.821	8.461	16.8	(22.207)	(27.4)
Other	21.111	14.973	20.699	(0.412)	(2.0)	5.726	38.2
Capital and Other Reimbursements	202.230	232.386	197.328	(4.902)	(2.4)	(35.058)	(15.1)
Total Revenue	\$202.230	\$232.386	\$197.328	(\$4.902)	(2.4)	(\$35.058)	(15.1)
Expenses							
<u>Labor:</u>							
Payroll	\$50.900	\$46.143	\$50.183	\$0.717	1.4	(\$4.040)	(8.8)
Overtime	15.313	17.678	19.226	(3.913)	(25.6)	(1.548)	(8.8)
Health and Welfare	14.263	14.201	16.515	(2.252)	(15.8)	(2.314)	(16.3)
OPEB Current Payment	0.000	0.000	0.000	0.000	-	0.000	-
Pensions	8.220	9.930	9.979	(1.759)	(21.4)	(0.049)	(0.5)
Other Fringe Benefits	11.591	9.153	12.270	(0.679)	(5.9)	(3.117)	(34.1)
GASB Account	0.000	0.000	0.000	0.000	-	0.000	-
Reimbursable Overhead	47.400	52.892	51.529	(4.129)	(8.7)	1.362	2.6
Total Labor Expenses	\$147.687	\$149.996	\$159.702	(\$12.015)	(8.1)	(\$9.706)	(6.5)
<u>Non-Labor:</u>							
Electric Power	\$0.000	\$0.478	\$0.630	(\$0.630)	-	(\$0.152)	(31.8)
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	12.557	(1.014)	(8.8)	0.207	1.6
Professional Service Contracts	8.642	12.224	6.952	1.690	19.6	5.272	43.1
Materials & Supplies	30.180	52.708	12.680	17.500	58.0	40.028	75.9
Other Business Expenses	0.565	0.658	0.468	0.097	17.1	0.189	28.8
Total Non-Labor Expenses	\$54.543	\$82.390	\$37.626	\$16.917	31.0	\$44.765	54.3
<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	\$197.328	\$4.902	2.4	\$35.058	15.1
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
OPEB Obligation	0.000	0.000	0.000	0.000	-	0.000	-
GASB 68 Pension Adjustment**	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	\$197.328	\$4.902	2.4	\$35.058	15.1
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	(\$0.000)	-	\$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	-	\$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%.

**GASB 68 became effective 12/31/15.

MTA METRO NORTH RAILROAD
2015 ADOPTED BUDGET AND FINAL ESTIMATE vs. FINAL (DRAFT) 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	\$677.556	(\$6.497)	(0.9)	\$1.864	0.3
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	58.144	61.846	62.351	4.207	7.2	0.505	0.8
MTA	130.759	136.385	117.808	(12.951)	(9.9)	(18.577)	(13.6)
CDOT	50.360	81.028	58.821	8.461	16.8	(22.207)	(27.4)
Other	21.111	14.973	20.699	(0.412)	(2.0)	5.726	38.2
Capital and Other Reimbursements	202.230	232.386	197.328	(4.902)	(2.4)	(35.058)	(15.1)
Total Revenue	\$944.427	\$969.925	\$937.234	(\$7.192)	(0.8)	(\$32.690)	(3.4)
Expenses							
<u>Labor:</u>							
Payroll	\$532.151	\$514.706	\$526.450	\$5.701	1.1	(\$11.744)	(2.3)
Overtime	107.176	113.932	107.061	0.116	0.1	6.871	6.0
Health and Welfare	113.403	108.955	106.834	6.568	5.8	2.121	1.9
OPEB Current Payment	25.186	26.965	27.212	(2.026)	(8.0)	(0.246)	(0.9)
Pensions	94.042	101.804	99.197	(5.156)	(5.5)	2.607	2.6
Other Fringe Benefits	119.593	121.027	132.860	(13.267)	(11.1)	(11.834)	(9.8)
GASB Account	0.000	0.000	0.000	0.000	-	0.000	-
Reimbursable Overhead	(5.687)	(0.965)	(0.226)	(5.460)	(96.0)	(0.739)	(76.6)
Total Labor Expenses	\$985.864	\$986.423	\$999.388	(\$13.524)	(1.4)	(\$12.965)	(1.3)
<u>Non-Labor:</u>							
Electric Power	\$85.584	\$87.246	\$78.417	\$7.167	8.4	\$8.829	10.1
Fuel	27.424	20.432	17.870	9.554	34.8	2.562	12.5
Insurance	23.146	22.623	22.720	0.426	1.8	(0.097)	(0.4)
Claims	1.000	1.273	5.347	(4.347)	*	(4.074)	*
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	121.587	120.344	111.365	10.221	8.4	8.978	7.5
Professional Service Contracts	46.218	47.176	37.935	8.283	17.9	9.241	19.6
Materials & Supplies	104.833	127.699	94.859	9.974	9.5	32.840	25.7
Other Business Expenses	13.879	26.149	24.841	(10.962)	(79.0)	1.308	5.0
Total Non-Labor Expenses	\$423.670	\$452.942	\$393.354	\$30.316	7.2	\$59.588	13.2
<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	\$1,392.743	\$16.792	1.2	\$46.623	3.2
Depreciation	\$231.476	\$226.647	\$231.218	\$0.258	0.1	(\$4.572)	(2.0)
OPEB Obligation	68.316	68.316	55.554	12.763	18.7	12.763	18.7
GASB 68 Pension Adjustment**	0.000	0.000	(15.349)	15.349	-	15.349	-
Environmental Remediation	3.172	5.109	4.424	(1.252)	(39.5)	0.684	13.4
Total Expenses	\$1,712.499	\$1,739.437	\$1,668.590	\$43.909	2.6	\$70.846	4.1
Net Surplus/(Deficit)	(\$768.072)	(\$769.512)	(\$731.356)	\$36.716	4.8	\$38.156	5.0
Cash Conversion Adjustments:							
Depreciation	\$231.476	\$226.647	\$231.218	(\$0.258)	(0.1)	\$4.572	2.0
Operating/Capital	(47.099)	(32.240)	(26.458)	20.641	43.8	5.782	17.9
Other Cash Adjustments	(17.879)	(12.058)	(53.643)	(35.765)	*	(41.585)	*
Total Cash Conversion Adjustments	166.498	182.349	151.117	(\$15.381)	(9.2)	(\$31.232)	(17.1)
Net Cash Surplus/(Deficit)	(\$601.574)	(\$587.163)	(\$580.239)	\$21.335	3.5	\$6.924	1.2

Notes:

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-- Differences are due to rounding.
* Variance exceeds 100%.
**GASB 68 became effective 12/31/15.

**MTA METRO-NORTH RAILROAD
2015 YEAR-END REPORT
DETAILED EXPLANATIONS OF CASH RECEIPT AND EXPENDITURE
VARIANCES BY GENERIC CATEGORY
2015 ACTUALS vs. FINAL ESTIMATE**

RECEIPTS

Cash receipts totaling \$948.1 million were \$67.7 million lower than the 2015 Final Estimate. This was primarily due to \$52.2 million in unfavorable “timing” variances resulting from a delay in the receipt of reimbursements for nearly completed capital project work and prior year property tax refunds associated with the recognition of the Graybar Building condominium status of \$7.3M partially offset by \$1.0 million for GCT retail projects carried over from 2015 into 2016. In addition, a “real” unfavorable variance of \$9.3 million represents primarily \$8.4 million in rescheduled capital related projects.

EXPENDITURES

Cash disbursements of \$1,528.4 million were \$74.6 million lower than the 2015 Final Estimate, of which \$65.3 million represents a “timing” difference and \$9.3million represents a “real” difference. The “timing” difference includes delayed spending on materials and supplies of \$30.5 million, professional service contracts of \$14.1 million, maintenance contracts of \$10.3 million, and claims expenses of \$7.9 million. The \$9.3 million “real” variance consists of lower spending on pensions of \$16.2 million, other business expense of \$8.8 million, overtime for \$7.5 million and power of \$6.5 million partially offset by increased usage and purchases of materials and supplies of 13.8 million, increased fringe expense of \$6.5 million as well as higher spending on professional service contracts of \$4.2 million, maintenance contracts of \$3.0 million and payroll of \$2.2 million.

Payroll expenditures were \$2.2 million higher than the 2015 Final Estimate reflecting a real difference reflecting higher retiree payouts than originally projected of \$1.6 million and mandated training originally forecasted in the overtime category. Expenditures for **Overtime** were \$8.9 million lower than the 2015 Final Estimate due to a real difference of \$7.5M representing lower scheduled service of \$4.0 million and fewer weather events for \$2.8 million as well as a timing difference for New York State mandated employee training expense. **Health & Welfare** expenditures (including OPEB Current Payment) were \$1.5 million higher than the 2015 Final Estimate due primarily to a higher number of retirees than anticipated. **Pension** payments were \$16.2 million favorable than the 2015 Final Estimate due to a lower than anticipated Retroactive Wage Adjustments (RWA) impact. Expenditures for **Other Fringe Benefits** were \$6.5 million higher than the 2015 Final Estimate due to a real variance driven by higher employee claims of \$3.6 million combined with higher Railroad employer payroll taxes of \$3.0 million.

Electric Power and **Fuel** expenditures were \$6.5 million and \$1.6 million, respectively, lower than the 2015 Final Estimate due to lower rates. Expenditures for **Insurance** were \$1.4 million higher than the 2015 Final Estimate due to the timing of premium payments

for All Agency Property \$2.7 million early (2016 in 2015) partially offset by All Agency Catastrophic \$1.1 million. **Claims** were \$7.9 million lower than the 2015 Final Estimate due to the timing of passenger injury settlements relating to the Spuyten Duyvil incident and other passenger injury claims. **Maintenance and Other Operating Contracts** expenditures were \$7.4 million lower than the 2015 Final Estimate reflecting lower spending for capital construction projects, delay of GCT project work, delayed Graybar Common Space payments and timing of the M7 systems equipment replacement project. **Professional Services** were \$9.9 million lower than the 2015 Final Estimate, reflecting lower expenditures for capital projects, the 3D rendering of the Trainshed as well as project rescheduling in training, EAM and other professional and engineering services. **Materials and Supplies** were \$16.7 million lower than the 2015 Final Estimate due to the timing of payments on rolling stock and capital project material. **Other Business Expenses** were \$11.1 million lower than the 2015 Final Estimate due primarily to lower operating capital expenses and West of Hudson operating subsidy payments to New Jersey Transit.

The cash receipts and disbursements activity noted above resulted in a net cash deficit of \$580.2 million, which is \$6.9 million lower than the 2015 Final Estimate. Cash subsidies of \$579.7 million and use of available cash balances of \$0.5 million were drawn to fund this deficit. Cash subsidy requirements were \$7.4 million lower than the 2015 Final Estimate (MTA share \$450.8 million; CDOT share \$129.0 million).

2015 ACTUALS vs. ADOPTED BUDGET

RECEIPTS

Cash receipts of \$948.1 million were \$46.2 million lower than the 2015 Adopted Budget. Farebox Revenue was \$7.3 million lower than budget reflecting the impact of slower than expected ridership growth. Other Operating Revenue was \$12.1 million higher than the 2015 Adopted Budget due to the receipt of claims reimbursement from FMTAC combined with higher GCT net revenues. Capital and Other Reimbursements were \$51.1 million lower than the 2015 Adopted Budget reflecting scheduling changes in capital projects (most notably Sandy Infrastructure Rejuvenation of \$8.9 million, Cameras/Audio for Fleet of \$8.8 million, Positive Train Control of \$7.7 million, Cyclical Track Program of \$7.3 million, Turnouts: Mainline/High Speed of \$6.5 million and East of Hudson Overhead Bridge Program of \$4.1 million).

EXPENDITURES

Total expenditures of \$1,528.4 million were \$67.6 million lower than 2015 Adopted Budget

Payroll expenditures were \$15.2 million lower than the 2015 Adopted Budget primarily due to the timing of new hires. Expenditures for **Overtime** were \$1.7 million lower than the 2015 Adopted Budget due to lower scheduled service and weather incidents. **Health & Welfare** (including OPEB current payments) expenditures were \$2.1 million lower than the 2015 Adopted Budget due to fewer enrollees and lower premiums. **Pension** payments were \$36.5 million lower than the 2015 Adopted Budget due to an advanced payment of 2015 pension obligations made in 2014. Expenditures for **Other Fringe Benefits** were \$9.4 million higher than the 2015 Adopted Budget reflecting higher

employee injury claim settlements and higher Railroad Retirement Tax payments due to Retroactive Wage Adjustments paid in 2015.

Electric Power expenditures were \$4.9 million lower than the 2015 Adopted Budget due to lower than projected rates. **Fuel** costs were \$8.6 million lower than the 2015 Adopted Budget primarily due to lower diesel fuel rates. **Insurance** expenditures were \$1.9 million higher than the 2015 Adopted Budget primarily due to the timing of premium payments. **Claims** payments were \$5.5 million higher than the 2015 Adopted Budget due to Spuyten Duyvil and Bridgeport derailment injury settlements. **Maintenance and Other Operating Contracts** were \$1.6 million higher than the 2015 Adopted Budget reflecting higher costs primarily relating to Auto & Other Vehicle Repairs and Real Estate Rentals. **Professional Services** contracts were \$17.3 million less than the 2015 Adopted Budget due to timing differences of capital project activity (most notably Camera/Audio for Fleet of \$12.8 million, Purchase of Furniture for CCO New Haven of \$1.6 million and Mobile Ticketing Contractor \$1.0 million), combined with lower New Haven Line BSC costs. **Materials and Supplies** were \$1.1 million lower than the 2015 Adopted Budget driven mostly by revised assumptions of 2015 capital project activity. **Other Business Expenses** were \$1.5 million higher than the 2015 Adopted Budget, primarily due to the non-receipt of a budgeted recovery from Con Edison for damages incurred during the 2013 New Haven Line power failure partially offset by lower subsidy payments for New Jersey Transit, and lower payments for Credit Card Fees, Travel & Meetings and Stationary & Printing.

The cash receipts and disbursement activity noted above resulted in a net cash deficit of \$580.2 million that was \$21.3 million lower than the 2015 Adopted Budget.

MTA METRO NORTH RAILROAD
2015 ADOPTED BUDGET AND FINAL ESTIMATE vs. FINAL (DRAFT) 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	-	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.
- * Variance exceeds 100%.

MTA METRO NORTH RAILROAD
2015 ADOPTED BUDGET AND FINAL ESTIMATE vs. FINAL (DRAFT) 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	\$5.070	(\$0.761)	(13.1)	\$0.368	7.8
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	18.645	36.362	26.546	7.902	42.4	(9.816)	(27.0)
MTA	12.757	(6.699)	(27.112)	(39.870)	*	(20.413)	*
CDOT	11.636	9.714	8.333	(3.303)	(28.4)	(1.381)	(14.2)
Other	1.066	1.807	(1.938)	(3.003)	*	(3.745)	*
Capital & Other Reimbursements	25.460	4.822	(20.717)	(46.176)	*	(25.539)	*
Total Receipts	\$49.935	\$45.885	\$10.900	(\$39.036)	(78.2)	(\$34.986)	(76.2)
Expenditures							
<u>Labor:</u>							
Payroll	(\$77.470)	(\$77.518)	(\$67.966)	\$9.504	12.3	\$9.552	12.3
Overtime	(17.959)	(18.425)	(16.353)	1.606	8.9	2.072	11.2
Health and Welfare	(4.285)	(4.666)	(6.399)	(2.114)	(49.3)	(1.733)	(37.1)
OPEB Current Payment	(0.000)	1.350	(0.309)	(0.309)	*	(1.659)	*
Pensions	(17.225)	10.834	24.426	41.651	*	13.592	*
Other Fringe Benefits	(6.064)	(7.203)	(2.167)	3.897	64.3	5.037	69.9
GASB Account	0.000	0.000	0.000	0.000	-	0.000	-
Reimbursable Overhead	(5.687)	(1.221)	(0.226)	5.460	96.0	0.995	81.5
Total Labor	(\$128.690)	(\$96.850)	(\$68.994)	\$59.696	46.4	\$27.856	28.8
<u>Non-Labor:</u>							
Electric Power	(\$1.543)	(\$1.497)	(\$3.859)	(\$2.316)	*	(\$2.362)	*
Fuel	0.855	0.874	(0.060)	(0.915)	*	(0.934)	*
Insurance	0.329	(0.683)	(1.964)	(2.293)	*	(1.281)	*
Claims	(8.419)	(21.572)	(9.596)	(1.177)	(14.0)	11.976	55.5
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	4.736	(5.464)	(7.060)	(11.796)	*	(1.595)	(29.2)
Professional Service Contracts	(14.116)	(5.809)	(5.120)	8.996	63.7	0.689	11.9
Materials & Supplies	(8.988)	(1.711)	(17.865)	(8.877)	(98.8)	(16.154)	*
Other Business Expenditures	(30.567)	(30.896)	(21.113)	9.453	30.9	9.783	31.7
Total Non-Labor	(\$57.712)	(\$66.758)	(\$66.637)	(\$8.925)	(15.5)	\$0.122	0.2
<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)	(\$124.731)	\$11.736	8.6	(\$7.008)	(6.0)
Depreciation	\$231.476	\$226.647	\$231.218	(\$0.258)	(0.1)	\$4.572	2.0
OPEB Obligation	68.316	68.316	55.554	(12.763)	(18.7)	(12.763)	(18.7)
GASB 68 Pension Adjustment**	0.000	0.000	(15.349)	(15.349)	-	(15.349)	-
Environmental Remediation	3.172	5.109	4.424	1.252	39.5	(0.684)	(13.4)
Total Cash Conversion Adjustments	\$166.498	\$182.349	\$151.117	(\$15.381)	(9.2)	(\$31.232)	(17.1)

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%.

**GASB 68 became effective 12/31/15.

MTA METRO NORTH RAILROAD
2015 YEAR-END REPORT
2015 CASH RESULTS - ACTUAL vs. FINAL ESTIMATE - TOTAL
(\$ in millions)

	Final Estimate	Actual	Favorable/(Unfavorable) Variance		
			Total	Real	Timing
<u>Receipts</u>					
Farebox Revenue	\$680.4	\$682.6	\$2.2	\$2.2	\$0.0
Vehicle Toll Revenue	0.0	0.0	0.0	0.0	0.0
Other Operating Revenue	98.2	88.9	(9.3)	(3.1)	(6.3)
Capital and Other Reimbursements	237.2	176.6	(60.6)	(8.4)	(52.2)
Total Receipts	\$1,015.8	\$948.1	(\$67.7)	(\$9.3)	(\$58.4)
<u>Expenditures</u>					
Labor:					
Payroll	\$592.2	\$594.4	(\$2.2)	(\$2.2)	\$0.0
Overtime	132.4	123.4	8.9	7.5	1.4
Health and Welfare	113.6	113.2	0.4	0.4	0.0
OPEB Current Payment	25.6	27.5	(1.9)	(1.9)	0.0
Pensions	91.0	74.8	16.2	16.2	0.0
Other Fringe Benefits	128.2	134.8	(6.5)	(6.5)	0.0
GASB Account	0.0	0.0	0.0	0.0	0.0
Reimbursable Overhead	0.3	0.3	0.0	0.0	0.0
Total Labor Expenditures	\$1,083.3	\$1,068.4	\$14.9	\$13.5	\$1.4
Non-Labor:					
Electric Power	\$88.7	\$82.3	\$6.5	\$6.5	\$0.0
Fuel	19.6	17.9	1.6	1.4	0.2
Insurance	23.3	24.7	(1.4)	0.0	(1.4)
Claims	22.8	14.9	7.9	0.0	7.9
Paratransit Service Contracts	0.0	0.0	0.0	0.0	0.0
Maintenance and Other Operating Contracts	125.8	118.4	7.4	(3.0)	10.3
Professional Service Contracts	53.0	43.1	9.9	(4.2)	14.1
Materials & Supplies	129.4	112.7	16.7	(13.8)	30.5
Other Business Expenses	57.0	46.0	11.1	8.8	2.3
Total Non-Labor Expenditures	\$519.7	\$460.0	\$59.7	(\$4.2)	\$63.9
Other Expenditure Adjustments:					
Other			\$0.0	\$0.0	\$0.0
Total Other Expenditure Adjustments	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total Expenditures	\$1,603.0	\$1,528.4	\$74.6	\$9.3	\$65.3
Net Cash Deficit	(\$587.2)	(\$580.2)	\$6.9	\$0.0	\$6.9

Totals may not agree due to rounding.

MTA METRO-NORTH RAILROAD
2015 Adopted Budget and Final Estimate vs. Actual Results
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	2015 Adopted Budget		2015 Final Estimate		Actual		2015 Adopted Budget vs. Actuals		2015 Final Estimate vs. Actuals	
	Hours	\$	Hours	\$	Hours	\$	Var. - Fav/(Unfav)	Var. - Fav/(Unfav)	Hours	\$
							Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME										
<u>Scheduled Service</u> ¹	588,622	\$ 37.719	647,379	\$ 38.116	576,546	\$ 34.103	12,076 2.1%	\$3.616 9.6%	70,833 10.9%	\$4.013 10.5%
<u>Unscheduled Service</u>	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -
<u>Programmatic/Routine Maintenance</u>	582,128	\$ 29.843	575,191	\$ 31.134	528,768	\$ 28.503	53,360 9.2%	\$1.339 4.5%	46,424 8.1%	\$2.631 8.4%
<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) -5.3%	(\$1.240) -7.5%	(19,062) -6.0%	(\$0.945) -5.6%
<u>Weather Emergencies</u>	140,395	\$ 7.197	163,843	\$ 8.930	112,049	\$ 6.084	28,346 *	\$1.113 *	51,794 31.6%	\$2.846 31.9%
<u>Safety/Security/Law Enforcement</u> ²	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -
<u>All Other</u> ³	0	\$ -	0	\$ 0.417	0	\$ 0.524	(0) 0	(\$0.524) *	(0) 0	(\$0.106) -25.5%
Subtotal	1,644,785	\$ 91.863	1,719,129	\$ 96.254	1,572,722	\$ 87.835	72,063 4.4%	\$4.028 4.4%	146,407 8.5%	\$8.419 8.7%
REIMBURSABLE OVERTIME	298,704	\$ 15.313	316,095	\$ 17.678	370,495	\$ 19.226	(71,791) -24.0%	(\$3.913) -25.6%	(54,400) -17.2%	(\$1.548) -8.8%
TOTAL OVERTIME	1,943,489	\$ 107.176	2,035,224	\$ 113.932	1,943,217	\$ 107.061	272 0.0%	\$0.115 0.1%	92,007 4.5%	\$6.872 6.0%

1 Includes Service Delay, Tour Length and Holiday overtime.

2 Not Applicable

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

* Exceeds 100%

**MTA Metro-North Railroad
Preliminary 2015 Overtime Results
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)**

	Final Estimate December Year-to-Date		Explanations
	Var. - Fav./(Unfav)		
	Hours	\$	
NON-REIMBURSABLE OVERTIME			
<u>Scheduled Service</u> ¹	70,833	\$4.013	Increased staff availability due to higher number of graduated conductor classes available for service coverage as well as lower attrition.
	10.9%	10.5%	
<u>Unscheduled Service</u>	0	\$ -	
<u>Programmatic/Routine Maintenance</u>	46,424	\$2.631	New York State mandated employee training expense paid in straight time partially offset by higher MoE cyclical maintenance requirements.
	8.1%	8.4%	
<u>Unscheduled Maintenance</u>	(3,582)	(\$0.020)	
	-26.8%	-2.3%	
<u>Vacancy/Absentee Coverage</u> ²	(19,062)	(\$0.945)	Reflects vacation and sick coverage for must-fill positions primarily within MoE required to perform FRA mandated functions and periodic maintenance requirements.
	-6.0%	-5.6%	
<u>Weather Emergencies</u>	51,794	\$2.846	Metro-North experienced severe winter weather conditions from January through March. The Final Estimate was adjusted to incorporate the Weather Overtime costs incurred in the first quarter of 2015. There were no severe, extended weather events throughout the rest of the year that required additional overtime.
	31.6%	31.9%	
<u>Safety/Security/Law Enforcement</u> ³	0	\$ -	
<u>Other</u> ⁴	(0)	(\$0.106)	Accounting and payroll timing partially offset by retroactive wage adjustments.
	0.0%	-25.5%	
Subtotal	146,406	\$8.419	
	8.5%	8.7%	
REIMBURSABLE OVERTIME	(54,400)	(\$1.548)	Increased activity for the NHL Signal and Harmon Shop Improvements projects as well as higher than forecasted activity for Devon Bridge, the C-29 Program and Program Administration.
	-17.2%	-8.8%	
TOTAL OVERTIME	92,006	\$6.872	

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 YEAR-END REPORT
DETAILED EXPLANATION OF VARIANCES ON
NON-REIMBURSABLE AND REIMBURSABLE POSITIONS
By FUNCTION and DEPARTMENT**

2015 ACTUALS vs. FINAL ESTIMATE

In 2015, Metro-North staff count was 487 lower than the 2015 Final Estimate. While approximately 750 open positions were filled, they were more than offset by a high level of retirements, normal staff turnover and a significant portion of the hires being filled by internal transfers.

The number of Administration positions paid was 101 fewer than the 2015 Final Estimate primarily due to timing differences in the hiring of recently created positions in the Training and Safety Departments which are under active recruitment as well as vacancies in the Procurement & Material Management Department. The number of Operations positions paid was 17 fewer than the 2015 Final Estimate primarily due to vacancies in director level and specialist positions in the Operations Administration Department as well as ticket seller positions in the Transportation Department partially offset by higher conductor and engineer positions in the Transportation Department. Maintenance positions were 360 fewer than the 2015 Final Estimate primarily due to vacancies in the Maintenance of Way and Maintenance of Equipment Departments resulting from a high degree of internal transfers filling positions and timing differences in the hiring of recently created positions. There were 9 fewer Engineering/Capital positions than the 2015 Final Estimate due to internal transfers and challenges in filling engineer positions.

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
COS/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 YEAR-END REPORT
DETAILED EXPLANATIONS of VARIANCES on
FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
By OCCUPATIONAL GROUP**

2015 ACTUALS vs. FINAL ESTIMATE

In 2015, Metro-North staff count was 487 lower than the 2015 Final Estimate. While approximately 750 open positions were filled, they were more than offset by a high level of retirements, normal staff turnover and a significant portion of the hires being filled by internal transfers.

The number of Administration positions paid was 101 lower than the 2015 Final Estimate in the Professional, Technical, Clerical and Managers/Supervisors categories primarily due to timing differences in the hiring of recently created positions in the Training and Safety Departments which are under active recruitment as well as vacancies in the Procurement & Material Management Department. The number of Operations positions paid was 17 fewer than the 2015 Final Estimate primarily due to vacancies in director level positions in the Managers/Supervisors category and specialist positions in the Professional, Technical, Clerical category, partially offset by higher conductor and engineer positions in the Operational Hourly category. Maintenance positions paid were 360 fewer than the 2015 Final Estimate due to Operational Hourlies vacancies in Carman, Coach Cleaner, Electrician and Mechanic's crafts that support right-of-way and rolling stock maintenance as well as vacant Electrical, Mechanical and Track Foreman staff in the Managers/Supervisors category. Engineering/Capital positions paid were 9 fewer than the 2015 Final Estimate due to internal transfers and challenges in filling engineer positions.

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	402	318	84
Operational Hourlies	-	-	-
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	-	-	-
Total	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 YEAR-END REPORT
DETAILED EXPLANATIONS OF VARIANCES ON
RIDERSHIP (UTILIZATION)**

2015 Metro-North rail ridership for East and West of Hudson service totaled 86.0 million rides, an increase of 1.6 million (1.9%) over 2014.

East of Hudson ridership for 2015 was the highest in the railroad's history at 84.3 million, surpassing the previous record of 83.0 million rides that was set in 2014. This is an increase of 1.3 million rides or 1.6% over 2014 that spanned all three commuter lines.

The increases by service line versus 2014 are as follows:

- +1.4% Harlem Line
- +1.2% Hudson Line
- +1.9% New Haven Line

Significant ridership increases occurred in discretionary ridership during the past year, due in part to the improved and reliable service. Commutation ridership to Manhattan increased in 2015, reflecting the continued improvement in the regional economy. However, Intermediate ridership and reverse commutation ridership decreased:

- +1.4% Commutation to Manhattan
- +2.1% Weekday Off-Peak
- +1.7% Weekend
- - 4.4% Reverse Commutation
- - 0.6% Intermediate

As compared to the Final Estimate, overall East of Hudson ridership was higher by 0.1%. The ridership increase was on the Harlem and Hudson Lines reflecting slightly higher than projected non-commutation ridership growth. The New Haven Line was on target to the Final Estimate. Overall, commutation ridership was 0.1% lower than the 2015 Final Estimate while non-commutation ridership 0.3% higher the 2015 Final Estimate.

West-of-Hudson ridership was 1.8 million for the year, which was 1.2% lower than the 2015 Final Estimate but 3.7% higher than 2014. The latter increase reflects higher ridership of 6.1% on the Pascack Valley Line and 2.0% on the Port Jervis line.

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 \$0.376 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 YEAR-END REPORT RESULTS OF OPERATIONS

In 2015, Metro-North continued to take important steps toward maintaining safe and reliable service. As part of its interim and long-term strategy to meet this goal, activities continued to support the “100-Day Action Plan” developed in 2014. The foundation of this plan was to assess and improve the safety and reliability of the railroad’s operations and infrastructure. The 100-Day Plan included recommendations from the Federal Railroad Administration’s (FRA) “Operation Deep Dive” review, findings and recommendations from Transportation Technology Center Inc. (TTCI), as well as feedback from customers, employees, business partners, elected officials and other stakeholders.

In 2015, efforts were focused on the continued implementation of major initiatives that began in 2013 which support four key goals:

- Promoting a Culture of Safety in which safety is embedded in all decisions, actions, and initiatives
- Adopting Concrete Safety Enhancements that guarantee safe operations and safe work practices
- Restoring Reliable Service that provides train service that is not only safe but reliable and of high quality
- Improving Communications of the railroad’s goals, operations and policies so customers can make informed choices regarding the use of our service and employees can provide the best customer service possible.

To date, outreach programs have been implemented to reinforce safety as the company’s first priority. In addition, safety and training resources have been added and reorganized; employee testing, evaluation, oversight and training practices have been revamped; and the company has instituted Phase I of the confidential close call reporting system so employees can report safety issues without fear of reprisal.

The comprehensive assessment of Metro-North's infrastructure identified immediate and long-term needs resulting in a redeployment of existing maintenance forces, the creation of specialized track gangs, and the identification and acquisition of specialized track monitoring equipment.

These efforts improve the Railroad’s operations, particularly the safety and reliability of the right-of-way infrastructure. They have reduced both the number and duration of unscheduled track outages as maintenance to significant stretches of track has been addressed. This progress has improved safety and also benefits on-time performance as speed restrictions are reduced or eliminated. This also fosters the identification of new opportunities and maintenance requirements that further support safety and service reliability goals.

Safety/Security Initiatives

Rebuilding the Organizational Culture

Metro-North has taken the following steps to rebuild the organizational culture:

- Continued to communicate a clear message to all our employees that working and operating safely is the primary focus of the railroad - not on-time performance.
- Continued to conduct company-wide quarterly Safety Stand-Down days to enhance safety awareness and reinforce our safety driven focus.
- Revamped the railroad's program on required operational testing and evaluation so that testing is performed daily, and results are reviewed monthly and quarterly, in addition to being subject to a federally mandated semi-annual review by the Federal Railroad Administration (FRA).
- Partnered with Operation LifeSaver to promote rail, train, trespasser and grade crossing safety and awareness throughout the organization.
- Executed a comprehensive plan to assess grade crossing conditions in Metro-North's territory to identify and make recommendations for implementing safety improvements.
- Reintroduced a "Best Foot Forward" Safety Campaign to promote safe customer footing and handling on trains, platforms and stairs in inclement weather to reduce customer slip/trip/fall injuries.
- Conducted a full scale Emergency Preparedness Simulation to provide first responders with the training and hands-on experience needed to manage rail-based incidents and emergencies.
- Continued to revise the System Safety Program Plan to meet FRA requirements to be used as a guide to promote a more proactive approach to safety system wide with an expected completion in the second quarter of 2016.
- Developed weekly safety tweets with Corporate & Public Affairs highlighting a new safety message to 40,000-plus Twitter followers.

Rebuilding the Workforce

Metro-North began the on-going efforts to rebuild the workforce that will span the next several years to complete:

- To enhance operational efficiencies in GCT, Metro-North reorganized the GCT workforce to better align staffing and departmental resources with maintenance and customer service functions.
- Recruited and trained personnel to effectively staff the new Security Department organizational structure and meet the company's corporate security operational requirements. This process will continue in 2016
- Maintenance of Equipment (MofE) instituted a pilot program to utilize an outside vendor to provide management of the Family and Medical Leave Act (FMLA) for up to 1,700 employees. This one year Pilot is expected to increase employee availability through management of FMLA use by a vendor with specific expertise in this field

- Hired a new Vice President of System Safety to manage the recently reorganized Safety Department. He will oversee all efforts and ensure the safety of our customers and employees as we continue to improve work practices and invest in new technology and equipment.
- Created a Safety Education Specialist and Community Outreach staff position to educate and bring awareness to rail, train, and grade crossing safety.
- Developed and implemented an updated Workplace Violence Prevention Program to better protect Metro-North employees and to satisfy New York State regulatory compliance requirements.
- Completed a comprehensive upgrade of the locomotive simulators used to train and requalify Locomotive Engineers and Conductors. Metro-North now has six simulators representing all rolling stock now in use, with the ability to create a wide variety of realistic operating scenarios. The imaging recreates all three rail lines, as well as yards, branch lines, and Grand Central Terminal.
- Consolidated training functions for Communications and Signals, Power, and the Operations Control Center into the Training and Development Department, and continuing recruitment to fill new positions across the Department.
- Enhanced the leadership and oversight of all operations training to ensure effective coordination, delivery, evaluation, and improvement of safety-critical training.
- Created specialized track gangs to address immediate and long term infrastructure needs.
- Transportation continued to focus on improving the safety, operational performance, and financial efficiency of its core business. Highlights include:
 - Added a new desk in the Operations Control Center to improve Roadway Worker safety and operational efficiency.
 - Negotiated a temporary work rule change that increased Conductor availability and reduced overtime needs during the summer months.
 - Continued Locomotive Engineer, Conductor, Rail Traffic Controller, and Yardmaster rightsizing initiatives to appropriately balance/limit fatigue risk, shift coverage, and overtime use.

Track Maintenance

Metro-North has taken the following steps to enhance track maintenance:

- Made use of a range of high tech track inspection equipment and services in addition to visual track inspections, which are conducted by employees twice a week to check:
 - Track Geometry: To measure a variety of geometric parameters of our track, including the position, curvature, alignment, smoothness, and cross level of the two running rails, we employ track geometry cars operated by the Federal Railroad Administration and Mermec.
 - Internal Metal Defects and Fatigue Detection: To detect flaws, defects and metal fatigue inside the steel running rails, we employ the specialized Sperry Rail car, which uses ultrasonic and induction test equipment.
 - Mismatched Joint Bars: To identify any instances where the end of a rail does not match up precisely with the beginning of the following rail, we have employed the Georgetown Rail Equipment Company's Aurora

System, which makes rail measurements of joint bars that are accurate to within two hundredths of an inch.

- Track Loading: The railroad uses a track loading vehicle to give rails a stress test, applying forces close to the strength limits of the rails, track ties, rail fasteners, and stone ballast.
- Subsurface Flaws: Metro-North uses ground-penetrating radar to accurately show potential problem areas in the layers below the track's surface.

Additional enhancements include:

- Continued an aggressive track improvement program affecting all aspects of rail operations in 2015. The extraordinary system-wide track reconstruction effort is paying off with miles of track being rebuilt over the last two and a half years. Since 2013, the Metro-North has replaced 97,961 ties, laid 16.5 miles of continuous welded rails, rebuilt 88 switches, renewed and/or upgraded 32 railroad crossings, and performed 2,905 welds on joints that connect stretches of track with one another. Metro-North is significantly safer today as a result of this concerted increase in track renewal work.

Security

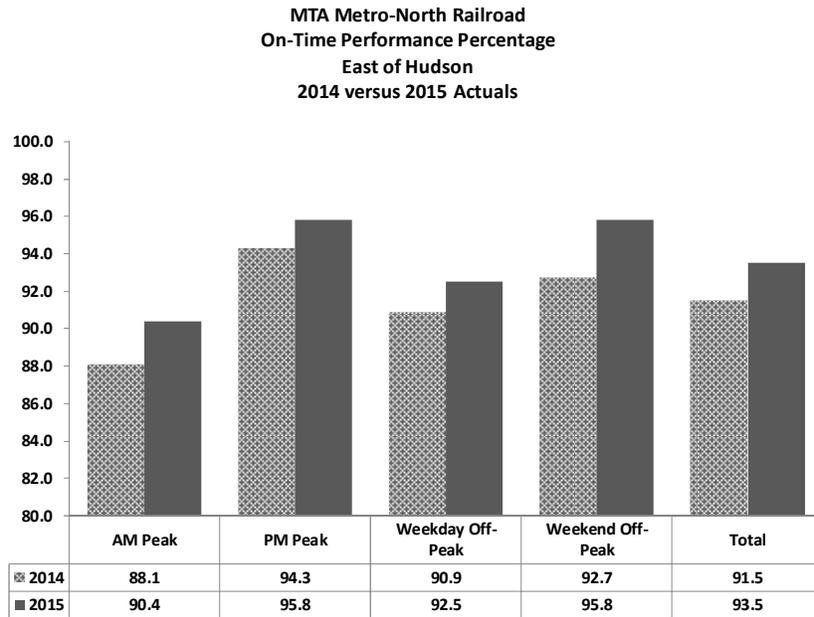
- Established the Right of Way Task Force, a joint effort between Metro-North Security and MTA Police, to provide a permanent patrol function along the Right-of-Way to identify and swiftly address security vulnerabilities.
- Created and instituted an internal security analysis function to conduct threat research via open source intelligence, data mining, and social media research.
- Piloted a radiological contaminant detection system in Grand Central Terminal in conjunction with the US Department of Homeland Security.
- Implemented a new security video request, response and tracking program which provided 865 video requests to internal Metro-North departments as well as the MTA Police.

Additional safety and security improvements started in 2015 that will continue in 2016 include:

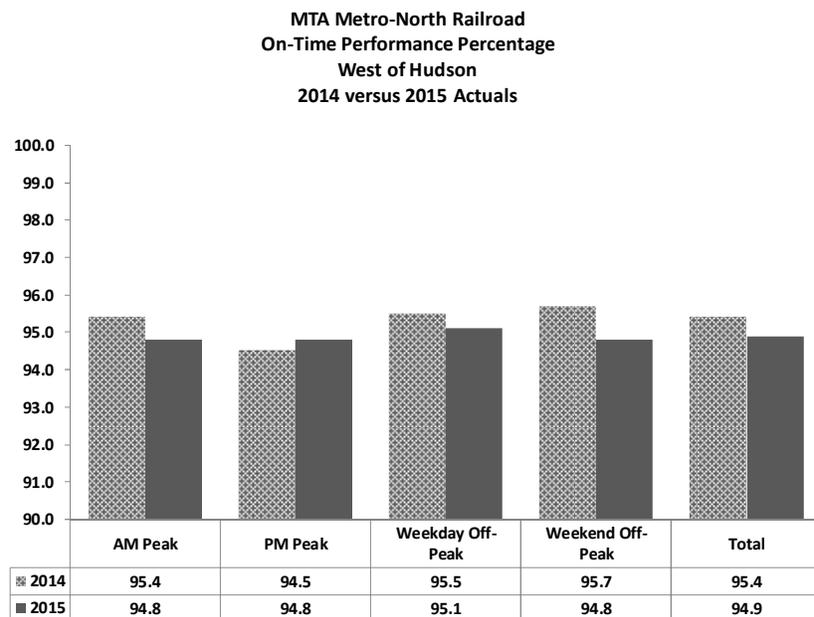
- Awarded a "request for proposal" (RFP) for the purchase of a track-monitoring system mounted on rail cars to provide continuous data on track conditions. It is anticipated to be operational by year's end 2016. Metro-North is also developing procurement specifications for its own dedicated Track Geometry Car, with expected delivery in 2017.
- Launched the Obstructive Sleep Apnea Pilot and successfully screened all locomotive engineers. Those that met the criteria were referred for further testing. The pilot is complete and the process of developing a plan to roll out the program to additional employees has begun.
- Continued with the implementation of Positive Train Control (PTC). A pilot program is set to begin on the New Haven and Hudson Lines in 2016. The MTA finalized with the FRA a \$1 billion federal loan to finance the implementation of PTC.

2015 On-Time Performance

System-wide On-Time Performance (OTP) for 2015 Metro-North's system-wide on-time performance for 2015 totaled 93.5 percent, up from 91.5 percent in 2014 and above the railroad's goal of 93 percent. The Harlem Line performed at 94.3 percent, the Hudson Line at 94.2 percent and the New Haven Line at 92.6 percent.

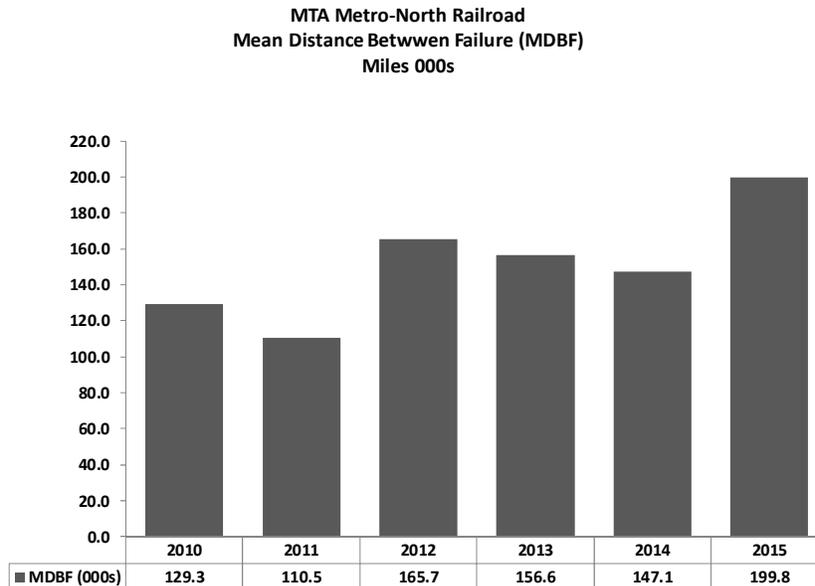


West-of-Hudson on-time performance totaled 94.8 percent, a slight decrease from 95.4 percent the previous year, due largely to the extreme winter weather in February of 2015.



Equipment Reliability

In 2015, Metro-North's fleet attained a record Mean Distance Between Failure (MDBF) - the distance a train travels before experiencing a mechanical problem - of 199,838 miles. This improves upon 2014's MDBF by more than 50,000 miles and is higher than the railroad's goal of 185,000 miles. Contributing factors included the performance of the new M8 fleet on the New Haven Line as well as aggressive car and locomotive maintenance programs. This also resulted in a consist compliance rate - the percentage of cars in service every day providing seats for the railroad's customers - of 99.6%.



2011 Reflects New Haven Line Equipment damage from the effects of Hurricane Sandy

Ridership

2015 Metro-North rail ridership for East and West of Hudson service totaled 86.0 million rides, an increase of 1.6 million (1.9%) over 2014.

East of Hudson ridership for 2015 was the highest in the railroad's history at 84.3 million, surpassing the previous record of 83.0 million rides that was set in 2014. This is an increase of 1.3 million rides or 1.6% over 2014 that spanned all three commuter lines.

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- +1.2% Hudson Line
- +1.9% New Haven Line

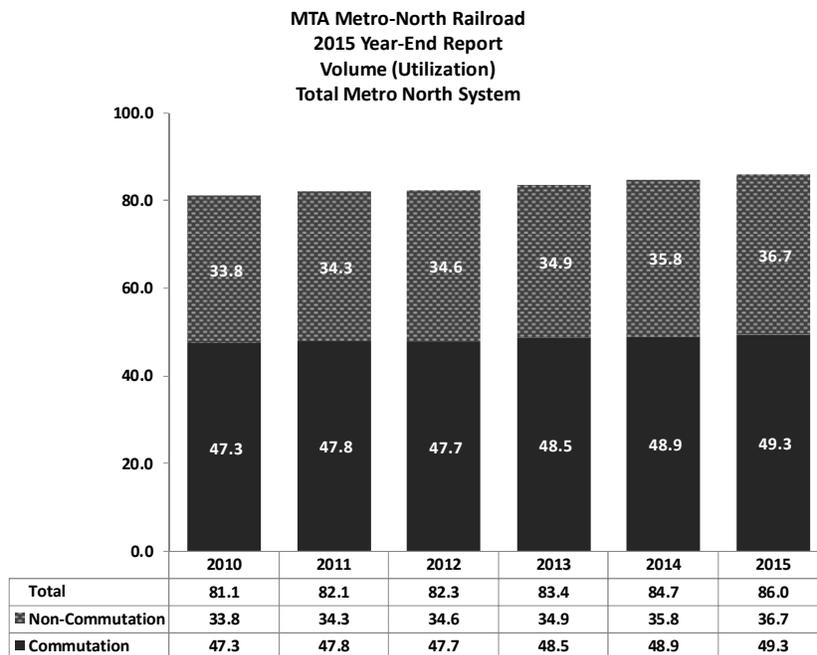
Significant ridership increases occurred in discretionary ridership during the past year, due in part to the improved and reliable service. Commutation ridership to Manhattan increased in 2015, reflecting the continued improvement in the regional

economy. However, Intermediate ridership and reverse commutation ridership decreased:

- +1.4% Commutation to Manhattan
- +2.1% Weekday Off-Peak
- +1.7% Weekend
- - 4.4% Reverse Commutation
- - 0.6% Intermediate

As compared to the Final Estimate, overall East of Hudson ridership was higher by 0.1%. The ridership increase was on the Harlem and Hudson Lines reflecting slightly higher than projected non-commutation ridership growth. The New Haven Line was on target to the Final Estimate Overall, commutation ridership was 0.1% lower than the 2015 Final Estimate while non-commutation ridership 0.3% higher the 2015 Final Estimate.

West-of-Hudson ridership was 1.75 million for the year, which was 1.2% lower than the 2015 Final Estimate but 6.8% higher than 2014. The latter increase reflects higher ridership of 6.1% on the Pascack Valley Line and 2.0% on the Port Jervis line.



Customer Service Initiatives

- Held a series of public forums to increase transparency and obtain customer feedback. These included six informal outreach meetings at Grand Central and outlying stations as well as forums at which Metro-North senior management elicited suggestions from customers, local mayors, and residents across the service area.
- Installed a total of 26 real-time cellular LCD monitors at 12 stations. Through 2015, we have installed 65 cellular LCDs at 27 stations. Utilizing the “Train Time” system developed in-house, the monitors provide real-time status and track

information for the next nine trains at each station. Additional monitors will be installed at five to ten stations per year through 2019.

- Released an enhanced version of Metro-North's "Train Time" mobile app for smartphones, which included many new features. This enhanced app has been downloaded more than 186,000 times in 2015.
- Completed the implementation of new Ticket Issuing Machines (TIMs). This enhanced system, which was introduced in April of 2015, is built on an upgraded iPhone5 based system and allows for onboard ticket sales using both credit and debit cards.
- Increased ticket machine sales, including both Ticket Vending Machines (TVMs) and Ticket Office Machines, to 26.5 million in 2015. This accounts for approximately 93 percent of all Metro-North ticket sales. TVMs were available for customer use 98.7 percent of the time.
- Continued Metro-North's cyclical Station Enhancement Program, which includes inspections, painting, lighting, signage, bench replacement, and many other improvements to customer amenities. In 2015, enhancements were completed at the Morris Heights, University Heights and Spuyten Duyvil stations on the Hudson Line. Also completed was work at the Goldens Bridge, Purdy's, Croton Falls, Southeast, Scarsdale and Hartsdale stations on the Harlem Line as well as Spring Valley on the West-of-Hudson line.
- Completed the construction of a new parking garage at the North White Plains Station. The new garage, which opened in October, provides 5 floors with 500 new parking spaces including Americans with Disabilities (ADA) spaces. There are eight charging stations for electric vehicles, two real-time LCD kiosks, and a new "kiss-n-ride" intermodal area at the station entrance.
- Extended a pilot program through October 2016 which reduces parking fees at West-of-Hudson stations to make the railroad a more attractive commuting option from Orange and Rockland counties. The pilot program offers a 12-month parking permit for the price of one month thereby reducing annual parking costs from \$235 to just \$20. Daily parking meter fees were also reduced from \$2.75 to \$1.25 a day. To date, permit sales have increased by 1238 for a 32% increase.
- Conducted an extended test of a prototype bike mount system with the Connecticut Department of Transportation specifically designed and manufactured for the M-8 fleet. A total of 50 M8 cars have been fitted with a pair of bicycle racks in order to gain additional feedback from customers. A plan to install additional bike racks on all odd-numbered M8 cars is being developed.

Operations/Technology Initiatives

- By the end of June, Metro-North had conditionally accepted and placed into revenue service the remainder of the new M8 fleet order of 405 cars. M8 trains now operate during all service periods between New Haven, Stamford and Grand Central Terminal.
- Implemented revised train schedules to ensure sufficient windows exist to perform track maintenance and schedule necessary track work with minimal disruption to service.
- Completed their first Reliability Centered Maintenance (RCM) Overhaul fleet at General Electric's Erie plant on 30 of the 31 P32 passenger locomotives. The last unit is in progress to complete the fleet during the 1st Quarter of 2016.

- Initiated the second RCM overhaul for the P32 Fleet and completed the major component changes on the first 2 locomotive in the new Harmon locomotive facility. This initiative returns work to the facility and takes advantage of the capital investments made at Harmon.
- Awarded and designed an on board CCTV camera security system including forward facing cab view for all rolling stock with installations scheduled to begin during the second quarter of 2016.
- Continued to improve West-of-Hudson service on the Port Jervis Line. A new train departs New York in the mid-afternoon, operates express to Suffern and makes all stops to Middletown. This new train closes a 3 hour service gap and gives customers a way to get home if they need to leave work early.
- Upgraded the Grand Central Terminal Virtual Display System (VIS) to allow for the “blinking out” of train departures. This eliminated incorrect train information being displayed during service disruptions. A modification was also deployed to temporarily remove advertisements on the Grand Central Terminal Dioramas to post special service notices during disruptions.
- Rolled out Speed Compliance, an automated solution to verify train speed in compliance with federal regulations. The application uploads data from the coaches (train number, location, and speed) for every train run every day. Using algorithms developed by internal staff, the train run is plotted on Google Maps and the system highlights the areas where the train’s speed exceeds the posted limit.
- Upgraded the software in accordance with Payment Card Industry (PCI) on all Metro North Railroad ticket selling machines and central application support systems.
- Developed and installed an All-Agency Cloud-based Consolidated Operating Budget and Planning System (Hyperion).
- Approved an IT governance package to procure and implement an Enterprise Safety System for both Metro-North and the Long Island Railroad. This package streamlines and automates the collection of safety data, allowing the agencies to more effectively fulfill regulatory requirements. A contract was awarded with implementation kick-off meetings set for the first quarter of 2016.
- In MofE, the contract for the Autonomous Track Geometry Inspection System (ATGIS) was advertised and awarded. Anticipated installation is on the fourth quarter of 2016.

Capital

2015 Commitment Highlights

- Rolling Stock
 - Continued design reviews for the M9 railcar contract, a joint procurement project with the LIRR. Metro-North is considering a total procurement of 140 - 170 M9 railcars. Metro-North will continue its involvement in this program through completion of final design reviews and qualification testing, at which time Metro-North will determine whether it will exercise an option to purchase M9 vehicles in the first quarter of 2017.

- Stations
 - Awarded a construction contract under the Small Business Mentoring Program in May for the Station Building Renewal project for exterior rehabilitation of the Hartsdale Station building. The work includes: replacement of windows, door saddles, door bucks, ADA curb ramp and painting of the building exterior. Also awarded a contract in May for preparation of design plans to construct an elevator on the outbound side of Port Chester station located on the New Haven Line.

Major 2015 Completions

- Rolling Stock
 - Design work continues on upgrades, such as the installation of the Advanced Civil Speed Enforcement System (ACSES) system for civil speed enforcement, as well as the refinement of issues that arise with the roll-out of the new M8 fleet conditionally accepted for use into revenue service.
 - Participated in development of the Passenger Rail Investment and Improvement Act, Section 305 (PRIIA) Dual Mode Locomotive Specification in cooperation with NYSDOT and other entities. Specification was completed and finalized in late 2015. The total project budget is \$2.5 million.

- Infrastructure
 - Continued to advance the East-of-Hudson Overhead Bridge Program. Work in 2015 by Metro-North forces included priority repairs on the New Haven Line for the Hillside Avenue Bridge in Mamaroneck, NY and West Street Bridge in Harrison, NY.
 - Completed the Undergrade Bridges Upgrade Project in July. This project replaced wooden bridge timbers that have exceeded their useful life at multiple locations across the Metro-North service area.
 - Awarded many contracts including for the following projects:
 - Engineering services to perform comprehensive inspection and load rating of select undergrade Metro-North bridges located in New York State as required by the Federal Railroad Administration
 - Design the rehabilitation/replacement of four overhead bridges in Mount Vernon.
 - Multiple contracts with New Jersey Transit (NJT) including the purchase and installation of Positive Train Control (PTC) system components for Metro-North trains and tracks located West-of-Hudson and operated by NJT.
 - A construction contract for drainage improvements along the Harlem Line in the Bronx.
 - A construction contract for the replacement and upgrade of the fire standpipe system in the lower level of the Grand Central Trainshed and replacement of existing fire pump at 49th Street.

Sustainability/Transit Oriented Development Initiatives

- Convened an Energy Management Working Group comprised of the Corporate Compliance and Strategic Development, Capital Engineering, Operating Capital, Environmental Compliance, Power, Stations & Facilities and Maintenance of Equipment departments. The goal of this group is to identify ways to improve the monitoring and tracking of energy usage as well as to identify energy-saving initiatives.
- Launched an Advanced Metering Infrastructure (AMI) Project, which entails improved monitoring and metering of the various types of energy used by Metro-North.
- Finished \$2.1 million in energy efficiency upgrades by the New York Power Authority at Metro-North's White Plains Train Yard. This energy saving project, completed under Governor Cuomo's BuildSmart NY program, saves more than \$328,000 in energy costs and removes approximately 1,280 tons of greenhouse gases annually.
- Completed the replacement of inefficient lighting with energy-efficient fluorescent T5 lights at Metro-North's 32,000 square-foot Beacon Facility. This project, done by Metro-North Structures Department, also involved equipping select locations with occupancy sensors. Annual savings are estimated at \$10,000 per a year.

Metro-North—Cost Cutting/Other Revenue Initiatives

Cost Cutting

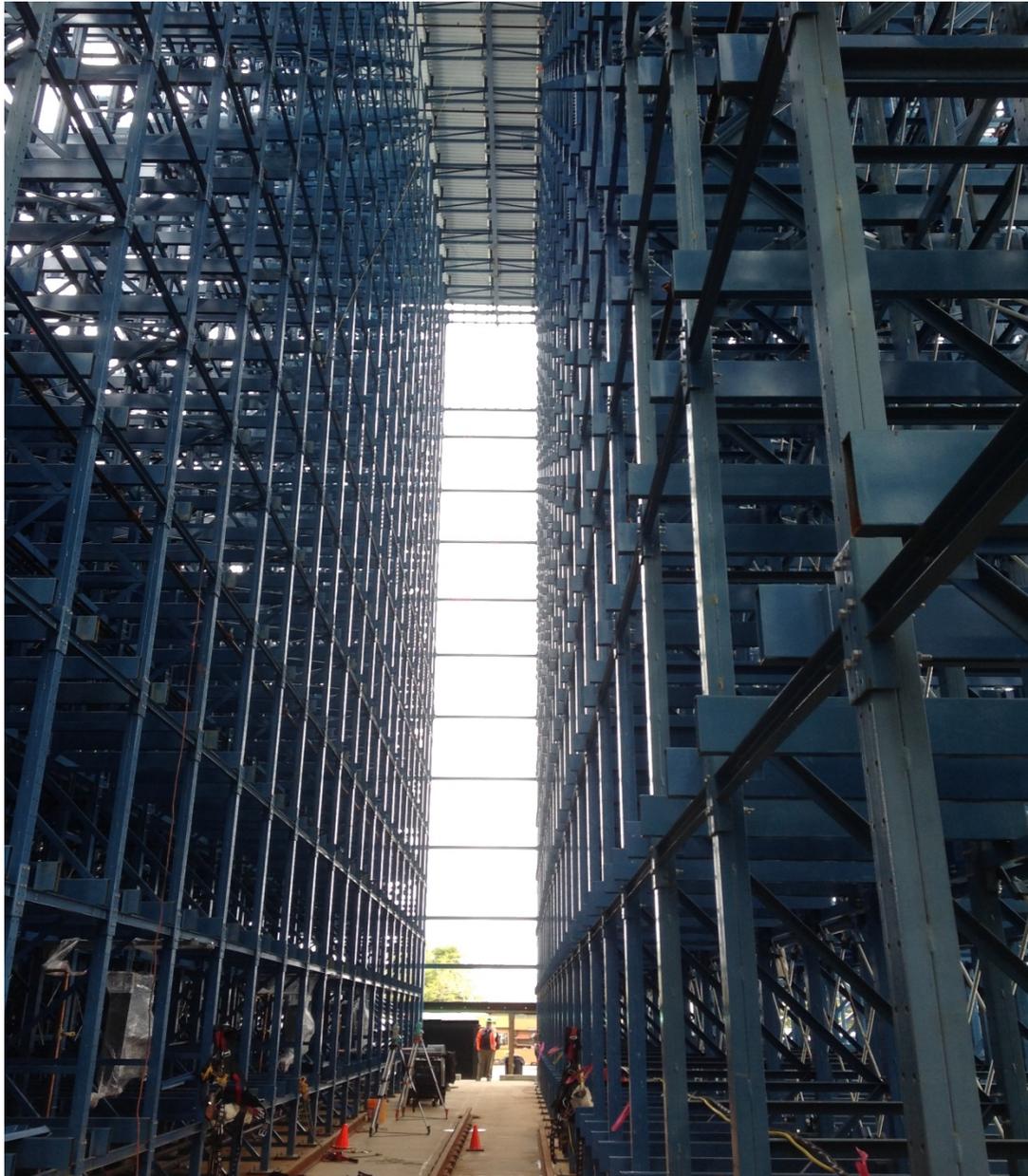
- Reduced operating subsidies by \$3.6 million annually through cost-cutting measures, while at the same time continuing the strategic long-term investments needed to ensure safe, secure, and reliable transportation.
- Completed the roll-out of the new M8 fleet, which will reduce fleet costs in several key areas, including parts consumption, frequency of repairs due to breakdowns, and overall maintenance costs.
- Continued to generate energy savings thanks to the Grand Central Energy Conservation Project leading to a 2015 reduction in Grand Central steam and electric costs of \$1 million vs. 2014.
- Initiated and will manage an MTA-wide energy management process using equipment that will track and monitor energy usage. This enhanced capability will enable all MTA agencies to detect and take corrective action on energy "leaks", billing and metering errors, and aberrations in consumption that will assist in controlling consumption and costs.

Other Revenues

- Increased revenues from Grand Central retail operations by \$1 million or 3.8% higher than 2014 levels. This is the result of higher rents resulting from tenants staying beyond the lease term, and higher negotiated rents from new tenants and tenant renewals. In addition, increased ridership and pedestrian traffic through Grand Central have increased vendor sales and the rental income that is based on a percentage of sales
- Generated increased revenues from Metro-North's 2015 advertising and sponsorship programs with approximately \$15.5 million in revenues from advertising displays, such as the Grand Central digital dioramas.

- Processed 1,198 group trips through the Group Sales & Travel Program, accommodating 30,658 customers and generating \$911,000 on the New Haven, Harlem and Hudson Lines. Also generated more than \$780,000 from the New York City, Hudson Valley, Connecticut and Beyond from “Getaway” programs, which is a slight increase over the previous year.
- Accommodated 28,000 visitors on the Grand Central Terminal audio tour generating \$30,000 and more than 7,000 visitors on guided tours of the terminal sponsored by the Municipal Art Society, which generated \$49,000. Both were significant increases over the previous year
- Extended a partnership with Enterprise Rent-a-Car to improve station access and regional mobility. This venture generated \$28,928 in 2015. The railroad also is adding services provided by Zipcar at outlying stations.
- Approved a licensing agreement with a consortium of communication providers, which began implementing a wireless network in the Grand Central and Park Avenue Tunnels expected to be completed at the end of 2016 or early 2017. In addition to licensing revenue, the project also provides critical safety and emergency communications network at no cost to Metro-North, representing combined revenue and cost savings worth some \$24.0 million over 20 years.

MTA Metro North Railroad



Procurement & Material Management Inventory Report 2015

Mission



The Material Management and Storeroom Operations subgroup of the Procurement and Material Management Department, is tasked with the planning, storage, control and distribution of all inventory material at MNR's storeroom locations. The material stored includes various railcar parts, equipment and support materials.

The subgroup supports and promotes the corporate objective of providing an efficient and safe service to Metro-North's customers by ensuring the appropriate levels of inventory to facilitate scheduled and unscheduled maintenance and repairs, and by working closely with both the Procurement groups and the Operations Division on projected needs and overseeing accurate efforts in forecasting Inventory.

Major Efforts and Initiatives (2015)

Strategic Inventory Planning & Procurement

In 2015, Metro-North's Procurement & Material Management Department continued with initiatives begun five years ago to improve service to its customers. These initiatives focused on intensive monitoring of KPI's, and use of our state-of-the-art forecasting software to achieve service at the lowest cost of inventory investment. Through this effort, customer service achieved its current record high level of 98.9%. This was all accomplished simultaneously with a new fleet growth, increased Reliability Centered Maintenance, (RCM) efforts, and increased material needs for enhanced infrastructure hardening involving continuous right-of-way improvements.

The P&MM Department as well as the MofW Material Management Unit continued building on the accomplishment previously achieved through the specific initiatives in the 2015 Action Plan. The following charts and graphs illustrate the continued positive nature of the efforts undertaken.

2015 Action Plan Summary

•Strategic Inventory Forecasting

Coinciding with, and supplementing Strategic Procurement initiatives, the Algorithmic Forecasting System continued the task of "right-sizing" the inventory and managing growth. This system has given MNR the capability to manage highly volatile items ensuring availability of critical parts and appropriate safety stock levels while minimizing overstocking. This application has decreased forecasting errors, increased service levels to internal operations customers and was critical in the identification of a reduction plan for stocking of our retiring fleet. The forecasting system has been instrumental in minimizing MNR's growth of inventory from 2012-2015 while still achieving record service levels. This has all been accomplished during a time which experienced the completion of the rollout for the new M-8 fleet and the associated service part as well as during a period when enhanced focus to Infrastructure Hardening was driving material requirements to new levels.

•Utilized Forecasting system to identify Multi-Year Service Part Needs for long-term contracts

Coinciding with centralized procurement initiatives, Material Management successfully continued creation of forward forecasts in an interdepartmental collaboration to minimize stocking, reduced administrative lead-time and increase availability. The effort has continued to provide the roadmap for expansion and a dedicated TEAM continued effort through 2015.

•Improve Accuracy and Service

At year end 2015, an inventory cycle count accuracy rate of 99.8% was achieved on \$84.5M counted. Inventory cycle count accuracy rate represents the system count vs. the on-the-shelf count.

The out-of-stock rate for service parts, which is the inverse of service level, reached an all time low of 1.1% on 34,281 inventory items. This represents the percent of items in which stock is not available for potential demand.

Final development of Phase 1 Executive Dashboard software was completed, which provides drillable KPI reporting at managers desktops, thereby eliminating manually generated reporting.

2015 Detailed Accomplishments 2016 Goals

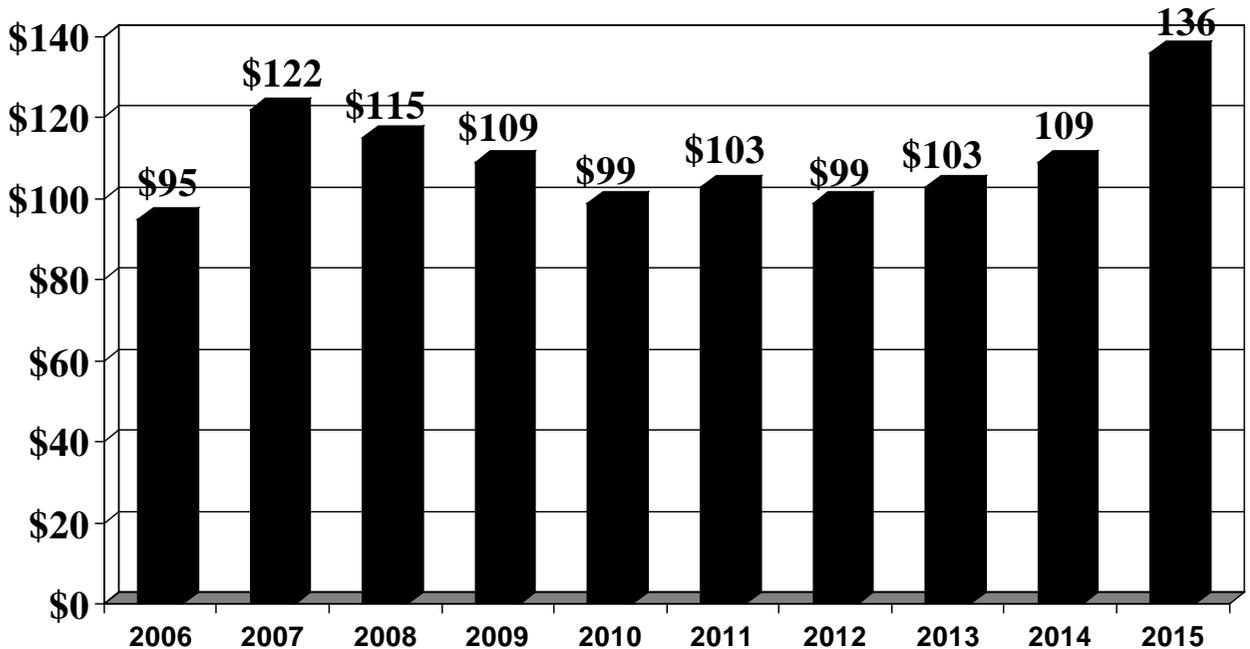
Challenge	Plan	2015 Detailed Accomplishments	2016 Goal
Right-size Stock Inventory investment to support service level and budgetary goals for MofE and MofW operations.	<ul style="list-style-type: none"> • Continue expanded use of Smart Software to proactively forecast future needs. • Provide method for strategic look-ahead forecast to allow for multi-year contract solicitation. • Collaborate with internal customers to improve administrative Lead-time. • Support MofW initiatives for centralized management of inventory. 	<ul style="list-style-type: none"> ➢ Maintain high level of service through aggressive monitoring of Service levels. ➢ Work with team to leverage strategic look-ahead forecasting generating five additional long-term contracts. ➢ Continue M-8 fleet material ramping to support availability. ➢ Create metrics of Plan against actual on Production consumption. ➢ Implement centralized reporting efforts and executive dashboard for live graphical reporting. 	<ul style="list-style-type: none"> ➢ Target R&R service level, core tracking, and associated vendor performance for systematic improvement. ➢ Evaluate and expand R&R pool stock to better support changing demand ➢ Expand breadth and depth of executive dashboard view to incorporate the replacement of existing manual reporting. ➢ Expand metrics of Plan against actual on Production consumption to include Project MofE area.
Optimize Inventory for Inactive and Excess	<ul style="list-style-type: none"> • Determine disposition of inactive material. • Collaborate with internal customers in validation of excess/inactive stock material for final disposition. • Continue to use Forecasting system to identify excess and implement plan for right-sizing levels. 	<ul style="list-style-type: none"> ➢ Continue efforts in identifying disposal of inactive and excess inventory allowing for space reclamation. ➢ Identify and offer for disposal remaining stock of retiring M-2 fleet . ➢ Readjust demand forecasts for items shared between retiring fleet and remaining fleet minimizing spend. 	<ul style="list-style-type: none"> ➢ Continue efforts in identifying disposal of inactive and excess inventory allowing for space reclamation on the Harmon Campus. ➢ Identify and offer for disposal remaining stock of retiring M-2 fleet . ➢ Readjust demand forecasts for items shared between retiring fleet and remaining fleet minimizing spend. ➢ Purge retired M-4 & M-6 exclusive inventory in New Haven.
Joint Procurement Initiatives	<ul style="list-style-type: none"> • Identify items that can be purchased jointly throughout the MTA, while reducing redundancy and improving economies of scale. • Pursue opportunities as part of the procurement operating procedures with peer agencies. 	<ul style="list-style-type: none"> ➢ Improve methods and magnitude of inventory sharing involving excess parts. ➢ Standardize where possible common commodities between agencies in order to minimize inventory investment. 	<ul style="list-style-type: none"> ➢ Improve methods and magnitude of inventory sharing involving excess parts. ➢ Standardize where possible common commodities between agencies in order to minimize inventory investment

Inventory Service Level

Year	Service Level
2015	98.9%
2014	98.7%
2013	98.3%
2012	97.8%
2011	97.7%
2010	97.0%
2009	96.8%
2008	95.9%
2007	96.6%
2006	96.8%

Service level is a performance measurement goal of the percent of time a part is available for use when requested by the internal customer. The MNR Service Level goal for 2015 fleet support was 98.7%. Procurement & Material Management has surpassed that goal by .2% to 98.9%. Improvements have trended upward 3.0% since 2008.

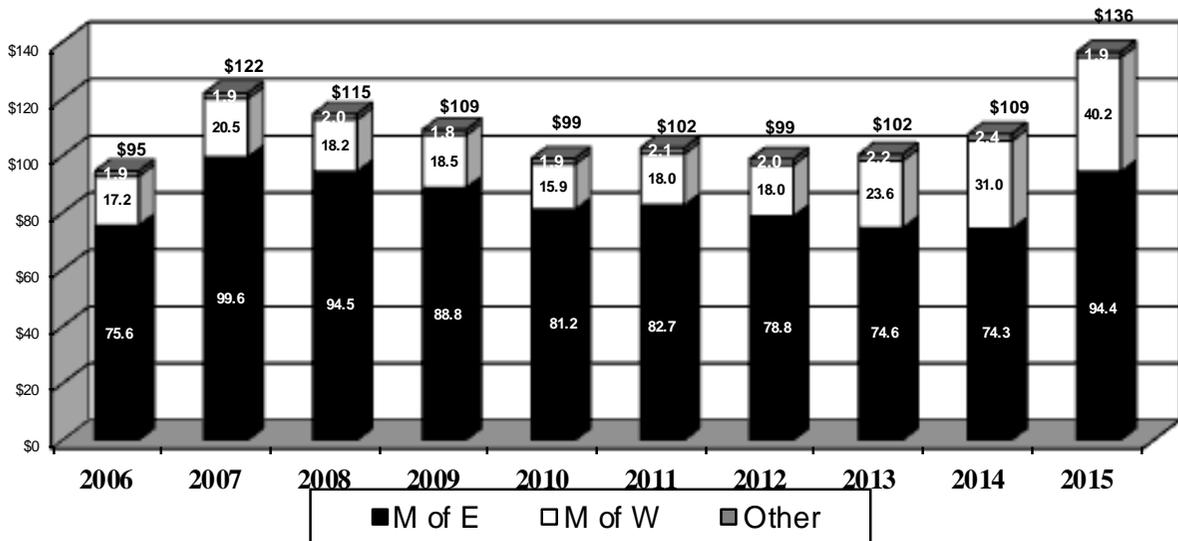
Total Historical Inventory Trends (Constant 2015 \$'s) In Millions



Inventory levels have continued to trend upward since 2012 to the current \$136M level.

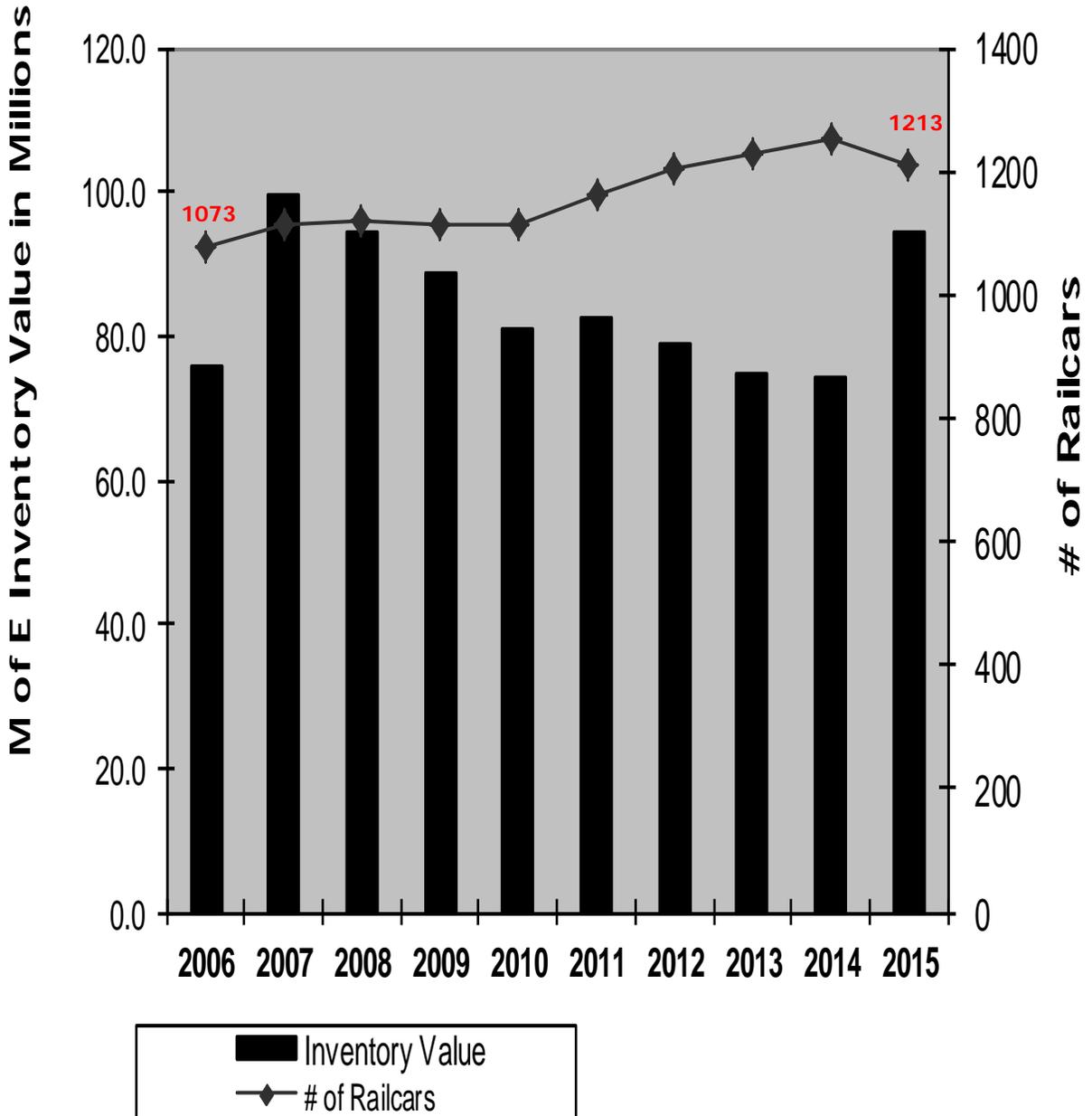
The 2015 inventory levels were projected in 2014, to increase in the \$30M range. The major factors for this projection was: arrival of the M-8 capital spare components, five year program material to support the M-8 fleet, and Locomotive five year programs. Additionally, the MofW material to support the continued Infrastructure strengthening effort was received.

Inventory By MTA Category (Constant 2015 \$'s) In Millions



The graph illustrates the further dissection of inventory value by the three major MTA/MNR categories monitored. Values are: MofE (\$94.4M)—which experienced a 27% growth in 2015 compared to 2014 due to the arrival of M-8 Capital Spares; MofW (\$40.2M)--experienced a 34% increase due in major part to continued arrivals of Infrastructure Hardening increases; and Other (\$1.9M) experienced an 21% decrease primarily due to converting to a change in dual season uniform eliminating the need for a winter and summer uniform for conductors.

MofE Inventory Value vs # of Railcars (Constant 2015 \$) in millions



In closer examination of the MofE category trend, the graph illustrates the success with the overall decline in MofE inventory since 2007 ending in 2014. In 2015, a \$20M infusion of Capital spare material was received to support CDOT M-8's.

LONG ISLAND RAIL ROAD

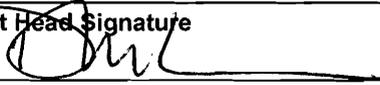
PROCUREMENTS

FOR

BOARD ACTION

April 20, 2016

Staff Summary

Subject : Request for Authorization to Award Various Procurements						Date April 20, 2016			
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	4.18.16				X	President <i>PLM</i>		
2	MTA Board	4.20.16				X	Exec VP <i>EMD</i>		

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>Schedules Requiring Majority Vote</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule G: Miscellaneous Service Contracts	1	\$60,000
SUBTOTAL:	1	\$60,000

LIRR proposes to award Competitive Procurements in the following categories:

<u>Schedules Requiring Two-Thirds Vote</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule B: Competitive Requests for Proposals (Award)	1	\$TBD
SUBTOTAL:	1	\$TBD

<u>Schedules Requiring Majority Vote</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule F: Personal Service Contracts	1	\$37,348
SUBTOTAL:	1	\$37,348

LIRR proposes to award Ratifications in the following categories:	<u># of Actions</u>	<u>\$ Amount</u>
	None	
<u>TOTAL:</u>	3	\$97,348

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.

APRIL 2016

MTA LONG ISLAND RAIL ROAD

LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote

Schedule G: Miscellaneous Service Contracts

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

- 1. New York State Industries \$60,000**
For the Disabled (NYSID) Not-to-Exceed
Three-Year Contract
Contract No. TBD

LIRR requests MTA Board approval to award a New York State Preferred Source, three-year term, Miscellaneous Services contract to the New York State Industries for the Disabled (“NYSID”) to provide direct mail services in support of LIRR’s Public Affairs Department in the not-to-exceed amount of \$60,000. The services include the sorting, collating, folding, insertion, labeling and delivery of bulk LIRR mailings to a United States Post Office location identified by LIRR. The renewal contract is being awarded to NYSID in accordance with Section 162 of the New York State Finance Law (“State Finance Law”), which states preferred sources shall be granted the right to provide services to New York State Agencies in order to advance social and economic goals. Under the State Finance Law, a preferred source provider such as NYSID is expressly exempt from New York statutory competitive procurement requirements provided (i) it is capable of providing the service in the form, function and utility required by the LIRR and (ii) the price offered is as close to the prevailing market prices as practical, but in no event greater than 15% above the prevailing market price. NYSID’s submitted pricing represents a 1.2% per year increase over the current LIRR contract rates, and in accordance with State Finance Law has been approved by the New York State Commissioner of General Services. NYSID’s rates are therefore considered to be fair & reasonable. Funding will be provided through the LIRR’s Operating Budget.

APRIL 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)

- | | | | |
|----|-------------------------|--------------|--------------------------------------|
| 2. | TBD | \$TBD | <i><u>Staff Summary Attached</u></i> |
| | Competitive RFP | | |
| | Contract No. TBD | | |

LIRR requests MTA Board approval to adopt a resolution declaring that competitive bidding is inappropriate and that it is in the public’s best interest to use the Request for Proposal (RFP) procurement method pursuant to Section 1265-a of the Public Authorities Law to award a Design/Build construction contract for the Buckram Road Bridge Replacement Project. The bridge replacement project is located on the Long Island Rail Road’s Oyster Bay Branch, in Locust Valley, Nassau County, New York.

Procurements Requiring Majority Vote

Schedule F: Personal Service Contracts

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

- | | | |
|----|--|----------------------|
| 3. | American Systems Registrar | \$37,347.50 |
| | Three-Year Contract | Not-to-Exceed |
| | Contract No. 04000000000000001222 | |

LIRR requests MTA Board approval to award a competitively bid, three-year, Personal Service contract to American Systems Registrar (“ASR”) in the not-to-exceed amount of \$37,347.50, to perform ISO 9001:2008 compliance audits and certification renewals for LIRR’s Engineering Department. An independent ISO 9001 assessor approved by the American National Standards Institute (ANSI) and the American Society of Quality (ASQ) and the National Accreditation Board (ANAB) must conduct this certification process. The assessor performs audits on organizations in accordance with the rules established by the ISO9001 Registrar Board to determine if good business practices and effective management controls are being utilized. Prior to soliciting a competitive bid, LIRR reached out to MTA sister agencies to identify if a similar contract existed that could be piggybacked, and to determine if any of the agencies wanted to join this procurement. No other agency had a similar contract, or expressed interest in joining this solicitation. LIRR reached out to 34 WBE/MBE firms on 01/06/16 as

part of a Discretionary Procurement outreach, and received no responses from any of the firms. LIRR then proceeded to advertise the bid in the New York State Contract Reporter on 02/03/16, the New York Post on 02/04/16, and on the MTA website. The bid price schedule required the contractor to provide the number of days required for the work, and was based on the total aggregate of daily rates for recertification assessment audits, travel per diem, and annual recertification fees during the three-year term. LIRR received four bids with pricing as follows: the incumbent, American Systems Registrars (“ASR”) - \$37,347.50; National Quality Assurance, USA (“NQA-USA”) - \$48,325; Underwriters Laboratories, Inc. (“UL”) - \$58,200; and Bureau Veritas Certification of America, Inc. (“Bureau Veritas”) - \$62,070. Although ASR’s bid price of \$37,347.50 includes rates that are 22.93 % higher than current contract rates, ASR held pricing for these rates for a six-year period from 2010 to 2016. In addition, ASR’s current bid price includes rates that are 29.41% less than the second lowest bidder NQA-USA. ASR’s pricing is therefore considered fair & reasonable. Funding for the contract is included in LIRR’s Operating Budget.

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

Staff Summary



Item Number: 2					
Dept/Dept Head Name: Procurement & Logistics, Dennis Mahon Department Head Signature & Date <i>[Signature]</i>					
Division/Division Head Name: Program Management, Richard Oakley Division Head Signature & Date <i>[Signature]</i> 4/11/16					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	LI Committee	4.18.16	X		
2	MTA Board	4.20.16	X		
Internal Approvals					
Order	Approval	Order	Approval		
6	President <i>[Signature]</i>	3	Sr. VP/ Engineering <i>[Signature]</i>		
5	Executive VP <i>[Signature]</i>	2	VP/CFO <i>[Signature]</i>		
4	Sr. VP/Operations <i>[Signature]</i>	1	Gen'l Counsel & Sec'y <i>[Signature]</i>		

SUMMARY INFORMATION	
Vendor Name TBD	Contract Number TBD
Description Design Build Services for Buckram Road Bridge Replacement	
Total Amount TBD	
Contract Term (including Options, if any) 560 Calendar Days	
Options(s) included in Total Amount: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-Competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	

Narrative:

I. PURPOSE/RECOMMENDATION

LIRR requests MTA Board approval to adopt a resolution declaring that competitive bidding is inappropriate and that it is in the public's best interest to use the Request for Proposal (RFP) procurement method pursuant to Section 1265-a of the Public Authorities Law to award a Design/Build construction contract for the Buckram Road Bridge Replacement Project. The bridge replacement project is located on the Long Island Rail Road's Oyster Bay Branch, in Locust Valley, Nassau County, New York.

II. DISCUSSION

The scope of work for this project consists of the replacement of the existing Buckram Road Bridge. The bridge is located between the Locust Valley and Oyster Bay stations and was built in 1889. It has three (3) spans with a total bridge length of approximately 134 feet. The bridge is open deck and consists of one (1) through plate girder span and two (2) deck plate girder spans. The track is within a 6 degree 15 minute curve with a timetable speed of 30 mph in this area. When the bridge was constructed in 1889, the vehicular traffic below was significantly different than what it is today. With the current vertical clearance posted at 10'-1", bridge strikes by vehicles have been a common occurrence at this location which impacts LIRR operations on this Branch. The replacement bridge will be raised to 14ft. above the roadway to address the vehicle strike issue while also bringing the structure back to a State of Good Repair. The project will also reduce the number of spans, resulting in a new single-span ballasted deck bridge which will reduce overall maintenance cost.

Staff Summary



LIRR is requesting to use the RFP method for a design/build procurement to ensure that the design is consistent with the necessary means and methods of construction and to encourage the selected proposer to identify innovative construction methods to minimize impacts to the project schedule, LIRR operations, and the surrounding community. Furthermore, the competitive RFP procurement method allows the LIRR to evaluate contractors based on technical capability, experience, and completion schedule as well as their approach to key components of the project such as site constraints, access issues, staging areas, and bridge removal/replacement.

Additionally, the RFP process gives the Railroad the ability to negotiate and evaluate terms other than price alone, such as past performance, working on similar types of projects, work experience in a railroad environment, qualifications of key personnel, and safety record.

III. D/M/WBE INFORMATION

DBE Goals for this Contract are to be determined by the MTA Office of Civil Rights and Diversity.

IV. IMPACT ON FUNDING

This Design/Build contract will be funded by LIRR's proposed 2015 to 2019 Capital Program. However contract award will not be approved until the 2015-2019 Capital Program has been approved.

V. ALTERNATIVES

The alternative is to use the Invitation for Bid (IFB) procurement method. The IFB procurement method does not allow the LIRR to negotiate costs or select a Contractor based upon best experience, technical capability, construction means and methods and/or proposed work completion schedule. In addition, an IFB would (i) require drawings to be at the 100% level, thus potentially delaying the start of construction, and (ii) delay meaningful dialogue with the Contractor during the procurement process, thereby preventing the LIRR from being able to negotiate improvements to the construction schedule and incorporate more efficient means and methods for construction.



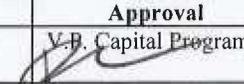
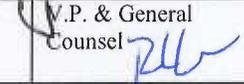
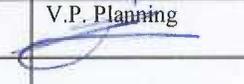
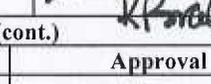
Metro-North Railroad

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	

Board Action					
Order	To	Date	Approval	Info	Other
1	MNR Comm. Mtg.	4-18-16	X		
2	MTA Board Mtg.	4-20-16	X		

Date	April 8, 2016
Vendor Name	Various
Contract Number	Various
Contract Manager Name	Various
Table of Contents Ref #	

Internal Approvals			
	Approval		Approval
X	President 	X	V.P. Capital Programs 
X	Executive V.P. 	X	V.P. & General Counsel 
X	Sr. V.P. Operations 	X	V.P. Planning 
X	V.P. 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:

<u>Schedules Requiring Two-Thirds Vote (or more, where noted)</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule A: Non-Competitive Purchases and Public Work Contracts <ul style="list-style-type: none"> • Monogram Train LLC \$1,302,136 	1	\$1,302,136
<u>Schedules Requiring Majority Vote</u>	NONE	
SUB TOTAL:	1	\$1,302,136

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.

APRIL 2016

METRO-NORTH RAILROAD

LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Schedules Requiring Two-Thirds Vote:

A. Non-Competitive Purchases and Public Work Contracts

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

1. Monogram Train, LLC \$1,302,136 (not-to-exceed) Staff Summary Attached
Purchase of OEM Monogram Systems Toilet Replacement Parts

Approval is requested to award a non-competitive purchase contract for up to a three year period to Monogram Train LLC (“Monogram”). This is a joint procurement with Metro-North Railroad (MNR) (acting as the lead Agency) and the Long Island Rail Road (LIRR) (“the Railroads”). Monogram is the Original Equipment Manufacturer (OEM) for the supply of various toilet replacement parts and components for MNR’s M-2, M-3, M-8 and Coach Car fleets and LIRR’s C-3 fleet. The parts included in this agreement have been fully vetted to reflect only those materials that cannot be acquired from other sources. They include but are not limited to: valves, timers, switches, air cylinders bowls; which are essential to maintaining the toilet systems on the Railroads’ fleets and rail cars.

This is a requirement-based purchase agreement and the Railroads are not obligated to generate a minimum amount of purchase orders. The purchase agreement will eliminate the need and expense of individually advertising prospective procurements, reduce administrative costs and possible procurement lead times for separate purchase orders and expedite material delivery. Monogram will be required to maintain tooling manufacturing capabilities necessary to produce the parts for the duration of the agreement.

In requesting this Board authorization, MNR has complied with PAL§1265-a (3) (advertisement for alternate suppliers) and with MTA All-Agency Procurement Guidelines for the purchase of sole source material. Advertisements were placed in the New York State Contract Reporter, The New York Post, Daily Challenge, and El Diario and posted on the MNR website, which did not yield interest from other sources.

A review of the quoted pricing reflects an increase of approximately 0.31% over 2012 pricing. Based on the Producer Price Index (PPI) for this time period which revealed an increase of 2.99%, Monogram’s pricing is found to be fair and reasonable.

The purchase agreement will have fixed pricing for the three year term. The total not to exceed for the three year period is \$1,302,136 (MNR = \$512,729 & LIRR = \$789,407) and is to be funded by each Agency’s Operating Budget.

Schedule A: Non-Competitive Purchases and Public Work Contracts



Item Number: A

Vendor Name (& Location) Monogram Train LLC	Contract Number 9745-A	Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Description Purchase Agreement for OEM Replacement Parts	Total Amount: \$1,302,136 (not-to-exceed)	
Contract Term (including Options, if any) Three Years	Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Requesting Dept./Div. & Dept./Div. Head Name: Procurement & Material Management, Al Muir, Sr. Director	
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive	Contract Manager: Nina Laney – Assistant Director, Operations Procurement	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Sole Source/OEM		

Discussion:

Approval is requested to award a non-competitive purchase contract for up to a three year period to Monogram Train LLC (“Monogram”). This is a joint procurement with Metro-North Railroad (MNR) (acting as the lead Agency) and the Long Island Rail Road (LIRR) (“the Railroads”). Monogram is the Original Equipment Manufacturer (OEM) for the supply of various toilet replacement parts and components for MNR’s M-2, M-3, M-8 and Coach Car fleets and LIRR’s C-3 fleet. The parts included in this agreement have been fully vetted to reflect only those materials that cannot be acquired from other sources. They include but are not limited to: valves, timers, switches, air cylinders bowls; which are essential to maintaining the toilet systems on the Railroads’ fleets and rail cars.

This is a requirement-based purchase agreement and the Railroads are not obligated to generate a minimum amount of purchase orders. The purchase agreement will eliminate the need and expense of individually advertising prospective procurements, reduce administrative costs and possible procurement lead times for separate purchase orders and expedite material delivery. Monogram will be required to maintain tooling manufacturing capabilities necessary to produce the parts for the duration of the agreement.

In requesting this Board authorization, MNR has complied with PAL§1265-a (3) (advertisement for alternate suppliers) and with MTA All-Agency Procurement Guidelines for the purchase of sole source material. Advertisements were placed in the New York State Contract Reporter, The New York Post, Daily Challenge, and El Diario and posted on the MNR website, which did not yield interest from other sources.

A review of the quoted pricing reflects an increase of approximately 0.31% over 2012 pricing. Based on the Producer Price Index (PPI) for this time period which revealed an increase of 2.99%, Monogram’s pricing is found to be fair and reasonable.

The purchase agreement will have fixed pricing for the three year term. The total not to exceed for the three year period is \$1,302,136 (MNR = \$512,729 & LIRR = \$789,407) and is to be funded by each Agency’s Operating Budget.

APRIL 2016

METRO-NORTH RAILROAD

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Schedules Requiring Two-Thirds Vote:

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

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

1. **Ensco Rail, Inc.** **\$11,882,000 (not-to-exceed)** **Staff Summary Attached**
Design, Build and Deliver Track Geometry Vehicle (TGV)

Approval is requested to award a 24 month competitively solicited RFP (two proposals received) to the firm, Ensco Rail, Inc. (Ensco), to design, build and deliver a Track Geometry Vehicle (TGV).

The TGV is an automated track inspection vehicle used to test several geometric parameters of the track without obstructing normal railroad operations. Some of the parameters generally measured include: position, curvature, alignment of the track, smoothness, and the cross-level of the two rails. The vehicle uses a variety of sensors, measuring systems, and data management systems to create a profile of the track being inspected. Historically, many track inspections were done by inspectors walking and visually inspecting every section of track which was extremely hazardous and ineffective. Other more complex inspections were performed by third party contractors who operated their vehicles on MNR territory during off hours providing data feedback to the Railroad. However, costs have increased due to advancements in TGV proprietary technology and industry specialization and scheduling of inspections has become increasingly difficult due to contractors outside commitments.

Based on findings by the MTA's Blue Ribbon Panel, the Federal Railroad Administration (FRA) and the National Transportation Safety Board (NTSB), this procurement will enable MNR to improve track inspections by: performing routine maintenance on the right-of-way with in-house forces who will be fully trained to operate the equipment, documenting defects for planning track work and making required repairs to mitigate potential and adverse conditions along the right-of-way that may negatively impact service and the safety of its customers. Additionally, it will allow MNR to take advantage of the advancements in technology and create its own Automated Track Inspection Program (ATIP) to ensure compliance with Federal Track Safety Standards (FTSS). The new TGV will be maintained by MNR's Maintenance of Way Track and Structures Department.

MNR received Board approval to use the Request for Proposal (RFP) process for this procurement at the April 2015 MTA Board meeting. On July 23rd 2015, RFP No. 9601-A was advertised in the New York State Contract Reporter, Railway Age, Progressive Railroad, and posted on the MNR website. On October 8th 2015, three technical and cost proposals were received from the firms: Plasser American Corporation, Ensco Rail and Mermec, Inc.

Accordingly, it is recommended that the Board approve the selection of Ensco Rail, Inc. to design, build and deliver a Track Geometry Vehicle (TGV). Ensco's final BAFO cost of \$11,882,000 is within 1.39% of the Engineer's estimate and \$883,000 less than their initial proposal. In addition, Ensco's final price

was \$1,618,000 (11.99%) lower than the next lowest proposer (Plasser). This price is considered fair and reasonable. This procurement is to be funded by MNR's Operating Budget

2. Request to Use RFP Process **TBD** *Staff Summary Attached*
Customer Service Initiatives (CSI) projects

Request for MTA Board approval to use the Request for Proposal (RFP) process to solicit and evaluate proposals from prospective design/build firms for several Customer Service Initiatives (CSI).

MNR is pursuing an aggressive design-build program in the 2015-2019 timeframe, which promises efficient and faster delivery of projects, while achieving best value benefits. MNR intends to improve customer communications in Grand Central Terminal (GCT) and at outlying passenger stations through the rollout of the CSI. These initiatives enhance the customer experience by providing improved real time information, improving security measures at stations, streamlining maintenance of elevators/escalators and making the public address and visual information system displays ADA compliant.

Approval to use the RFP process is requested for these projects:

- Grand Central Terminal Customer Improvements
- Outlying Station Customer Improvements
- Node House Power Upgrades
- Headend Security Equipment
- Elevator and Escalator Management System
- Train Information Displays in Grand Central Terminal

In order to ensure the selection of the contractor with the necessary experience and expertise it is in the public interest to use the RFP process to properly evaluate the technical capabilities of prospective proposers. The contractor will be selected based on an evaluation of technical capability, past performance, organization resources, and cost. These procurements will be funded by the 2015-2019 MNR Capital Program and MTA Security funding.

Staff Summary

Item Number C					
Dept. & Dept. Head Name: Procurement & Material Management, Al Muir, Sr. Director					
Division & Division Head Name: Executive Vice President, Catherine Rinaldi					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	MNR Comm. Mtg.	4-18-16	X		
2	MTA Board Mtg.	4-20-16	X		
Internal Approvals					
Order	Approval	Order	Approval		
X	President				
X	Sr. V.P. Operations	X	V.P. Planning		
X	V.P. Finance & IT	X	V.P. & General Counsel		
X	V.P. Capital Programs				

SUMMARY INFORMATION	
Vendor Name Ensco Rail, Inc.	Contract Number 9601-A
Description Purchase of Track Geometry Vehicle (TGV)	
Total Amount \$11,882,000	
Contract Term (including Options, if any) 24 Months	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

Narrative

I. PURPOSE/RECOMMENDATION:

To obtain MTA Board approval to award a contract to the firm, Ensco Rail, Inc. (Ensco). The procurement consists of design, build and delivery of a Track Geometry Vehicle (TGV).

II. DISCUSSION:

The TGV is an automated track inspection vehicle on a rail transport system used to test several geometric parameters of the track without obstructing normal railroad operations. Some of the parameters generally measured include: position, curvature, alignment of the track, smoothness, and the cross-level of the two rails. The vehicle uses a variety of sensors, measuring systems, and data management systems to create a profile of the track being inspected.

Track inspections were historically performed by inspectors walking the railroad and visually inspecting every section of track, a potentially hazardous task done during daily in-service operational conditions. It was also manpower intensive, and inspectors were limited in the amount of track they could inspect on a given day. These risks and costs were later mitigated when TGVs emerged in the late 1970s. MNR, which does not own or operate a TGV, has historically conducted its track geometry inspections via a third party contractor. However, costs have increased due to advancements in TGV proprietary technology and industry specialization and scheduling of inspections has become increasingly difficult due to contractors' outside commitments.

Based on findings by the MTA's Blue Ribbon Panel, the Federal Railroad Administration (FRA) and the National Transportation Safety Board (NTSB), this procurement will enable MNR to improve track inspections by: performing routine maintenance on the right-of-way with in-house forces who will be fully trained to operate the equipment, documenting defects for planning track work and making required repairs to mitigate potential and adverse conditions along the right-of-way that may negatively impact service and the safety of its customers. Additionally, it will allow MNR to take advantage of the advancements in technology and create its own Automated Track Inspection Program (ATIP) to ensure compliance with Federal Track Safety Standards (FTSS). The new TGV will be maintained by MNR's Maintenance of Way Track and Structures Department.

Staff Summary

MTA Board meeting.

On July 23rd 2016, RFP No. 9601-A was advertised publically in the New York State Contract Reporter, Railway Age, Progressive Railroading, and posted on the MNR website. On October 8th 2015, three technical and cost proposals were received from the firms Ensco Rail, Inc., Mermec, Inc., and Plasser American Corporation.

A Selection Committee comprised of five members representing MNR's M of W Track and Structures, Maintenance of Equipment (M of E) and Procurement & Material Management Departments evaluated the proposals using a two phase approach. The criteria in order of importance for selection established in the RFP are as follows:

Phase 1

1. Demonstrated understanding of the Technical Specification Requirements
2. Past Experience and performance on similar projects
3. Demonstrated capability and financial resources to perform the assigned Scope of Work in the time projected

Phase 2

1. Technical Merit
2. Cost

During the Phase 1 evaluations, presentations were made by each of the proposers including a question and answer period based on previously prepared questions. Each committee member scored the proposers against the Phase 1 criteria. Based upon numerical overall evaluations of the proposals, a "shortlist" was established and the following two firms were selected to participate in Phase 2 and asked to provide full Technical and Commercial proposals:

1. Plasser American Corporation
2. Ensco Rail, Inc.

After reviewing the Phase 2 proposals, the Selection Committee agreed that although both contractors could perform the scope of work as provided in the contract and their proposals met the requirement of the RFP, Ensco provided the best value to MNR. Ensco's Best and Final Offer (BAFO) cost is \$1,618,000, 11.99% lower than the Plasser proposal. After a detailed review of the M of W Track and Structures' estimated costs for the level of work required under this RFP, Ensco's proposal was within 1.39% of the estimated budget and \$833,000 less than their initial proposal. Further, Ensco was able to demonstrate to the committee and MNR senior management their ability to successfully complete all requirements within the 24 month schedule. Accordingly, it is recommended that the Board approve the selection of Ensco Rail, Inc. for the design, build and delivery of a TGV.

III. D/M/WBE INFORMATION:

The MTA Department of Diversity and Civil Rights canvassed the industry to determine if there were any minority or women owned businesses that were qualified to submit a proposal for this highly specialized equipment. There were none; accordingly, DDCR has established a 0% MBE and 0% WBE goal for this contract. The NYS Department of Economic Development shall be notified of this award.

IV. IMPACT ON FUNDING:

The total cost for this procurement effort is not to exceed \$11,882,000. This contract will be funded by MNR's Operating Budget.

V. ALTERNATIVES:

MNR does not have the manufacturing capability to design, build and deliver this unique vehicle.

Staff Summary

Item Number B					
Dept. & Dept. Head Name: Procurement & Material Management, Al Muir, Sr. Director					
Division & Division Head Name: Executive Vice President, Catherine Rinaldi					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	MNR Comm. Mtg.	4-18-16	x		
2	MTA Board Mtg.	4-20-16	x		
Internal Approvals					
Order	Approval	Order	Approval		
X	President	X	V.P. & General Counsel		
X	Sr. V.P. Operations	X	V.P. Planning		
X	V.P. Finance & IT				
X	V.P. Capital Programs				

SUMMARY INFORMATION	
Vendor Name TBD	Contract Number Various
Description Request to use the RFP Process- Various Contracts for the Customer Service Initiatives Project	
Total Amount TBD	
Contract Term (including Options, if any) Various	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

Narrative

I. PURPOSE/RECOMMENDATION

Metro-North Railroad (MNR) is seeking Board approval under the All Agency Procurement Guidelines to enter into a competitive Request for Proposal (RFP) process for Design/Build Services in lieu of sealed competitive bids for contracts supporting the Customer Service Initiatives Project.

II. BACKGROUND & DISCUSSION

MTA Metro-North intends to improve the customer experience in Grand Central Terminal and at outlying passenger stations through the rollout of a number of Customer Service Initiatives (CSI). These initiatives will provide improved real time information, improve security measures at stations, streamline maintenance of elevators/escalators and make public address and visual information system displays ADA compliant.

In order to ensure the selection of a contractor with the necessary experience and expertise, it is in the public interest to use the RFP process for the below-listed contracts to properly evaluate the technical capabilities of prospective proposers. The Contractors will be selected based on an evaluation of technical capability, past performance, organization resources, and cost. MNR requests that the Board approve a resolution authorizing MNR to use the competitive RFP process to award Design/Build contracts for the following capital projects:

Contract No. 58050 – Outlying Station Customer Improvements

This contract will include a new Public Address System, Visual Information System, elevator and escalator management system, and increased security measures such as video surveillance, remote passenger assistance and restrictive access to key areas. Work will be initially performed at Harlem-125th Street, Mount Vernon East, Pelham, New Rochelle, Larchmont, Mamaroneck, Harrison and Rye with a subsequent phase to include the following stations: Morris Heights, Riverdale, Melrose, Tremont, Port Chester, Crestwood, North White Plains and Spuyten Duyvil. Options for work at other stations along the Lower Hudson, Mid-Hudson and Lower Harlem Lines will be included and awarded if funding is available.

Contract No. 58049 - Node House Power Upgrades

This contract will include rectifiers, batteries and distribution to support new technology for the fiber optic network backbone system.

Contract No. 58051 – Head-end Security Equipment

This contract will provide for the design and installation of a fully functional Video Management System. The system supports the Security Command Center to monitor video surveillance and physical access throughout MNR property. The new equipment will be integrated to work with existing cameras at Grand Central Terminal and outlying stations and will tie into the Physical Security Information Management System and CDOT Video Management System.

Contract No. 58028 - Train Information Displays in Grand Central Terminal

This contract will provide for the design of replacement technology and installation of the passenger information displays which consists of the Gate Boards and the Main Concourse Big Board. The displays must conform to the current historic signage approved by the State Historical Preservation Office (SHPO), and the technology will be integrated with the back office for Public Address and Visual Information systems.

Contract No. 58016 – Grand Central Terminal Customer Improvements

This contract will include a build-out of the existing equipment room to accommodate back office equipment obtained under the Head-end Security Equipment contract. The contract will also replace the existing public address system and provide all supporting infrastructure to new passenger displays.

Contract No. 58036 – Elevator and Escalator Management System

This contract will allow for remote monitoring and diagnostics for elevators located in GCT and stations throughout MNR territory.

III. D/M/WBE INFORMATION

MTA DDCR will be consulted in order to establish MBE/WBE goals for these contracts.

IV. IMPACT ON FUNDING

These procurements will be funded by the 2015-2019 MNR Capital Program and MTA Security funding.

V. ALTERNATIVES

MNR does not have the available in-house design or construction ability to complete the scope of the specified work; therefore there are no recommended alternative approaches.

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.)

3. Cintas Corporation \$221,364 (not-to-exceed)

Uniform Rental Services at Various Locations throughout the MNR Territory

Approval is requested to award a five year (three years base with option for two additional years), competitively solicited (one bid received), miscellaneous service contract to Cintas Corporation for uniform rental services at various locations throughout Metro-North's territory.

Cintas shall provide uniform rental, pick up, cleaning, and delivery services at the following MNR station employees: Yonkers, Croton-Harmon, Poughkeepsie, 125th St. Harlem, Fordham, North White Plains, Brewster, Mount Vernon East, New Rochelle, Harrison, Port Chester, Stamford, Bridgeport and New Haven. The required services shall include the supplying of uniforms for approximately 80 Custodians and 30 TVM Technicians for a total of 110 employees.

Cintas was the sole responsive and responsible bidder. A price comparison shows that Cintas is 19.6% below MNR's estimate for these services and their price is deemed fair and reasonable. At this time, MNR requests Board approval of \$221,364 for the full five year contract amount, but shall initially award \$132,818 for the first three years. This procurement is to be funded by the MNR Operating Budget.

4. Northeast Work Safety Boat, LLC \$250,860 (not-to-exceed)

Safety Boat Service – Cos Cob Bridge

Approval is requested to award a two year, competitively solicited (one bid received), miscellaneous service contract in the amount of \$250,860 to Northeast Work Safety Boat LLC ("Northeast").

Northeast will provide safety boat services in support of repairs to the Cos Cob Bridge over the Mianus River in Greenwich, Connecticut. All repair work will be performed by MNR personnel. The scope of work includes supplying a lifesaving skiff with a qualified operator for monitoring MNR's personnel during bridge repairs, in accordance with Occupational Safety and Health Administration ("O.S.H.A") guidelines. The skiff is equipped with all O.S.H.A. and Coast Guard required equipment. MNR does not have in-house capability to perform this work. Northeast was the sole responsive and responsible bidder of this service. A price comparison shows that Northeast is 2% higher than the engineer's estimate for this project and is considered fair and reasonable. 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. Raul V. Bravo and Associates \$500,000 (not-to-exceed)

Engineering and Inspection Support Services – Overhaul of Seven GP35 Locomotives

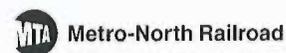
Approval is requested for additional funding in the amount of \$500,000 and an 18 month time extension for engineering and inspection support services for the overhaul of seven GP35 Locomotives previously awarded in March 2014 to Raul V. Bravo & Associates, Inc. (“RVBA”). The contract’s remaining available funds are not sufficient for completing the anticipated future tasks and it is not anticipated that the contractor will be able to complete those tasks within the original time frame.

The subject engineering and inspection services were competitively solicited to consulting firms pre-approved under the 2009-2014 General Engineering Consultant Services program. In response to a Request for Proposal (“RFP”), RVBA was selected for award and a 27 month contract was executed in the not to exceed amount of \$1,075,356. The purpose of this project is to provide engineering and inspection support services for the GP35 Overhaul Program. The scope of work consists of monitoring the overhaul development, reviewing and commenting on all submittals. This includes but is not limited to: specified components and assembly of the locomotives, specific equipment design areas, and acceptance testing of the locomotives, supervision and inspection of all aspects of the overhaul and related activities performed by Brookville Equipment Corporation (“BEC”), the GP35 Overhaul Contractor, as well as change order evaluation.

RVBA’s effort during the design and overhaul process was increased to support MNR’s monitoring of BEC. In addition, MNR requested that RVBA commit additional resources during the overhaul effort to manage and help facilitate corrective actions encountered by BEC with the implementation of some new technology items. The GP35 overhaul program currently is behind schedule and the last locomotive is anticipated to be delivered to MNR in September 2017. Liquidated damages will be used to offset some of these additional costs.

At this time, MNR is requesting Board approval for an additional \$500,000 as well as an 18 month time extension (December 2017) to RVBA’s Engineering and Inspection Support Services contract. The additional funding will be provided by the MNR Operating Budget.

Schedule H: Modifications to Personal Service and Miscellaneous Service Contracts



Item Number: H

Vendor Name (& Location) Raul V. Bravo & Associates, Inc.
Description Engineering and Inspection Support Svcs. – Overhaul of Seven GP35 Locomotives
Contract Term (including Options, if any) 27 months
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:
Requesting Dept./Div. & Dept./Div. Head Name: Procurement & Material Management, Al Muir, Sr. Director

Contract Number 01-430	AWO/Modification # 1
Original Amount:	\$1,075,356
Prior Modifications:	\$0.00
Prior Budgetary Increases:	\$0.00
Current Amount:	\$1,075,356
This Request:	\$500,000
% of This Request to Current Amount:	47%
% of Modifications (including This Request) to Original Amount:	47%



Discussion:

Approval is requested for additional funding in the amount of \$500,000 and an 18 month time extension for engineering and inspection support services for the overhaul of seven GP35 Locomotives previously awarded in March 2014 to Raul V. Bravo & Associates, Inc. (“RVBA”). The contract’s remaining available funds are not sufficient for completing the anticipated future tasks, and it is not anticipated that the contractor will be able to complete those tasks within the original time frame.

The subject engineering and inspection services were competitively solicited to consulting firms pre-approved under the 2009-2014 General Engineering Consultant Services program. In response to a Request for Proposal (“RFP”), RVBA was selected for award and a 27 month contract was executed in the not to exceed amount of \$1,075,356. The purpose of this project is to provide engineering and inspection support services for the GP35 Overhaul Program. The scope of work consists of monitoring the overhaul development, reviewing and commenting on all submittals. This includes but is not limited to: specified components and assembly of the locomotives, specific equipment design areas, and acceptance testing of the locomotives, supervision and inspection of all aspects of the overhaul and related activities performed by Brookville Equipment Corporation (“BEC”), the GP35 Overhaul Contractor, as well as change order evaluation.

RVBA’s effort during the design and overhaul process was increased to support MNR’s monitoring of BEC. In addition, MNR requested that RVBA commit additional resources during the overhaul effort to manage and help facilitate corrective actions encountered by BEC with the implementation of some new technology items. The GP35 overhaul program currently is behind schedule and the last locomotive is anticipated to be delivered to MNR in September 2017. Liquidated damages will be used to offset these additional costs.

At this time, MNR is requesting Board approval for an additional \$500,000 as well as an 18 month time extension (December 2017) to RVBA’s Engineering and Inspection Support Services contract. The additional funding will be provided by the MNR Operating Budget.

METRO-NORTH AND LONG ISLAND RAILROAD

JOINT COMMITTEE

MTA BOARD

PROCUREMENT PACKAGE

APRIL 2016

Staff Summary



Subject Request for Authorization to Award Various Procurements					
Department Law and Procurement					
Department Head Name Evan M. Eisland					
Department Head Signature 					
Board Action					
Order	To	Date	Approval	Info	Other
1	Metro North and Long Island Rail Road Joint Committee	4/18/16	X		
2	Board	4/20/16	X		

Date: April 8, 2016			
Vendor Name Various			
Contract Number Various			
Contract Manager Name Various			
Internal Approvals			
	Approval		Approval
4	President 	3	Executive Vice President
2	Vice President, Program Controls 	1	Chief Procurement Officer

PURPOSE

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

DISCUSSION

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

Schedules Requiring Majority Vote:

Schedule I Modifications to Purchase and Public Work Contracts

	<u># of Actions</u>	<u>\$ Amount</u>
	2	\$ 48,609,934
SUBTOTAL	2	\$ 48,609,934

MTA Capital Construction proposes to award Ratifications in the following category:

Schedules Requiring Majority Vote:

Schedule K Ratification of Completed Procurement Actions

	<u># of Actions</u>	<u>\$ Amount</u>
	1	\$ 1,498,000
SUBTOTAL	1	\$ 1,498,000

TOTAL 3 \$ 50,107,934

Budget Impact:

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

Recommendation:

That the modifications be approved as proposed. (The items are 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.

APRIL 2016

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements 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. | Frontier Kemper Constructors, Inc.
Contract No. CM006
Modification No. 24 | \$ 25,422,629 | <u>Staff Summary Attached</u> |
|----|--|----------------------|--------------------------------------|

In accordance with Article IX of the All-Agency Procurement Guidelines, MTACC requests the Board approve a modification to incorporate changes to the contract drawings and specifications, to compensate the contractor for those changes and to resolve claims arising from differing site conditions.

- | | | | |
|----|--|----------------------|--------------------------------------|
| 2. | Tutor Perini Corporation
Contract No. CQ032
Modification No. 77 | \$ 23,187,305 | <u>Staff Summary Attached</u> |
|----|--|----------------------|--------------------------------------|

In accordance with Article IX of the All-Agency Procurement Guidelines, MTACC is requesting that the Board approve a modification to incorporate changes to the contract drawings and specifications and to compensate the contractor for those changes and for Impact Costs arising from Compensable Delays under the Contract.

Schedule I: Modifications to Purchase and Public Work Contracts
Item Number: 1

Page 1 of 2

Vendor Name (& Location) Frontier Kemper Constructors Inc. (Pelham, NY)	Contract Number CM006	AWO/Modification # 24
Description Manhattan North Structures for the East Side Access Project	Original Amount: \$ 294,201,750	
Contract Term (including Options, if any) 32 Months	Prior Modifications: \$ 30,375,621	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	Prior Budgetary Increases: \$ 0	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	Current Amount: \$ 324,577,371	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	This Request \$ 25,422,629	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	% of This Request to Current Amount: 7.8%	
Requesting Dept/Div & Dept/Div Head Name: East Side Access/W. Goodrich, P.E.	% of Modifications (including This Request) to Original Amount: 19%	

Discussion:

The scope of work of this Contract includes construction of permanent structural concrete lining, interior structures, and fit-out of the caverns and tunnels beneath and to the north of the existing Grand Central Terminal for the East Side Access Project (“ESA”). In accordance with Article IX of the All-Agency Procurement Guidelines, MTACC requests the Board approve a modification to incorporate changes to the contract drawings and specifications, to compensate the contractor for those changes and to resolve claims arising from differing site conditions.

At the existing Second Avenue ventilation facility for the 63rd Street Tunnel, the contract requires that the Contractor demolish an existing slab and remove conduit and asbestos containing material prior to completing required rehabilitation work. The Contractor discovered the concrete slab was thicker than reflected in historical records. This difference required the Contractor to alter its means and methods for removing the concrete, the conduit and the asbestos containing materials. The Contractor submitted a “differing site condition claim” for its increased costs associated with this work. This Modification resolves that claim.

The contract requires that the Contractor replace the drainage systems at three other existing facilities where the historical records also do not accurately reflect the site conditions. The Contractor seeks compensation for these differing site conditions as well as a number of other smaller claims. This Modification resolves these matters too.

The contract requires that the Contractor construct the final concrete liner in the tunnels and caverns that were excavated under two previous contracts. In a typical tunnel excavation project the as-built tunnel alignment deviates from the design alignment in certain locations. Because the CM006 contract documents were prepared before the tunnels and caverns were completed, they were based on the design alignment. A survey of the as-built tunnels and caverns was therefore required to determine whether deviations in the alignment required adjustments to the positioning of the tunnel liner to maintain sufficient clearances for trains and equipment. In certain instances, particularly around curves and where the tunnels meet the caverns or other facilities, adjustment to the positioning of the concrete liner is required.

The Contractor claims that the as-built location of the tunnels and caverns constituted a “differing site condition” and that the delay in receiving final survey information and direction to proceed based on that information caused delays and out of sequence work causing the Contractor to raise staffing levels far beyond its initial plan. This Modification resolves the Contractor’s entire tunnel alignment claim, adds clarification to the Contract drawings with regard to the alignment and adjusts the schedule.



Schedule I: Modifications to Purchase and Public Work Contracts

Item Number 1

This Modification also includes a scope transfer from Contract CM013 to furnish and install pull box door assemblies. This work was removed from CM013 because of design concerns that were not resolved in time to complete the work as part of the CM013 contract. This Modification also includes some additional items that were resolved concurrently, including, among other things, the construction of a drainage slab and the replenishment of an allowance item required to upgrade certain temporary equipment such as ventilation fans.

As this Contractor is a wholly owned subsidiary of Tutor Perini Corporation (TPC), this Modification also adds a provision to the contract that requires the Contractor to coordinate its work and schedule with three related contracts also held by TPC or its affiliates, Contract CS179 (Systems), Contract CM007 (Cavern Finishes and Track) and Contract CQ032 (Plaza Substation and Queens Structures). This Modification also adds a provision to the contract that requires the Contractor to hold the MTA harmless for delays resulting from contractor caused delays to any of the other three TPC Contracts. In addition, the CM007 Contractor is required to maintain a composite schedule to manage and coordinate interfaces between these three contracts. This Modification adds the requirement that this Contractor support that composite schedule. This Modification also deletes contract milestones which were intended to establish a date for turnover of certain areas and access routes to the CM007 and CS179 Contracts. MTACC has removed corresponding access restraints from the other TPC contracts to enable TPC to coordinate its contracts and share access to more efficiently manage all of the work.

The Contractor submitted proposals which sought a net contract increase of approximately \$54,964,755 while MTACC's independent cost assessments of each of the issues resulted in a net contract increase of approximately \$20,378,177. The parties met on several occasions to discuss the merits of their respective positions and ultimately agreed to a net lump sum increase in the amount of \$25,422,629 which is considered to be fair and reasonable. This Modification recognizes a delay to Substantial Completion from December 1, 2016 to June 1, 2017 and resolves any claim for Impact Costs associated with that time extension. There is no effect to the overall ESA Project Schedule. Funding is available through contract and program contingency.

Schedule I: Modifications to Purchase and Public Work Contracts
Item Number: 2

Page 1 of 2

Vendor Name (& Location) Tutor Perini Corporation (New Rochelle, NY)	Contract Number CQ032	AWO/Modification # 77
Description Plaza Substation and Queens Structures for the East Side Access Project	Original Amount:	\$ 147,377,000
Contract Term (including Options, if any) 1,793 Days	Prior Modifications:	\$ 88,988,691
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	Prior Budgetary Increases:	\$ 0
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	Current Amount:	\$ 236,365,691
Solicitation Type <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	This Request	\$ 23,187,305
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	% of This Request to Current Amount:	9.8%
Requesting Dept/Div & Dept/Div Head Name: East Side Access/W. Goodrich, P.E.	% of Modifications (including This Request) to Original Amount:	76.1%

Discussion:

The work under this Contract is for the structural and architectural rehabilitation of existing facilities along the 63rd Street Tunnel alignment as well as the construction of the Plaza Interlocking and Facility Power Substation B10 for the East Side Access (ESA) Project. In accordance with Article IX of the All-Agency Procurement Guidelines, MTACC is requesting that the Board approve a modification to incorporate changes to the contract drawings and specifications and to compensate the contractor for those changes and for Impact Costs arising from Compensable Delays under the Contract.

The CQ032 Contract Work in the Queens Plaza has experienced significant delays arising from a variety of factors. Initially, access to portions of the work-site was delayed by the work of Contract CQ039, which experienced difficulties achieving the frozen arch condition required to complete the tunnel under Northern Boulevard. Moreover, apparent design errors and omissions caused delays in the completion of the Plaza Interlocking Structure as well as delays in completing the mechanical, electrical, HVAC and fire suppression systems in the Yard Services Building. Additionally, the discovery of certain organic materials in the soil under the Yard Services Building, which required additional structural analysis and ultimately the installation of timber piles for additional support, caused further contract delays. These and other related issues resulted in delays to Substantial Completion of 755 calendar days of which 581 calendar days qualify as Compensable Delays for which the Contractor is entitled to Impact Costs in accordance with the Contract. This Modification will compensate the Contractor for such Impact Costs and will establish a new Substantial Completion date of September 6, 2016 and a Final Completion date of December 4, 2016.

This Modification also addresses a variety of other open issues including additional waterproofing where the work of this contractor ties in with existing structures. The Modification addresses changes arising from apparent design errors and omissions required to meet fire safety and building code requirements and to address certain structural and architectural issues. It adds the installation of cable pull boxes in the Yard Lead Tunnel duct bench to facilitate cable installation, and resolves other open issues. This Modification also includes credits for certain work removed from the Contract.

In addition, this Modification adds a requirement to the contract that the Contractor coordinate its work with related contracts also held by Tutor Perini Corporation ("TPC") or its affiliates, Contract CS179 (Systems), Contract CM007 (Cavern Finishes and Track) and CM006 (Manhattan North Structures). This Modification also adds a provision to the contract that requires the Contractor to hold the MTA harmless for delays resulting from contractor caused delays to any of the other three TPC Contracts. Modifications to CS179 and CM006 will include similar and related provisions.

Schedule I: Modifications to Purchase and Public Work Contracts

Item Number 2

Page 2 of 2

The Contractor submitted proposals which sought a net Contract increase of approximately \$34,172,458 while MTACC's independent cost assessments of each of the issues resulted in a net Contract increase of approximately \$16,960,408. The parties met on several occasions to discuss the merits of their respective positions and ultimately agreed to a net lump sum increase in the amount of \$23,187,305 which is considered to be fair and reasonable. There is no effect to the overall ESA Project Schedule. Funding is available through contract and program contingency.

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

APRIL 2016

LIST OF RATIFICATIONS FOR BOARD APPROVAL**Procurements Requiring Majority Vote:****Schedule K. Ratification of Completed Procurement Actions (Involving Schedule E-J)
(Staff Summaries required for items requiring Board Approval)**

- | | | | |
|-----------|--|---------------------|--------------------------------------|
| 3. | Tutor Perini Corporation
Contract No. CS179
Modification No. 12 | \$ 1,498,000 | <u>Staff Summary Attached</u> |
|-----------|--|---------------------|--------------------------------------|

In accordance with Article IX of the All-Agency Procurement Guidelines, MTACC requests that the Board ratify a contract modification to implement repairs and upgrades to prevent water infiltration into the Vernon Boulevard Ventilation Facility.

Item Number 3

Vendor Name (& Location) Tutor Perini Corporation (New Rochelle, New York)	
Description Systems Facilities Package No. 1 for the East Side Access Project	
Contract Term (including Options, if any) 75 Months	
Option(s) included in Total Amount?	<input checked="" type="checkbox"/> Yes <input 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 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
CS179	12
Original Amount:	\$ 333,588,000
Prior Modifications:	\$ 4,873,334
Exercised Options:	\$ 120,991,283
Current Amount:	\$ 459,452,617
This Request	\$ 1,498,000
% of This Request to Current Amount:	0.3%
% of Modifications (including This Request) to Original Amount:	1.9%

Discussion:

This Contract provides the systems for the East Side Access (ESA) project, including fire detection, tunnel ventilation, facility power, signal power, tunnel lighting and SCADA systems. In accordance with Article IX of the All-Agency Procurement Guidelines, MTACC requests that the Board ratify a contract modification to implement repairs and upgrades to prevent water infiltration into the Vernon Boulevard Ventilation Facility.

The Vernon Boulevard Ventilation Facility was constructed in the 1970's. Now, during rain events, water is infiltrating the facility in various locations, including the rooms that will house the Traction Power Substation ("TPSS") and Facility Power Substation ("FPSS") for ESA. This Modification implements repairs and upgrades addressing the water infiltration issues and implements post-Sandy hardening and resiliency measures. The repairs and upgrades include replacement of equipment hatches and personnel exit hatches located in the roof of the TPSS and the FPSS and installation of new water tight submarine quality doors from the facility to the ventilation shaft. The deteriorated doors and hatches are located at grade level and are the primary source of water infiltration. The Contractor will construct these access points to comply with post-Sandy designated elevations and design. In addition, the Contractor's repairs and upgrades will include installation of a permanent sump pump at the TPSS room, resealing of pipe openings in the exterior walls of the TPSS, and repair of existing surfaces damaged by the water infiltration. The repairs also include grout injection in the floor slab of the TPSS room.

The Contractor submitted a cost proposal in the amount of \$1,928,041 for this work, while MTACC's project estimate was \$1,423,576. Negotiations were held parties agreed to a cost of \$1,498,000 which is considered to be fair and reasonable. There is no time impact associated with this modification to substantial completion.

In an attempt to eliminate the time impacts resulting from this Work, in September 2015 the MTACC President authorized the Contractor to proceed with a limited scope of the work for a not-to-exceed amount of \$575,000. Based on the work performed thus far, it is apparent that additional measures, beyond injection grouting, will be required to stop the water infiltration through the floor. Accordingly, the General Engineering Consultant is developing supplemental measures to address this condition which will be added to this contract by a future modification.



LONG ISLAND RAIL ROAD



Monthly Operating Report March 2016

Patrick Nowakowski
President

04/18/16 *****



**OPERATING REPORT
FOR MONTH OF MARCH 2016**

Performance Summary			2016 Data			2015 Data	
			Annual	YTD thru		YTD thru	
			Goal	March	March	March	March
On Time Performance	System	Overall	94.0%	95.2%	93.1%	90.4%	89.2%
	<i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>						
		AM Peak		95.3%	92.2%	87.3%	83.0%
		PM Peak		94.6%	89.8%	85.0%	83.3%
		Total Peak		95.0%	91.0%	86.2%	83.1%
		Off Peak Weekday		94.5%	93.0%	91.1%	89.6%
		Weekend		97.3%	95.6%	94.4%	95.3%
	Babylon Branch	Overall	93.9%	94.7%	92.8%	90.5%	89.0%
		AM Peak		97.0%	93.3%	87.1%	82.6%
		PM Peak		92.1%	86.9%	84.9%	83.4%
		Total Peak		94.7%	90.3%	86.1%	82.9%
		Off Peak Weekday		94.7%	93.5%	92.3%	90.2%
		Weekend		94.6%	95.1%	94.0%	95.6%
	Far Rockaway Branch	Overall	96.6%	97.6%	96.5%	95.1%	94.1%
		AM Peak		96.0%	93.4%	88.8%	84.4%
		PM Peak		98.1%	96.0%	93.4%	92.4%
		Total Peak		97.0%	94.6%	90.9%	88.0%
		Off Peak Weekday		97.8%	97.2%	96.1%	95.1%
		Weekend		97.8%	96.9%	97.3%	97.5%
	Huntington Branch	Overall	92.5%	93.9%	90.7%	87.1%	86.2%
		AM Peak		96.0%	91.9%	86.7%	80.1%
		PM Peak		94.1%	88.1%	81.5%	79.4%
		Total Peak		95.1%	90.1%	84.2%	79.8%
		Off Peak Weekday		90.5%	88.0%	85.3%	84.1%
		Weekend		98.4%	94.6%	92.3%	93.7%
	Hempstead Branch	Overall	96.5%	97.7%	95.9%	94.5%	93.5%
		AM Peak		97.8%	96.7%	92.7%	90.5%
		PM Peak		97.6%	92.2%	89.9%	88.0%
		Total Peak		97.7%	94.6%	91.4%	89.3%
		Off Peak Weekday		97.4%	96.5%	95.2%	93.9%
		Weekend		98.6%	96.1%	96.0%	96.6%
	Long Beach Branch	Overall	95.9%	97.0%	95.0%	93.5%	91.4%
		AM Peak		97.1%	95.6%	91.7%	85.4%
		PM Peak		98.0%	91.4%	89.3%	86.7%
		Total Peak		97.5%	93.6%	90.5%	86.0%
		Off Peak Weekday		97.5%	94.5%	93.8%	91.7%
		Weekend		94.9%	97.5%	96.6%	96.8%
	Montauk Branch	Overall	90.8%	93.3%	91.8%	89.5%	87.3%
		AM Peak		85.9%	86.1%	88.6%	81.9%
		PM Peak		94.5%	92.0%	84.4%	83.2%
		Total Peak		90.1%	88.9%	86.5%	82.5%
		Off Peak Weekday		92.7%	92.8%	90.5%	87.2%
		Weekend		98.4%	92.6%	91.1%	92.6%
	Oyster Bay Branch	Overall	94.1%	93.6%	91.6%	90.9%	90.1%
		AM Peak		96.9%	94.5%	91.6%	87.9%
		PM Peak		90.6%	85.8%	81.1%	79.4%
		Total Peak		94.0%	90.4%	86.7%	84.0%
		Off Peak Weekday		92.7%	90.9%	91.9%	91.0%
		Weekend		95.5%	94.9%	95.0%	96.2%

Performance Summary		2016 Data			2015 Data	
		Annual	YTD thru		YTD thru	
		Goal	March	March	March	March
Port Jefferson Branch	Overall	90.9%	88.1%	87.7%	85.0%	83.0%
	AM Peak		91.3%	86.5%	82.4%	76.0%
	PM Peak		92.5%	87.6%	80.5%	80.0%
	Total Peak		91.9%	87.0%	81.5%	77.9%
	Off Peak Weekday		81.2%	83.8%	82.8%	79.9%
	Weekend		99.6%	96.0%	95.2%	94.6%
Port Washington Branch	Overall	95.3%	97.7%	94.8%	92.3%	90.4%
	AM Peak		96.9%	93.9%	89.9%	86.1%
	PM Peak		94.7%	88.9%	83.0%	78.3%
	Total Peak		95.8%	91.3%	86.4%	82.1%
	Off Peak Weekday		99.4%	95.0%	93.5%	90.7%
	Weekend		96.2%	98.1%	96.9%	98.3%
Ronkonkoma Branch	Overall	91.6%	93.4%	90.8%	83.2%	84.7%
	AM Peak		91.8%	87.1%	76.3%	75.6%
	PM Peak		96.1%	92.8%	80.7%	84.0%
	Total Peak		93.8%	89.7%	78.3%	79.6%
	Off Peak Weekday		91.0%	90.6%	84.1%	86.0%
	Weekend		99.8%	92.7%	88.9%	89.1%
West Hempstead Branch	Overall	95.8%	97.7%	95.9%	95.5%	94.0%
	AM Peak		97.4%	94.1%	94.5%	91.0%
	PM Peak		93.5%	90.7%	93.2%	86.9%
	Total Peak		95.3%	92.3%	93.8%	88.8%
	Off Peak Weekday		98.8%	98.2%	95.9%	95.7%
	Weekend		100.0%	95.7%	96.9%	96.9%
Operating Statistics	Trains Scheduled		19,597	60,198	20,990	60,022
	Avg. Delay per Late Train (min) excluding trains canceled or terminated		-12.0	-13.9	-13.0	-13.8
	Trains Over 15 min. Late excluding trains canceled or terminated		153	824	400	1,464
	Trains Canceled		39	477	76	526
	Trains Terminated		76	160	52	237
	Percent of Scheduled Trips Completed		99.4%	98.9%	99.4%	98.7%
Consist Compliance <i>(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)</i>	AM Peak		99.2%			
	PM Peak		98.6%			
	Total Peak		98.9%			

System Categories Of Delay	% Total	2016 Data		2015 Data		YTD 2016 Vs 2015	
		Feb	March	YTD Thru March	March		YTD Thru March
Engineering (Scheduled)	5.7%	24	58	148	78	90	58
Engineering (Unscheduled)	9.2%	209	93	414	188	520	(106)
Maintenance of Equipment	11.8%	306	120	501	114	442	59
Transportation	3.2%	70	32	123	37	120	3
Capital Projects	1.5%	12	15	34	2	13	21
Weather and Environmental	2.4%	329	24	1,234	509	2,541	(1,307)
Police	15.5%	72	157	334	165	507	(173)
Customers	29.9%	235	303	765	325	816	(51)
Other	16.7%	116	169	400	135	495	(95)
3rd Party Operations	4.2%	134	43	213	462	915	(702)
Total	100.0%	1,507	1,014	4,166	2,015	6,459	(2,293)

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
2-Mar	Wed	Various track conditions between Jamaica and Penn Station	11						2			13		
7-Mar	Mon	Motor vehicle on fire east of Syosset	10						2		2	12		2
9-Mar	Wed	Track defect in Nassau Interlocking	17						14	4		31	4	
14-Mar	Mon	Train 131 improperly laid up in yard.				3	4		4			7	4	
15-Mar	Tues	Loss of supervisory system in JCC							10			10		
17-Mar	Thurs	Train 666 with equipment trouble at Mineola				10		1	7			17		1
17-Mar	Thurs	Heavy holiday loading system wide				1			10			11		
18-Mar	Fri	Train 2737 with equipment trouble in Floral Park	10		1				11			21		1
21-Mar	Mon	Train 2050 struck unauthorized person east of Westbury							17	4	1	17	4	1
22-Mar	Tues	Train 27 with equipment trouble in Babylon	9	1					2			11	1	
24-Mar	Thurs	No. 1718 with equipment trouble at Carle Place				7	1	1			1	7	1	2
24-Mar	Thurs	Bridge Strike at Nassau Boulevard, east of Merillon Avenue Station							16			16		
30-Mar	Wed	Switch trouble in Harold Interlocking				13			2			15		
31-Mar	Thurs	AM284 disabled in Line 1				9	7		7			16	7	
TOTAL FOR MONTH			57	1	1	43	12	2	104	8	4	204	21	7
												232		

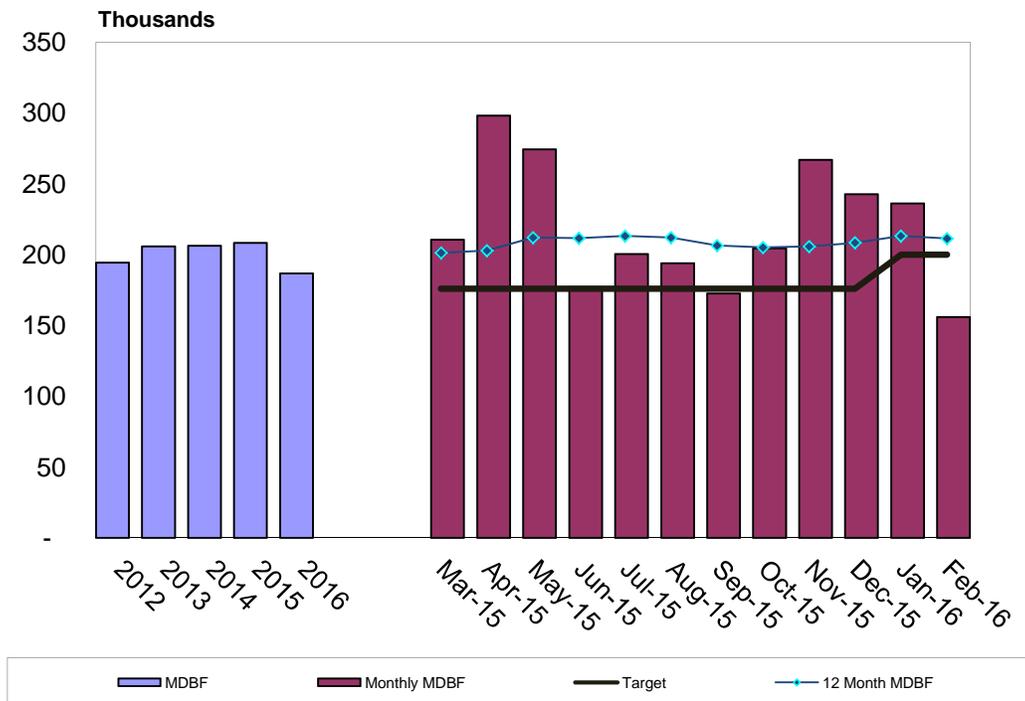
Long Island Rail Road

MEAN DISTANCE BETWEEN FAILURES

	2016 Data							2015 Data		
	Equip- ment Type	Total Fleet Size	MDBF Goal (miles)	February MDBF (miles)	February No. of Primary Failures	YTD MDBF thru February (miles)	12 month MDBF Rolling Avg (miles)	February MDBF (miles)	February No. of Primary Failures	YTD MDBF thru February (miles)
Mean Distance Between Failures	M-3	150	75,000	65,812	7	84,602	67,274	52,108	9	57,583
	M-7	836	460,000	276,218	18	356,132	463,245	400,525	12	479,280
	DM	21	22,000	19,692	4	26,125	29,436	15,610	4	10,862
	DE	24	22,000	25,501	3	17,588	24,129	28,009	3	21,949
	C-3	134	100,000	80,894	8	106,390	125,017	79,876	8	89,454
	Diesel	179	60,000	53,495	15	58,953	73,023	52,365	15	47,078
	Fleet	1,165	200,000	155,876	40	186,737	211,360	168,354	36	173,857

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 2012 - 2016





Standee Report

East Of Jamaica

			2016 Data	
			March	
			AM Peak	PM Peak
Daily	Babylon Branch	Program Standees	0	0
		Add'l Standees	0	15
Average		Total Standees	0	15
	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Huntington Branch	Program Standees	40	0
		Add'l Standees	43	0
		Total Standees	83	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	0	1
		Total Standees	0	1
	Montauk Branch	Program Standees	0	0
		Add'l Standees	3	0
		Total Standees	3	0
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	9	0
		Total Standees	9	0
	Port Jefferson Branch	Program Standees	0	0
		Add'l Standees	0	6
		Total Standees	0	6
	Port Washington Branch	Program Standees	0	0
		Add'l Standees	13	28
		Total Standees	13	28
	Ronkonkoma Branch	Program Standees	0	0
		Add'l Standees	1	24
		Total Standees	1	24
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
System Wide PEAK			109	74

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		2016 Data		
		AM Peak	PM Peak	
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	0	17
		Total Standees	0	17
	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	2	0
		Total Standees	2	0
	Huntington Branch	Program Standees	0	0
		Add'l Standees	21	39
		Total Standees	21	39
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	18
		Total Standees	0	18
	Long Beach Branch	Program Standees	28	0
		Add'l Standees	0	0
		Total Standees	28	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	13	28
		Total Standees	13	28
	Ronkonkoma Branch	Program Standees	0	0
		Add'l Standees	1	17
		Total Standees	1	17
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	14	0
		Total Standees	14	0
		System Wide PEAK	79	119

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 MARCH 2016**

Elevator Availability		2016		2015	
		March	Year to Date	March	Year to Date
Branch	Babylon Branch	98.80%	98.90%	98.80%	97.60%
	Far Rockaway Branch	98.90%	98.80%	99.70%	99.20%
	Hempstead Branch	98.90%	99.10%	99.70%	99.40%
	Long Beach Branch	99.10%	99.50%	99.25%	94.60%
	Port Jefferson Branch	97.50%	98.50%	95.70%	98.30%
	Port Washington Branch	99.60%	98.80%	99.50%	99.20%
	Ronkonkoma Branch	99.50%	98.60%	99.00%	99.40%
	City Terminal Stations	98.50%	97.40%	93.90%	98.80%
	Overall Average	98.80%	98.50%	98.70%	98.40%

Escalator Availability		2016		2015	
		March	Year to Date	March	Year to Date
Branch	Babylon Branch	98.30%	97.70%	98.50%	98.00%
	Far Rockaway Branch	98.70%	98.00%	98.50%	98.80%
	Hempstead Branch	98.30%	95.80%	99.50%	99.30%
	Long Beach Branch	98.60%	98.20%	98.50%	98.50%
	Port Jefferson Branch	97.80%	97.20%	77.60%	90.20%
	City Terminal	99.80%	99.50%	99.40%	99.70%
	Overall Average	99.00%	98.30%	97.60%	98.30%

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

Elevators	Mechanical Injury	Human Factor Injury	Entrapment
Atlantic Terminal	0	0	1

Escalators	Mechanical Injury	Human Factor Injury
Babylon	0	1
Penn Station	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.

Safety Report

Statistical results for the 12-Month period are shown below.

Performance			
Performance Indicator	12-Month Average		
	March 2014-February 2015	March 2015-February 2016	% Change
FRA Reportable Customer Accident Rate per Million Customers	4.64	4.30	-7.3%
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	3.86	3.25	-15.8%

Grade Crossing Incidents ¹	4	13	225%
Mainline FRA Reportable Train Derailments	0	0	0%
Mainline FRA Reportable Train Collisions	1	2	100%

¹ Per FRA - Any impact between railroad on-track equipment and a highway user at a highway-rail grade crossing. The term "highway user" includes automobiles, buses, trucks, motorcycles, bicycles, farm vehicles, pedestrians, and all other modes of surface transportation motorized and un-motorized.

Leading Indicators				
Employee: Focus on C3RS	2015		2016	
	February	Year end	February	Year to Date
Total Reports Received	0	90	12	22
Total Reports Reviewed by PRT	0	64	15	37
Total Reports that Meet C3RS Program Criteria	0	22	4	17
Total Corrective Actions being Developed	0	4	1	6
Total Corrective Actions Implemented	0	0	0	0
Customer and Community: Focus on Grade Crossings	February	Year to Date	February	Year to Date
Broken Gates	13	22	8	17
MTA Police Details	21	26	41	104
Summons	29	43	114	241
Warnings	6	18	61	169
Community Education and Outreach	5,458	10,618	4,926	9,709
			Goal	YTD as % of Goal
Cameras on Rolling Stock	Scheduled to Begin in December		TBD	TBD

Definitions:

Confidential Close Call Reporting System (C3RS) - Labor, Management, and Federal Railroad Administration (FRA) partnership designed to enhance safety through analysis of confidential reports of employee close calls. The Peer Review Team (PRT) meets to review reports and recommend corrective actions.

Broken Gates - The number of events at grade crossing locations where a vehicle broke a crossing gate.

MTA Police Detail - The number of details specifically for the purpose of monitoring behavior at Grade Crossings.

Summons for Grade Crossing Violation and other Infractions- The number of violations issued to a motorist for going around a crossing gate or due to behavior that put the motorist at risk (i.e. cell phone use, etc.).

Warnings - The number of warnings issued to motorists due to behavior that put the motorist at risk (i.e. cell phone use, etc.).

Community Education and Outreach - The number of participants who attended a TRACKS, Operation LifeSaver, or Railroad Safety Awareness Event.

Cameras on Rolling Stock - Number of complete camera installations.



Long Island Rail Road

Monthly Financial Report

February 2016

**MTA LONG ISLAND RAIL ROAD
FEBRUARY 2016 FINANCIAL REPORT
YEAR TO DATE ACTUAL VERSUS ADOPTED BUDGET
(\$ In Millions)**

SUMMARY

February YTD operating results were favorable by \$20.0 million or 9.8% lower than the Adopted Budget.

Non-Reimbursable revenues through February were \$1.1 million or 1.0% above the Adopted Budget due to higher ridership and timing of other operating revenue. Total Non-Reimbursable expenses through February were \$17.2 million lower than projected due to timing of non-payroll related expenses of \$8.5 million, lower labor expenses as a result of vacant positions and associated fringe costs of \$8.8 million and lower Depreciation of \$2.8 million, partially offset by higher Other Post-Employment benefits of \$(1.1) million.

YTD capital and other reimbursable expenditures (and reimbursements) were \$(0.6) million higher than the Adopted Budget due to the timing of capital project activity and interagency reimbursements.

REVENUE/RIDERSHIP

Year-to-date February **Total Revenues** (including Capital and Other Reimbursements) of \$151.9 were \$1.7 or 1.1% favorable to budget.

- **Y-T-D Farebox Revenues** were \$0.6 favorable to budget due to higher ridership. Ridership through February was 13.1 million. This was 4.6% above 2015 (adjusted for same number of calendar work days) and 0.5% higher than the 2016 budget.
- **Y-T-D Other Operating Revenues** were \$0.5 favorable to budget due to timing of advertising revenue.
- **Y-T-D Capital and Other Reimbursements** were \$0.6 favorable to budget due to timing of capital activity and interagency reimbursements.

EXPENSES

Year-to-date February **Total Expenses** (including depreciation and other) of \$336.0 were favorable to budget by \$18.3 or 5.2%.

Labor Expenses, \$4.9 favorable Y-T-D.

- **Payroll**, \$4.4 favorable Y-T-D (primarily vacant positions).
- **Overtime**, \$(0.7) unfavorable Y-T-D (higher capital project activity, maintenance and weather, partially offset by vacancy/absentee coverage and lower scheduled/unscheduled service overtime).
- **Health & Welfare**, \$0.6 favorable Y-T-D (primarily vacant positions).
- **OPEB Current Payment**, \$1.3 favorable Y-T-D (fewer retirees/beneficiaries than projected).
- **Other Fringe**, \$(0.6) unfavorable Y-T-D (higher FELA indemnity Payments).

Non-Labor Expenses, \$11.7 favorable Y-T-D.

- **Electric Power**, \$1.6 favorable Y-T-D (lower rates and consumption).
- **Fuel**, \$0.7 favorable Y-T-D (lower rates and consumption).
- **Insurance**, \$0.4 favorable Y-T-D (lower liability and Force Account insurance).
- **Maintenance and Other Operating Contracts**, \$(0.9) unfavorable Y-T-D (primarily 2015 expenses hitting 2016 with prior period accruals not yet reversed out).
- **Professional Services**, \$0.9 favorable Y-T-D (timing of MTA chargebacks, M-7 Propulsion consultant and other professional services).
- **Materials and Supplies**, \$8.9 favorable Y-T-D (primarily timing of modifications and Reliability Centered Maintenance activity for revenue fleet and timing of capital project activity, partially offset by Higher material usage in Structures and Maintenance of Way maintenance system-wide.)
- **Other Business Expenses**, \$0.1 favorable Y-T-D (timing of bad debt expense).

Depreciation and Other, \$1.7 favorable Y-T-D (favorable Depreciation, partially offset by unfavorable Other Post Employment Benefits).

CASH DEFICIT SUMMARY

The Cash Deficit through February of \$111.6 million was \$39.3 favorable to budget due to higher receipts and lower expenses.

FINANCIAL PERFORMANCE MEASURES

- The year-to-date Farebox Operating Ratio was 46.1%, 3.7 percentage points above the budget resulting from lower expenses and higher revenue.
- Through February, the Adjusted Farebox Operating Ratio was 55.0%, which is favorable to budget due to lower expenses and higher revenue.
- Through February, the Adjusted Cost per Passenger was \$15.90, which is lower than budget due to lower expenses and higher ridership.
- Through February, the Revenue per Passenger was \$8.19, which was on budget.

TABLE 1

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
February 2016
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent
Revenue												
Farebox Revenue	\$52.355	\$53.150	\$0.795	1.5	\$0.000	\$0.000	\$0.000	-	\$52.355	\$53.150	\$0.795	1.5
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	3.536	4.230	0.694	19.6	0.000	0.000	0.000	-	3.536	4.230	0.694	19.6
Capital & Other Reimbursements	0.000	0.000	0.000	-	20.210	21.403	1.193	5.9	20.210	21.403	1.193	5.9
Total Revenue	\$55.891	\$57.379	\$1.488	2.7	\$20.210	\$21.403	\$1.193	5.9	\$76.101	\$78.782	\$2.681	3.5
Expenses												
<i>Labor:</i>												
Payroll	\$43.451	\$41.260	\$2.191	5.0	\$6.963	\$6.190	\$0.773	11.1	\$50.414	\$47.450	\$2.964	5.9
Overtime	12.250	10.235	2.015	16.4	1.391	1.840	(0.449)	(32.3)	13.641	12.075	1.566	11.5
Health and Welfare	8.851	8.661	0.190	2.1	1.398	1.223	0.175	12.5	10.249	9.885	0.364	3.6
OPEB Current Payment	5.558	4.836	0.722	13.0	0.000	0.000	0.000	-	5.558	4.836	0.722	13.0
Pensions	11.208	10.918	0.290	2.6	2.272	2.561	(0.289)	(12.7)	13.480	13.480	0.000	0.0
Other Fringe Benefits	12.510	11.024	1.486	11.9	1.430	1.485	(0.055)	(3.9)	13.940	12.509	1.431	10.3
Reimbursable Overhead	(1.176)	(2.737)	1.561	*	1.176	2.737	(1.561)	*	0.000	0.000	0.000	-
Total Labor Expenses	\$92.652	\$84.198	\$8.454	9.1	\$14.630	\$16.036	(\$1.406)	(9.6)	\$107.282	\$100.234	\$7.048	6.6
<i>Non-Labor:</i>												
Electric Power	\$7.888	\$6.008	\$1.880	23.8	\$0.000	\$0.067	(\$0.067)	-	\$7.888	\$6.074	\$1.814	23.0
Fuel	1.363	1.426	(0.063)	(4.6)	0.000	0.000	0.000	-	1.363	1.426	(0.063)	(4.6)
Insurance	2.045	1.896	0.149	7.3	0.434	0.326	0.108	25.0	2.479	2.221	0.258	10.4
Claims	0.359	0.404	(0.045)	(12.5)	0.000	0.000	0.000	-	0.359	0.404	(0.045)	(12.5)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	5.590	9.833	(4.243)	(75.9)	1.386	1.090	0.296	21.4	6.976	10.923	(3.947)	(56.6)
Professional Service Contracts	2.005	2.023	(0.018)	(0.9)	0.103	0.114	(0.011)	(10.5)	2.108	2.137	(0.029)	(1.4)
Materials & Supplies	11.627	9.575	2.052	17.6	3.638	3.686	(0.048)	(1.3)	15.265	13.261	2.004	13.1
Other Business Expenses	1.211	1.152	0.059	4.9	0.019	0.085	(0.066)	*	1.230	1.238	(0.008)	(0.6)
Total Non-Labor Expenses	\$32.088	\$32.317	(\$0.229)	(0.7)	\$5.580	\$5.367	\$0.213	3.8	\$37.668	\$37.684	(\$0.016)	(0.0)
<i>Other Expense Adjustments:</i>												
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Depreciation & Other Post Employment Benefits	\$124.740	\$116.515	\$8.225	6.6	\$20.210	\$21.403	(\$1.193)	(5.9)	\$144.950	\$137.918	\$7.032	4.9
Depreciation	\$27.254	\$25.862	\$1.392	5.1	\$0.000	\$0.000	\$0.000	-	\$27.254	\$25.862	\$1.392	5.1
Other Post Employment Benefits	6.395	7.886	(1.491)	(23.3)	0.000	0.000	0.000	-	\$6.395	7.886	(1.491)	(23.3)
Environmental Remediation	0.167	0.167	0.000	0.2	0.000	0.000	0.000	-	\$0.167	0.167	0.000	0.2
Total Expenses	\$158.556	\$150.430	\$8.126	5.1	\$20.210	\$21.403	(\$1.193)	(5.9)	\$178.766	\$171.833	\$6.933	3.9
Net Surplus/(Deficit)	(\$102.665)	(\$93.050)	\$9.615	9.4	\$0.000	\$0.000	\$0.000	-	(\$102.665)	(\$93.050)	\$9.615	9.4
<i>Cash Conversion Adjustments</i>												
Depreciation	\$27.254	\$25.862	(\$1.392)	(5.1)	\$0.000	\$0.000	\$0.000	-	\$27.254	\$25.862	(\$1.392)	(5.1)
Operating/Capital	(1.462)	(1.306)	0.156	10.7	0.000	0.000	0.000	-	(1.462)	(1.306)	0.156	10.7
Other Cash Adjustments	2.320	7.166	4.846	*	0.000	0.000	0.000	-	2.320	7.166	4.846	*
Total Cash Conversion Adjustments	\$28.112	\$31.723	\$3.611	12.8	0.000	\$0.000	\$0.000	-	\$28.112	\$31.723	\$3.611	12.8
Net Cash Surplus/(Deficit)	(\$74.553)	(\$61.328)	\$13.225	17.7	\$0.000	\$0.000	\$0.000	-	(\$74.553)	(\$61.328)	\$13.225	17.7

Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note that the current months' actuals do not include post-close adjustments, which will be captured in the subsequent month's YTD results.

TABLE 2

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
February Year-To-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent
Revenue												
Farebox Revenue	\$106.301	\$106.864	\$0.563	0.5	\$0.000	\$0.000	\$0.000	-	\$106.301	\$106.864	\$0.563	0.5
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	7.071	7.596	0.525	7.4	0.000	0.000	0.000	-	7.071	7.596	0.525	7.4
Capital & Other Reimbursements	0.000	0.000	0.000	-	36.824	37.457	0.633	1.7	36.824	37.457	0.633	1.7
Total Revenue	\$113.372	\$114.460	\$1.088	1.0	\$36.824	\$37.457	\$0.633	1.7	\$150.196	\$151.917	\$1.721	1.1
Expenses												
<i>Labor:</i>												
Payroll	\$89.441	\$85.836	\$3.605	4.0	\$12.869	\$12.121	\$0.748	5.8	\$102.310	\$97.958	\$4.352	4.3
Overtime	22.424	22.328	0.096	0.4	2.568	3.417	(0.849)	(33.1)	24.992	25.745	(0.753)	(3.0)
Health and Welfare	17.948	17.304	0.644	3.6	2.565	2.657	(0.092)	(3.6)	20.513	19.961	0.552	2.7
OPEB Current Payment	11.116	9.783	1.333	12.0	0.000	0.000	0.000	-	11.116	9.783	1.333	12.0
Pensions	22.792	21.873	0.919	4.0	4.167	5.086	(0.919)	(22.0)	26.959	26.959	(0.000)	(0.0)
Other Fringe Benefits	24.398	24.711	(0.313)	(1.3)	2.623	2.927	(0.304)	(11.6)	27.021	27.638	(0.617)	(2.3)
Reimbursable Overhead	(2.181)	(4.658)	2.477	*	2.181	4.658	(2.477)	*	0.000	0.000	0.000	-
Total Labor Expenses	\$185.938	\$177.177	\$8.761	4.7	\$26.973	\$30.867	(\$3.894)	(14.4)	\$212.911	\$208.044	\$4.867	2.3
<i>Non-Labor:</i>												
Electric Power	\$15.071	\$13.343	\$1.728	11.5	\$0.000	\$0.161	(\$0.161)	-	\$15.071	\$13.503	\$1.568	10.4
Fuel	2.915	2.217	0.698	24.0	0.000	0.000	0.000	-	2.915	2.217	0.698	24.0
Insurance	4.090	3.801	0.289	7.1	0.780	0.648	0.132	17.0	4.870	4.449	0.421	8.7
Claims	0.718	0.660	0.058	8.1	0.000	0.000	0.000	-	0.718	0.660	0.058	8.1
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	11.223	13.949	(2.726)	(24.3)	2.806	0.996	1.810	64.5	14.029	14.945	(0.916)	(6.5)
Professional Service Contracts	3.929	3.089	0.840	21.4	0.206	0.174	0.032	15.5	4.135	3.263	0.872	21.1
Materials & Supplies	23.465	16.117	7.348	31.3	6.024	4.481	1.543	25.6	29.489	20.598	8.891	30.2
Other Business Expenses	2.453	2.210	0.243	9.9	0.035	0.131	(0.096)	*	2.488	2.340	0.148	5.9
Total Non-Labor Expenses	\$63.864	\$55.384	\$8.480	13.3	\$9.851	\$6.590	\$3.261	33.1	\$73.715	\$61.975	\$11.740	15.9
Other Expense Adjustments												
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	0.000	\$0.000	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Depreciation & Other Post Employment Benefits	\$249.802	\$232.561	\$17.241	6.9	\$36.824	\$37.457	(\$0.633)	(1.7)	\$286.626	\$270.018	\$16.608	5.8
Depreciation	\$54.508	\$51.741	2.767	5.1	\$0.000	\$0.000	\$0.000	-	\$54.508	\$51.741	\$2.767	5.1
Other Post Employment Benefits	12.790	13.874	(1,084)	(8.5)	0.000	0.000	0.000	-	12.790	13.874	(1,084)	(8.5)
Environmental Remediation	0.334	0.333	0.001	0.2	0.000	0.000	0.000	-	0.334	0.333	0.001	0.2
Total Expenses	\$317.434	\$298.509	\$18.925	6.0	\$36.824	\$37.457	(\$0.633)	(1.7)	\$354.258	\$335.966	\$18.292	5.2
Net Surplus/(Deficit)	(\$204.062)	(\$184.049)	\$20.013	9.8	\$0.000	\$0.000	\$0.000	-	(\$204.062)	(\$184.049)	\$20.013	9.8
<i>Cash Conversion Adjustments</i>												
Depreciation	\$54.508	\$51.741	(\$2.767)	(5.1)	\$0.000	\$0.000	\$0.000	-	54.508	\$51.741	(\$2.767)	(5.1)
Operating/Capital	(1.775)	(0.381)	1.394	78.5	0.000	0.000	0.000	-	(1.775)	(0.381)	1.394	78.5
Other Cash Adjustments	0.455	21.097	20.642	*	0.000	0.000	0.000	-	0.455	21.097	20.642	*
Total Cash Conversion Adjustments	\$53.188	\$72.457	\$19.269	36.2	\$0.000	\$0.000	\$0.000	-	\$53.188	\$72.457	\$19.269	36.2
Net Cash Surplus/(Deficit)	(\$150.874)	(\$111.592)	\$39.282	26.0	\$0.000	\$0.000	\$0.000	-	(\$150.874)	(\$111.592)	\$39.282	26.0

Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note that the current months' actuals do not include post-close adjustments, which will be captured in the subsequent month's YTD results.

**MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL: ACCRUAL BASIS**

February 2016				Year-to-Date February 2016			
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Revenue							
Farebox Revenue	Non Reimb.	0.795	1.5	Higher ridership \$0.867, partially offset by lower yield per passenger \$(0.072).	0.563	0.5	Higher ridership \$0.508 and higher yield per passenger \$0.055.
Other Operating Revenue	Non Reimb.	0.694	19.6	Primarily due to higher rental and advertising revenue, partially offset by timing of freight and miscellaneous revenue.	0.525	7.4	Primarily due to higher rental and advertising revenue, partially offset by timing of freight and miscellaneous revenue.
Capital & Other Reimbursements	Reimb.	1.193	5.9	Timing of capital project activity	0.633	1.7	Timing of capital project activity
Expenses							
Payroll	Non Reimb.	2.191	5.0	Primarily vacant positions.	3.605	4.0	Primarily vacant positions.
	Reimb.	0.773	11.1	Primarily due to timing of project activity.	0.748	5.8	Primarily due to timing of project activity.
Overtime	Non Reimb.	2.015	16.4	Lower weather-related overtime	0.096	0.4	Lower vacancy/absentee coverage and scheduled/unscheduled service, partially offset by higher weather and maintenance overtime.
	Reimb.	(0.449)	(32.3)	Over-run attributed to annual track program and Atlantic tunnel mitigation resulting from latest project schedule requirements.	(0.849)	(33.1)	Over-run attributed to annual track program and Atlantic tunnel mitigation resulting from latest project schedule requirements.
Health and Welfare	Non Reimb.	0.190	2.1	Vacant positions.	0.644	3.6	Vacant positions.
	Reimb.	0.175	12.5	Primarily due to timing of project activity.	(0.092)	(3.6)	Primarily due to timing of project activity.
OPEB Current Payment	Non Reimb.	0.722	13.0	Fewer retirees/beneficiaries.	1.333	12.0	Fewer retirees/beneficiaries.

**MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL: ACCRUAL BASIS**

February 2016				Year-to-Date February 2016			
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Pensions	Non Reimb.	0.290	2.6	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.	0.919	4.0	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.
	Reimb.	(0.289)	(12.7)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.	(0.919)	(22.0)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.
Other Fringe Benefits	Non Reimb.	1.486	11.9	Lower FELA indemnity reserves	(0.313)	(1.3)	Higher FELA indemnity payments.
	Reimb.	(0.055)	(3.9)	Primarily due to timing of project activity.	(0.304)	(11.6)	Primarily due to timing of project activity.
Electric Power	Non Reimb.	1.880	23.8	Lower rates and consumption.	1.728	11.5	Lower rates and consumption.
	Reimb.	(0.067)	-		(0.161)	-	
Fuel	Non Reimb.	(0.063)	(4.6)	Timing of non-revenue vehicle fuel, partially offset by lower rates for revenue diesel fuel.	0.698	24.0	Lower rates
Insurance	Non Reimb.	0.149	7.3	Timing of payments for liability insurance.	0.289	7.1	Timing of payments for liability insurance.
	Reimb.	0.108	25.0	Force Account Insurance associated with project activity.	0.132	17.0	Force Account Insurance associated with project activity.
Claims	Non Reimb.	(0.045)	(12.5)	Higher public liability expenses.	0.058	8.1	Lower legal claims.

**MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL: ACCRUAL BASIS**

February 2016				Year-to-Date February 2016			
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Maintenance & Other Operating Contracts	Non Reimb.	(4.243)	(75.9)	Primarily timing of payments/accruals for Penn Station cleaning, toilet servicing and non-revenue vehicle repairs (prior year accruals yet to be reversed).	(2.726)	(24.3)	Primarily timing of payments/accruals for Penn Station cleaning, toilet servicing and non-revenue vehicle repairs (prior year accruals yet to be reversed).
	Reimb.	0.296	21.4	Primarily due to timing of project activity.	1.810	64.5	Primarily due to timing of project activity.
Professional Service Contracts	Non Reimb.	(0.018)	(0.9)	Primarily timing of payments for bank fees and armored car services, partially offset by delayed use of M-7 Propulsion consultant and lower MTA chargebacks.	0.840	21.4	Delayed M7 propulsion consultant and lower MTA chargebacks.
	Reimb.	(0.011)	(10.5)	Primarily due to timing of project activity.	0.032	15.5	Primarily due to timing of project activity.
Materials & Supplies	Non Reimb.	2.052	17.6	Primarily due to delays in M7 RCM (propulsion and doors), fleet modifications (drop sash and cameras) and lower running repair usage in the AC shop, partially offset by higher material usage for the Maintenance of Way department.	7.348	31.3	Primarily due to delays in RCM (propulsion, doors and diesel 15 year), fleet modifications (drop sash, gate units and cameras) and higher reclaims of pool material, partially offset by higher material usage by the Maintenance of Way department.
	Reimb.	(0.048)	(1.3)	Primarily due to timing of project activity.	1.543	25.6	Primarily due to timing of project activity.

**MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL: ACCRUAL BASIS**

February 2016				Year-to-Date February 2016			
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Other Business Expenses	Non Reimb.	0.059	4.9	Timing of bad debt expenses.	0.243	9.9	Timing of bad debts and higher credits for restitution on property damages.
	Reimb.	(0.066)	*	Primarily due to timing project activity.	(0.096)	*	Primarily due to timing project activity.
Depreciation	Non Reimb.	1.392	5.1	Based on certain capital assets being fully depreciated.	2.767	5.1	Based on certain capital assets being fully depreciated.
Other Post Employment Benefits	Non Reimb.	(1.491)	(23.3)	Primarily due to latest actuarial estimates	(1.084)	(8.5)	Primarily due to latest actuarial estimates.

Table 4

MTA LONG ISLAND RAIL ROAD								
FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET								
CASH RECEIPTS and EXPENDITURES								
February 2016								
(\$ in millions)								
	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent
Receipts								
Farebox Revenue	\$54.126	\$57.140	\$3.014	5.6	\$109.843	\$110.455	\$0.612	0.6
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	2.321	4.286	1.965	84.6	4.637	12.515	7.878	*
Capital & Other Reimbursements	17.440	15.603	(1.837)	(10.5)	31.717	30.680	(1.037)	(3.3)
Total Receipts	\$73.887	\$77.028	\$3.141	4.3	\$146.197	\$153.650	\$7.453	5.1
Expenditures								
<i>Labor:</i>								
Payroll	\$47.682	\$45.645	\$2.037	4.3	\$94.408	\$94.779	(\$0.371)	(0.4)
Overtime	13.672	16.072	(2.400)	(17.6)	26.140	25.618	0.522	2.0
Health and Welfare	10.249	7.852	2.397	23.4	20.512	9.390	11.122	54.2
OPEB Current Payment	5.558	2.977	2.581	46.4	11.116	5.245	5.871	52.8
Pensions	13.615	13.462	0.153	1.1	27.230	26.951	0.279	1.0
Other Fringe Benefits	13.799	14.927	(1.128)	(8.2)	27.725	28.280	(0.555)	(2.0)
GASB	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	\$104.575	\$100.934	\$3.641	3.5	\$207.131	\$190.264	\$16.867	8.1
<i>Non-Labor:</i>								
Electric Power	\$7.888	\$6.578	\$1.310	16.6	\$15.071	\$13.621	\$1.450	9.6
Fuel	1.363	1.330	0.033	2.4	2.915	2.167	0.748	25.7
Insurance	2.067	0.000	2.067	100.0	11.052	6.486	4.566	41.3
Claims	0.144	0.101	0.043	30.0	0.288	0.199	0.089	30.8
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	6.976	6.790	0.186	2.7	14.029	11.514	2.515	17.9
Professional Service Contracts	1.318	1.760	(0.442)	(33.6)	3.826	4.669	(0.843)	(22.0)
Materials & Supplies	21.162	15.605	5.557	26.3	36.837	28.932	7.905	21.5
Other Business Expenses	1.176	1.357	(0.181)	(15.4)	2.380	2.492	(0.112)	(4.7)
Total Non-Labor Expenditures	\$42.094	\$33.521	\$8.573	20.4	\$86.398	\$70.079	\$16.319	18.9
<i>Other Expenditure Adjustments:</i>								
Other	\$1.771	\$1.491	\$0.280	15.8	\$3.542	\$3.306	\$0.236	6.7
Total Other Expenditure Adjustments	\$1.771	\$1.491	\$0.280	15.8	\$3.542	\$3.306	\$0.236	6.7
Total Expenditures	\$148.440	\$135.946	\$12.494	8.4	\$297.071	\$263.649	\$33.422	11.3
Cash Timing and Availability Adjustment	0.000	(2.410)	(2.410)	-	0.000	(1.593)	(1.593)	-
Net Cash Deficit (excludes opening balance)	(\$74.553)	(\$61.328)	\$13.225	17.7	(\$150.874)	(\$111.592)	\$39.282	26.0
Subsidies								
MTA	74.553	61.328	(13.225)	(17.7)	150.874	111.591	(39.283)	(26.0)

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN FEBRUARY BUDGET AND ACTUAL CASH BASIS

Table 5

Generic Revenue or Expense Category	February 2016			Year-to-Date as of February 29, 2016		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Receipts						
Farebox Revenue	3.014	5.6	Higher advance sales impact \$2.400 and higher ridership \$0.867, partially offset by lower Metrocard/AirTrain sales \$(0.181), and lower yields \$(0.072).	0.612	0.6	Higher ridership \$0.508, higher advance sales impact \$0.375 and higher yields \$0.055, partially offset by lower Metrocard/AirTrain sales \$(0.326).
Other Operating Revenue	1.965	84.6	Primarily due to the collection of prior year NYCTA transportation pass reimbursement and prior year intercompany receipts.	7.878	*	Primarily due to the collection of prior year intercompany receipts and NYCTA transportation pass reimbursement.
Capital and Other Reimbursements	(1.837)	(10.5)	Timing of activity and reimbursement for capital and other reimbursements.	(1.037)	(3.3)	Timing of activity and reimbursement for capital and other reimbursements.
Expenditures						
Labor:						
Payroll	2.037	4.3	Primarily due to vacant positions.	(0.371)	(0.4)	Primarily due to the timing of tax payments, partially offset by vacant positions.
Overtime	(2.400)	(17.6)	Primarily due to the payment of weather-related overtime which occurred in the last week of January and higher project overtime.	0.522	2.0	Primarily due to lower vacancy/absentee coverage and lower scheduled and unscheduled service, partially offset by higher project overtime, maintenance overtime, and weather-related overtime payments.
Health and Welfare	2.397	23.4	Primarily due to the timing of payments and lower headcount.	11.122	54.2	Primarily due to the payment of January 2016 NYSHIP Insurance in December 2015, the timing of smaller policy payments and lower headcount.
OPEB Current Payment	2.581	46.4	Primarily due to the timing of payments and fewer retirees/beneficiaries.	5.871	52.8	Primarily due to the payment of January 2016 NYSHIP Insurance in December 2015, the timing of smaller policy payments and fewer retirees/beneficiaries.

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN FEBRUARY BUDGET AND ACTUAL CASH BASIS

Table 5

Generic Revenue or Expense Category	February 2016			Year-to-Date as of February 29, 2016		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Pensions	0.153	1.1		0.279	1.0	
Other Fringe Benefits	(1.128)	(8.2)	Primarily the timing of FELA payments.	(0.555)	(2.0)	Primarily the timing of FELA payments.
Non-Labor:						
Electric Power	1.310	16.6	Primarily due to lower consumption and rates and the timing of payments.	1.450	9.6	Primarily due to lower consumption and rates and the timing of payments.
Fuel	0.033	2.4	Primarily due to lower rates and the timing of payments.	0.748	25.7	Primarily due to lower rates and the timing of payments.
Insurance	2.067	100.0	Timing of insurance premium payments.	4.566	41.3	Timing of insurance premium payments.
Claims	0.043	30.0	Timing of payment for claims.	0.089	30.8	Timing of payment for claims.
Maintenance and Other Operating Contracts	0.186	2.7	Timing of payments.	2.515	17.9	Timing of payments.
Professional Service Contracts	(0.442)	(33.6)	Primarily the timing of payments for consulting services.	(0.843)	(22.0)	Primarily the timing of payments for consulting services.
Materials and Supplies	5.557	26.3	Primarily the timing of program, production plan, and operating funded capital material and supplies.	7.905	21.5	Primarily the timing of program, production plan, and operating funded capital material and supplies.
Other Business Expenses	(0.181)	(15.4)	Timing of payments.	(0.112)	(4.7)	Timing of payments.
Other Expenditure Adjustments	0.280	15.8	Lower Metrocard/AirTrain pass through payments.	0.236	6.7	Lower Metrocard/AirTrain pass through payments.

Table 6

MTA LONG ISLAND RAIL ROAD FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET CASH CONVERSION (CASH FLOW ADJUSTMENTS) February 2016 (\$ in millions)								
	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent
Receipts								
Farebox Revenue	\$1.771	\$3.990	\$2.219	*	\$3.542	\$3.591	\$0.049	1.4
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	(1.215)	0.056	1.271	*	(2.434)	4.919	7.353	*
Capital & Other Reimbursements	(2.770)	(5.800)	(3.030)	*	(5.107)	(6.776)	(1.669)	(32.7)
Total Receipts	(\$2.214)	(\$1.754)	\$0.460	20.8	(\$3.999)	\$1.733	\$5.732	*
Expenditures								
<i>Labor:</i>								
Payroll	\$2.732	\$1.805	(\$0.927)	(33.9)	\$7.902	\$3.178	(\$4.724)	(59.8)
Overtime	(0.031)	(3.997)	(3.966)	*	(1.148)	0.127	1.275	*
Health and Welfare	0.000	2.032	2.032	-	0.001	10.571	10.570	*
OPEB Current Payment	0.000	1.859	1.859	-	0.000	4.537	4.537	-
Pensions	(0.135)	0.018	0.153	*	(0.271)	0.008	0.279	*
Other Fringe Benefits	0.141	(2.417)	(2.558)	*	(0.704)	(0.642)	0.062	8.8
GASB	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	\$2.707	(\$0.700)	(\$3.407)	*	\$5.780	\$17.780	\$12.000	*
<i>Non-Labor:</i>								
Electric Power	\$0.000	(\$0.504)	(\$0.504)	-	\$0.000	(\$0.117)	(\$0.117)	-
Fuel	0.000	0.096	0.096	-	0.000	0.050	0.050	-
Insurance	0.412	2.221	1.809	*	(6.182)	(2.038)	4.144	67.0
Claims	0.215	0.303	0.088	41.1	0.430	0.460	0.030	7.1
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	0.000	4.132	4.132	-	0.000	3.431	3.431	-
Professional Service Contracts	0.790	0.377	(0.413)	(52.3)	0.309	(1.405)	(1.714)	*
Materials & Supplies	(5.897)	(2.344)	3.553	60.2	(7.348)	(8.334)	(0.986)	(13.4)
Other Business Expenses	0.054	(0.120)	(0.174)	*	0.108	(0.151)	(0.259)	*
Total Non-Labor Expenditures	(\$4.426)	\$4.162	\$8.588	*	(\$12.683)	(\$8.105)	\$4.578	36.1
<i>Other Expenditure Adjustments:</i>								
Other	(\$1.771)	(\$1.491)	\$0.280	15.8	(\$3.542)	(\$3.306)	\$0.236	6.7
Total Other Expenditure Adjustments	(\$1.771)	(\$1.491)	\$0.280	15.8	(\$3.542)	(\$3.306)	\$0.236	6.7
Total Expenditures before Depreciation	(\$3.490)	\$1.972	\$5.462	*	(\$10.445)	\$6.369	\$16.814	*
Depreciation Adjustment	\$27.254	\$25.862	(\$1.392)	(5.1)	\$54.508	\$51.741	(\$2.767)	(5.1)
Other Post Employment Benefits	6.395	7.886	1.491	23.3	12.790	13.874	1.084	8.5
Environmental Remediation	0.167	0.167	(0.000)	(0.2)	0.334	0.333	(0.001)	(0.2)
Total Expenditures	\$30.326	\$35.887	\$5.561	18.3	\$57.187	\$72.316	\$15.129	26.5
Cash Timing and Availability Adjustment	0.000	(2.410)	(2.410)	-	0.000	(1.593)	(1.593)	-
Total Cash Conversion Adjustments	\$28.112	\$31.723	\$3.611	12.8	\$53.188	\$72.457	\$19.269	36.2

MTA LONG ISLAND RAIL ROAD
2016 February Financial Plan
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	February 2016						February Year-to-Date					
	Adopted Budget		Actuals		Var. - Fav./(Unfav)		Adopted Budget		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u> ¹	41,378	\$2.489	40,074	\$2.416	1,304 3.2%	\$0.073 2.9%	86,165	\$5.156	80,637	\$4.824	5,528 6.4%	\$0.332 6.4%
<u>Unscheduled Service</u>	7,699	\$0.477	6,893	\$0.428	806 10.5%	\$0.049 10.3%	14,666	\$0.909	12,238	\$0.759	2,428 16.6%	\$0.150 16.5%
<u>Programmatic/Routine Maintenance</u>	44,394	\$2.465	42,546	\$2.385	1,848 4.2%	\$0.080 3.2%	83,949	\$4.676	90,607	\$5.081	(6,658) -7.9%	(\$0.404) -8.6%
<u>Unscheduled Maintenance</u>	513	\$0.030	450	\$0.026	63 12.3%	\$0.004 12.3%	1,088	\$0.064	887	\$0.052	201 18.5%	\$0.012 18.5%
<u>Vacancy/Absentee Coverage</u>	44,578	\$2.584	45,692	\$2.613	(1,113) -2.5%	(\$0.028) -1.1%	79,054	\$4.603	69,195	\$3.971	9,859 12.5%	\$0.632 13.7%
<u>Weather Emergencies</u>	72,235	\$4.108	36,996	\$2.103	35,239 48.8%	\$2.004 48.8%	120,391	\$6.822	117,741	\$7.150	2,650 2.2%	(\$0.328) -4.8%
<u>Safety/Security/Law Enforcement</u> ²	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	0 0.0%	\$0.000 0.0%
<u>Other</u> ³	1,808	\$0.097	1,698	\$0.264	111 6.1%	(\$0.167) *	3,617	\$0.193	3,691	\$0.491	(74) -2.0%	(\$0.297) *
NON-REIMBURSABLE OVERTIME	212,606	\$12.250	174,348	\$10.235	38,258 18.0%	\$2.015 16.4%	388,930	\$22.424	374,996	\$22.328	13,934 3.6%	\$0.096 0.4%
REIMBURSABLE OVERTIME	23,219	\$1.391	31,528	\$1.840	(8,308) -35.8%	(\$0.449) -32.3%	42,607	\$2.567	56,984	\$3.417	(14,377) -33.7%	(\$0.850) -33.1%
TOTAL OVERTIME	235,825	\$13.640	205,876	\$12.075	29,950 12.7%	\$1.566 11.5%	431,537	\$24.991	431,980	\$25.745	(443) -0.1%	(\$0.754) -3.0%

¹ Includes Tour Length and Holiday overtime.

² Not Applicable

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

Totals may not add due to rounding.

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

* Exceeds 100%

MTA LONG ISLAND RAIL ROAD
2016 February Financial Plan
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

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	February 2016				February Year-to-Date			
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations		
	Hours	\$		Hours	\$			
NON-REIMBURSABLE OVERTIME								
<u>Scheduled Service</u>	1,304	\$0.073	Lower than anticipated crew book overtime within Transportation.	5,528	\$0.332	Lower than anticipated crew book overtime within Transportation and lower holiday for Transportation, Engineering, and Stations.		
	3.2%	2.9%		6.4%	6.4%			
<u>Unscheduled Service</u>	806	\$0.049	Lower than budgeted overtime needed to maintain on-time performance.	2,428	\$0.150	Lower than budgeted overtime needed to maintain on-time performance.		
	10.5%	10.3%		16.6%	16.5%			
<u>Programmatic/Routine Maintenance</u>	1,848	\$0.080	Lower than anticipated maintenance within Equipment. Partially offset by installation of insulated joint, track ties and high speed switch, replacement of Atlantic Bridge half ties, Hunters Point stairs, West End & Morris Park rubbish removal cleanup, timber installation, troubleshoot program maintenance and high speed switch installation.	(6,658)	(\$0.404)	Attributed to replacement of defective concrete ties system wide, West End & Morris Park rubbish removal cleanup, Hunters Point stairs, timber installation, troubleshoot program maintenance and high speed switch installation. Partially offset by lower than anticipated maintenance within Equipment.		
	4.2%	3.2%		-7.9%	-8.6%			
<u>Unscheduled Maintenance</u>	63	\$0.004		201	\$0.012			
	12.3%	12.3%		18.5%	18.5%			
<u>Vacancy/Absentee Coverage</u>	(1,113)	(\$0.028)	Due to open jobs in Equipment, partially offset by Higher availability within Equipment, Engineering, Stations and Transportation and lower than budgeted tours in Transportation.	9,859	\$0.632	Higher availability within Equipment, Engineering, Stations and Transportation and lower than budgeted tours in Transportation. Partially offset by open jobs in Equipment.		
	-2.5%	-1.1%		12.5%	13.7%			
<u>Weather Emergencies</u>	35,239	\$2.004	Lower than budgeted weather related expenses.	2,650	(\$0.328)	Primarily due to Winter Storm Jonas.		
	48.8%	48.8%		2.2%	-4.8%			
<u>Safety/Security/Law Enforcement</u>								
<u>Other</u>	111	(\$0.167)	Due to double time impact and higher rated crafts.	(74)	(\$0.297)	Due to double time impact and higher rated crafts.		
	6.1%	*		-2.0%	*			
NON-REIMBURSABLE OVERTIME	38,258	\$2.015		13,934	\$0.096			
	18.0%	16.4%		3.6%	0.4%			
REIMBURSABLE OVERTIME	(8,308)	(\$0.449)	Over-run attributed to annual track program, Atlantic tunnel mitigation, East Side Access, East Rail Yard, Jamaica capacity improvements and Second Track Main Line.	(14,377)	(\$0.850)	Over-run attributed to annual track program, Atlantic tunnel mitigation, East Side Access, East Rail Yard, Jamaica capacity improvements, Second Track Main Line, and WSS closure resulting from latest project schedule requirements.		
	-35.8%	-32.3%		-33.7%	-33.1%			
TOTAL OVERTIME	29,950	\$1.566		(443)	(\$0.754)			
	12.7%	11.5%		-0.1%	-3.0%			

* Exceeds 100%

METROPOLITAN TRANSPORTATION AUTHORITY - LONG ISLAND RAIL ROAD
2016 Overtime Reporting
Overtime Legend

OVERTIME DECOMPOSITION LEGEND DEFINITIONS

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

MTA LONG ISLAND RAIL ROAD
 FEBRUARY FINANCIAL PLAN - 2016 BUDGET
 TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and DEPARTMENT
 NON-REIMBURSABLE and REIMBURSABLE
 END-of-MONTH FEBRUARY 2016

	Adopted Budget	Actual	Favorable/ (Unfavorable) Variance
Administration			
Executive VP	2	2	0
Sr. Vice President - Engineering/Positive Train Control	5	7	(2)
Labor Relations	19	16	3
Procurement & Logistics (excl. Stores)	82	81	1
Human Resources	33	32	1
Sr VP Administration	2	1	1
Strategic Investments	25	23	2
President	4	4	0
VP & CFO	5	3	2
Information Technology	0	0	0
Controller	42	38	4
Management & Budget	21	20	1
BPM, Controls & Compliance	7	6	1
Market Dev. & Public Affairs	69	65	4
Gen. Counsel & Secretary	32	30	2
Diversity Management	3	3	0
Security	12	8	4
System Safety	36	32	4
Training	64	59	5
Service Planning	23	20	3
Sr. VP Operations/M9	12	11	1
Total Administration	498	461	37
Operations			
Train Operations	2,136	2,073	63
Customer Services	296	303	(7)
Total Operations	2,432	2,376	56
Maintenance			
Engineering	1,857	1,855	2
Equipment	2,165	2,077	88
Procurement (Stores)	93	91	2
Total Maintenance	4,115	4,023	92
Engineering/Capital			
Department of Project Management	136	127	9
Special Projects	43	34	9
Total Engineering/Capital	179	161	18
Baseline Total Positions	7,224	7,021	203
<i>Non-Reimbursable</i>	6,337	6,242	95
<i>Reimbursable</i>	886	779	107
Total Full-Time	7,224	7,021	203
Total Full-Time-Equivalents			

Note: Totals may not add due to rounding

**MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2016 BUDGET
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
NON-REIMBURSABLE and REIMBURSABLE
END-OF-MONTH FEBRUARY 2016**

Explanation of Variances
NON-REIMBURSABLE POSITIONS - Favorable 95 positions due to vacant positions in the Equipment and Train Service Departments, along with vacancies company-wide.
REIMBURSABLE POSITIONS - Favorable 107 positions primarily due to the timing of project activity.

**MTA LONG ISLAND RAIL ROAD
 FEBRUARY FINANCIAL PLAN - 2016 BUDGET
 TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and OCCUPATION
 END-of-MONTH FEBRUARY 2016**

	Adopted Budget	Actual	Favorable/ (Unfavorable) Variance
Administration			
Managers/Supervisors	249	231	18
Professional, Technical, Clerical	147	130	17
Operational Hourlies	102	100	2
Total Administration	498	461	37
Operations			
Managers/Supervisors	288	277	11
Professional, Technical, Clerical	103	96	7
Operational Hourlies	2,041	2,003	38
Total Operations	2,432	2,376	56
Maintenance			
Managers/Supervisors	757	671	86
Professional, Technical, Clerical	238	280	(42)
Operational Hourlies	3,120	3,072	48
Total Maintenance	4,115	4,023	92
Engineering/Capital			
Managers/Supervisors	126	110	16
Professional, Technical, Clerical	53	51	2
Operational Hourlies	-	-	-
Total Engineering/Capital	179	161	18
Total Positions			
Managers/Supervisors	1,420	1,289	131
Professional, Technical, Clerical	541	557	(16)
Operational Hourlies	5,263	5,175	88
Total Positions	7,224	7,021	203

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET
RIDERSHIP
(In Thousands)

	FEBRUARY 2016								FEBRUARY YEAR TO DATE 2016							
	Month			Variance					YTD			Variance				
	Adopted Budget	Actual 2016	Adjusted* 2015	Adopted Budget		Adjusted* 2015			Adopted Budget	Actual 2016	Adjusted* 2015	Adopted Budget		Adjusted* 2015		
			\$	%	\$	%					\$	%	\$	%		
RIDERSHIP																
Monthly	3.886	3.970	3.821	0.084	2.2%	0.149	3.9%	7.605	7.697	7.304	0.092	1.2%	0.392	5.4%		
Weekly	0.149	0.129	0.145	(0.020)	-13.2%	-0.015	-10.6%	0.303	0.267	0.280	(0.036)	-11.8%	-0.013	-4.5%		
Total Commutation	4.035	4.099	3.965	0.064	1.6%	0.134	3.4%	7.908	7.964	7.584	0.056	0.7%	0.380	5.0%		
One-Way Full Fare	0.570	0.569	0.564	(0.001)	-0.1%	0.005	0.9%	1.169	1.155	1.148	(0.014)	-1.2%	0.007	0.6%		
One-Way Off-Peak	1.179	1.190	1.105	0.011	1.0%	0.085	7.7%	2.500	2.484	2.382	(0.016)	-0.6%	0.103	4.3%		
All Other	0.723	0.756	0.690	0.033	4.5%	0.066	9.6%	1.459	1.494	1.412	0.035	2.4%	0.082	5.8%		
Total Non-Commutation	2.472	2.515	2.359	0.043	1.8%	0.156	6.6%	5.128	5.133	4.942	0.005	0.1%	0.192	3.9%		
Total	6.507	6.614	6.324	0.107	1.6%	0.290	4.6%	13.036	13.097	12.526	0.061	0.5%	0.572	4.6%		

*Prior year adjusted to reflect current year calendar.

**MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET
MONTHLY PERFORMANCE INDICATORS
February 2016**

		<u>MONTH</u>			<u>VARIANCE</u>	
		<u>Actual 2016</u>	<u>Adopted Budget</u>	<u>Actual 2015</u>	<u>vs. Budget</u>	<u>vs. 2015</u>
Farebox Operating Ratio						
	Standard ⁽¹⁾	45.3%	41.6%	42.4%	3.7%	2.9%
	Adjusted ⁽²⁾	54.4%	49.5%	52.8%	4.9%	1.6%
Cost Per Passenger						
	Standard ⁽¹⁾	\$17.81	\$19.39	\$18.84	\$1.58	\$1.03
	Adjusted ⁽²⁾	\$15.96	\$17.37	\$17.49	\$1.41	\$1.53
Passenger Revenue/Passenger ⁽³⁾		\$8.07	\$8.07	\$8.00	\$0.00	\$0.07
		<u>YEAR-TO-DATE</u>			<u>VARIANCE</u>	
		<u>Actual 2016</u>	<u>Adopted Budget</u>	<u>Actual 2015</u>	<u>vs. Budget</u>	<u>vs. 2015</u>
Farebox Operating Ratio						
	Standard ⁽¹⁾	46.1%	42.4%	42.1%	3.7%	4.0%
	Adjusted ⁽²⁾	55.0%	50.4%	51.4%	4.6%	3.5%
Cost Per Passenger						
	Standard ⁽¹⁾	\$17.79	\$19.30	\$19.00	\$1.51	\$1.22
	Adjusted ⁽²⁾	\$15.90	\$17.26	\$16.63	\$1.35	\$0.73
Passenger Revenue/Passenger ⁽³⁾		\$8.19	\$8.18	\$7.99	\$0.01	\$0.20

(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

FEBRUARY 2016

**FEBRUARY 2016 RIDERSHIP & REVENUE REPORT
MTA LONG ISLAND RAIL ROAD**

EXECUTIVE SUMMARY

February Ridership and Revenue (millions)

	February 2016	% Change vs. 2015
Total Rail Ridership	6.614	4.6% ▲
Commutation Ridership	4.099	3.4% ▲
Non-Commutation Ridership	2.515	6.6% ▲
Rail Revenue	\$53.1	8.6% ▲

Key Factors Affecting February Ridership

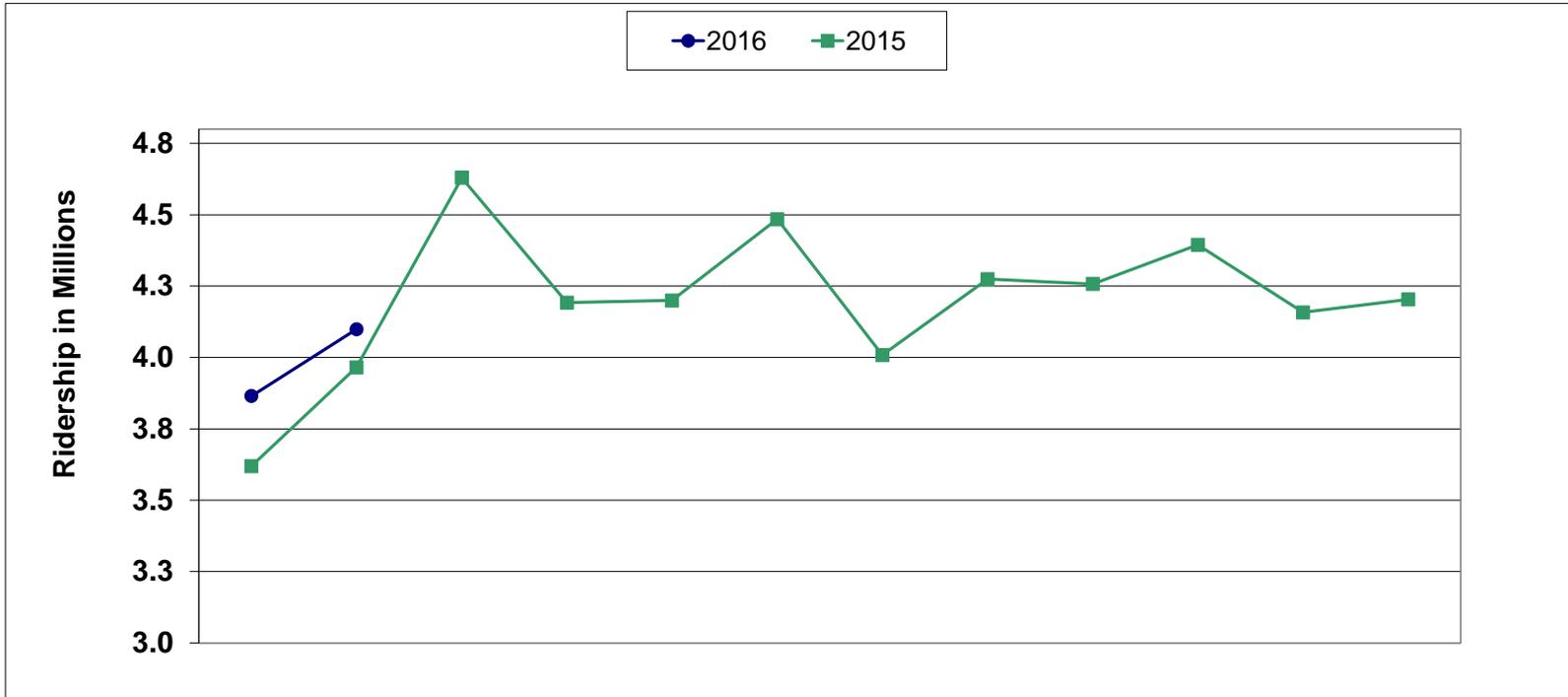
- There was one extra day as a result of leap year occurring this year
- Improved weather conditions (warmer temperatures and significantly less snow fall this February).
- Gains in the local job employment continue to support growth in the Commutation market

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

	February 2016	% Change vs. 2015	Comparison to Budget
Total Rail Ridership	13.097	4.6% ▲	0.5% ▲
Commutation Ridership	7.964	5.0% ▲	0.7% ▲
Non-Commutation Ridership	5.133	3.9% ▲	0.1% ▲
Rail Revenue	\$106.9	7.3% ▲	0.5% ▲

FEBRUARY COMMUTATION RIDERSHIP

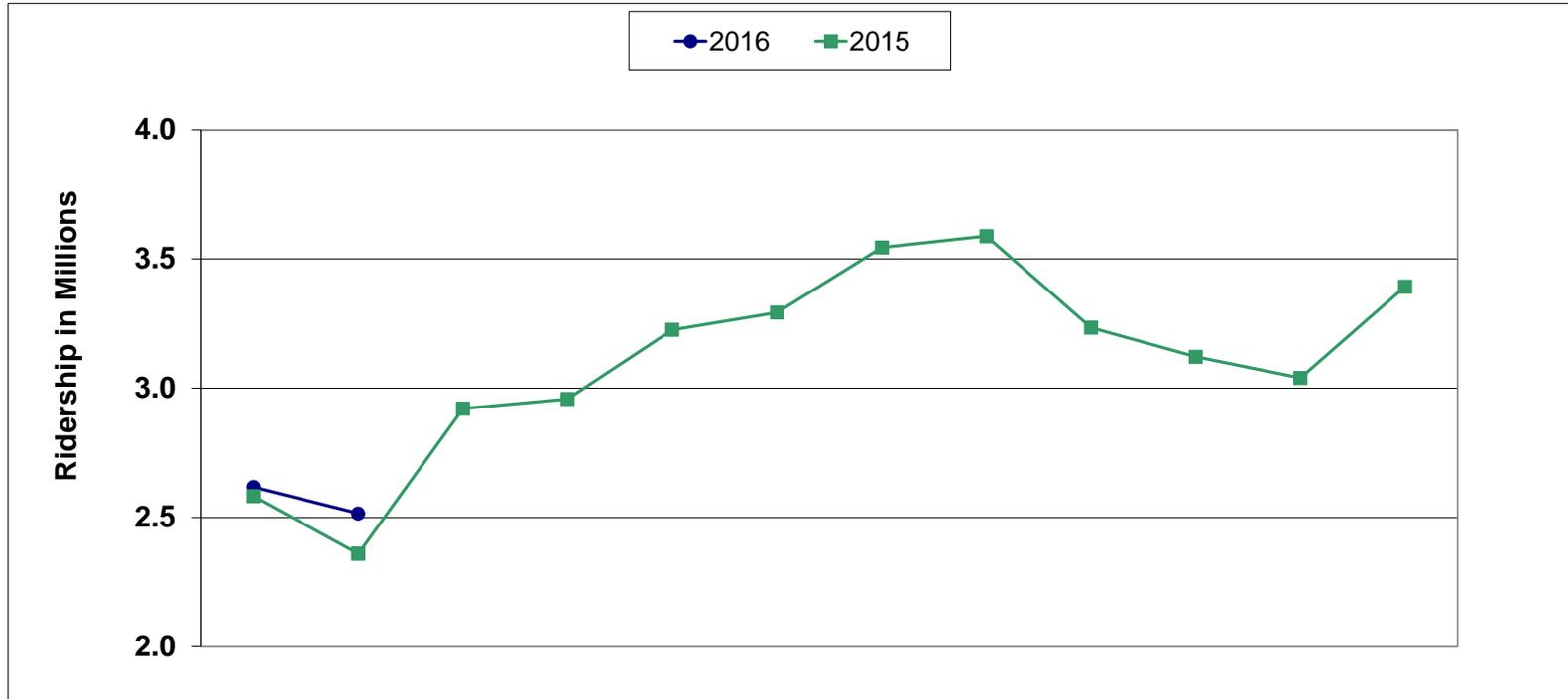
●February's Commutation Ridership was 3.4% above '15 and 1.6% above Budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2016	3.9	4.1											8.0
2015	3.6	4.0	4.6	4.2	4.2	4.5	4.0	4.3	4.3	4.4	4.2	4.2	7.6
PCT CHG.	6.8%	3.4%											5.0%

FEBRUARY NON-COMMUTATION RIDERSHIP

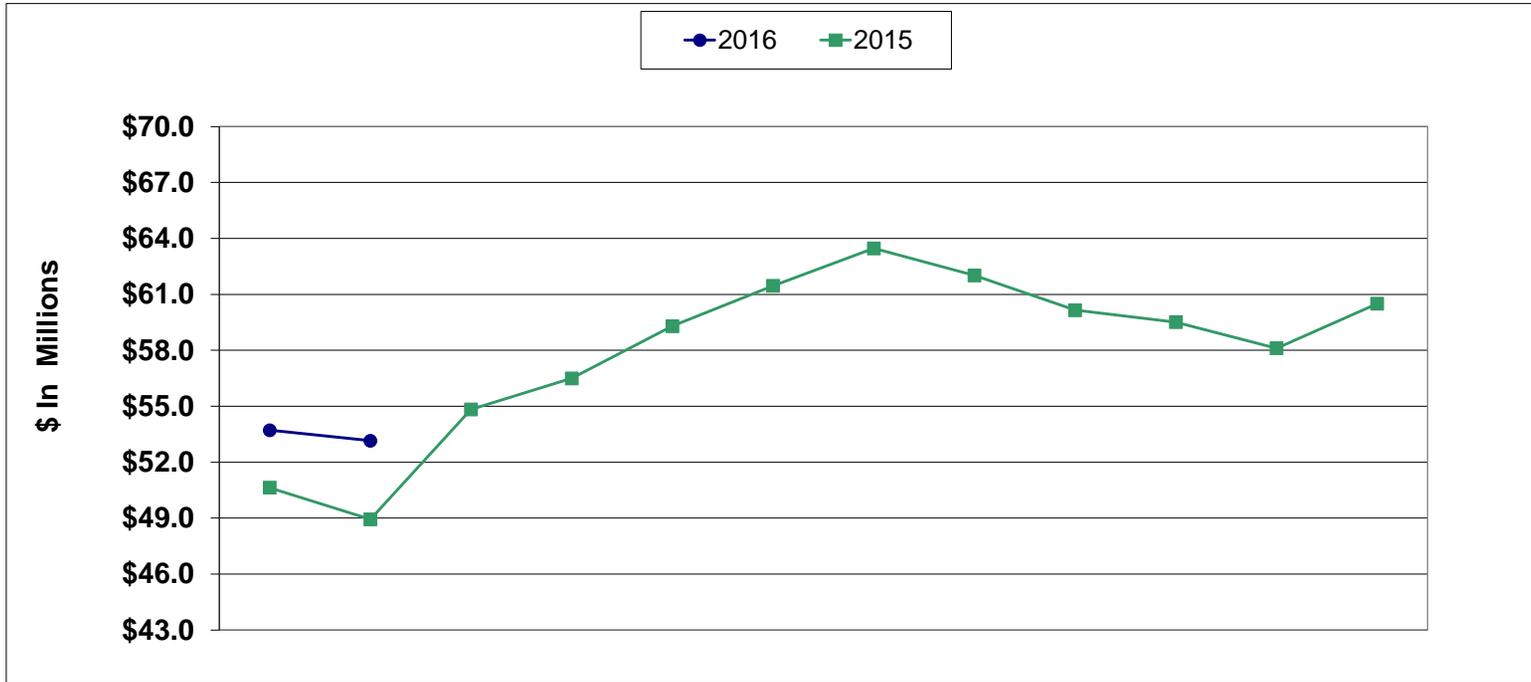
●February's Non-Commutation Ridership was 6.6% above '15 and 1.8% above Budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2016	2.6	2.5											5.1
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	4.9
PCT CHG.	1.4%	6.6%											3.9%

FEBRUARY REVENUE

- February's Total Revenue was 8.6% above '15 and 1.5% above Budget*.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2016	\$53.7	\$53.1											\$106.9
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	\$99.6
PCT CHG.	6.1%	8.6%											7.3%

*Fare increase was implemented in March 2015.

**MTA LONG ISLAND RAIL ROAD
RIDERSHIP SUMMARY
FEBRUARY 2016**

TICKET TYPE/SERVICE	FEBRUARY 2016	FEBRUARY 2015	CHANGE VS. 2015	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	4,098,905	3,965,273	133,632	3.4%
NON-COMMUTATION RIDERSHIP	2,515,401	2,359,031	156,370	6.6%
TOTAL RIDERSHIP	6,614,306	6,324,304	290,002	4.6%

**MTA LONG ISLAND RAIL ROAD
RIDERSHIP SUMMARY
2016 YEAR-TO-DATE**

TICKET TYPE/SERVICE	FEBRUARY 2016	FEBRUARY 2015	CHANGE VS. 2015	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	7,964,075	7,584,259	379,816	5.0%
NON-COMMUTATION RIDERSHIP	5,133,237	4,941,521	191,716	3.9%
TOTAL RIDERSHIP	13,097,312	12,525,780	571,532	4.6%

** 2015 ridership numbers were adjusted using 2016 factors.*

**MTA LONG ISLAND RAIL ROAD
REVENUE SUMMARY
FEBRUARY 2016**

REVENUE	FEBRUARY 2016	FEBRUARY 2015	CHANGE VS. 2015	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$30,602,562	\$28,556,647	\$2,045,915	7.2%
NON-COMMUTATION REVENUE	\$22,547,328	\$20,383,092	\$2,164,236	10.6%
TOTAL REVENUE	\$53,149,890	\$48,939,739	\$4,210,151	8.6%

**MTA LONG ISLAND RAIL ROAD
REVENUE SUMMARY
2016 YEAR-TO-DATE**

REVENUE	FEBRUARY 2016	FEBRUARY 2015	CHANGE VS. 2015	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$60,688,218	\$56,861,353	\$3,826,865	6.7%
NON-COMMUTATION REVENUE	\$46,176,188	\$42,714,461	\$3,461,727	8.1%
TOTAL REVENUE	\$106,864,406	\$99,575,814	\$7,288,592	7.3%



Long Island Rail Road

CAPITAL PROGRAM REPORT

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

HIGHLIGHTS

L60204UC, L302049H: WANTAGH STATION PLATFORM REPLACEMENT

Project Budget: \$23.92M

Milestone: Contract Award

A Construction Contract for Wantagh Station Improvements was awarded to Fortunato Sons Contracting for \$14,471,504. Project work will include replacement of the existing elevated 12-car center island platform, the platform waiting room, escalator, canopies, parapet walls, lighting, communication systems, signage, drainage, and the installation of a new elevator between the station and platform level. This project will upgrade the station platform infrastructure to a State of Good Repair and provide LIRR passengers with improved facilities. Completion is planned for the 1st Quarter 2018.

L502042E: NEW ELEVATORS AT FLUSHING MAIN STREET

Project Budget: \$24.62M

Milestone: Contract Award

A Construction Contract for two new ADA compliant elevators and other station improvements at the Flushing Main Street Station was awarded to Forte Construction for \$14,250,000. The project will include a new westbound plaza entrance on Main Street, with new ADA compliant elevators providing street to station access to both the eastbound and westbound platforms. Project work will include replacement of various systems including electrical, mechanical, sump pump, communications, and lighting. Station improvements include platform railings, and new stairs to the platform level with canopies, shelter sheds, signage, and bird control. Construction of a new westbound entrance and plaza will include a new ticket office, lighting, and CCTV cameras. This project will enhance the station entrance and provide wheelchair accessible entry to the busy Downtown Flushing Main Street Station. Completion is planned for the 1st quarter 2018.

SANDY PROJECTS

EL0602ZD: WEST SIDE STORAGE YARD RESTORATION [SANDY PROGRAM]

Project Budget: \$43.30M

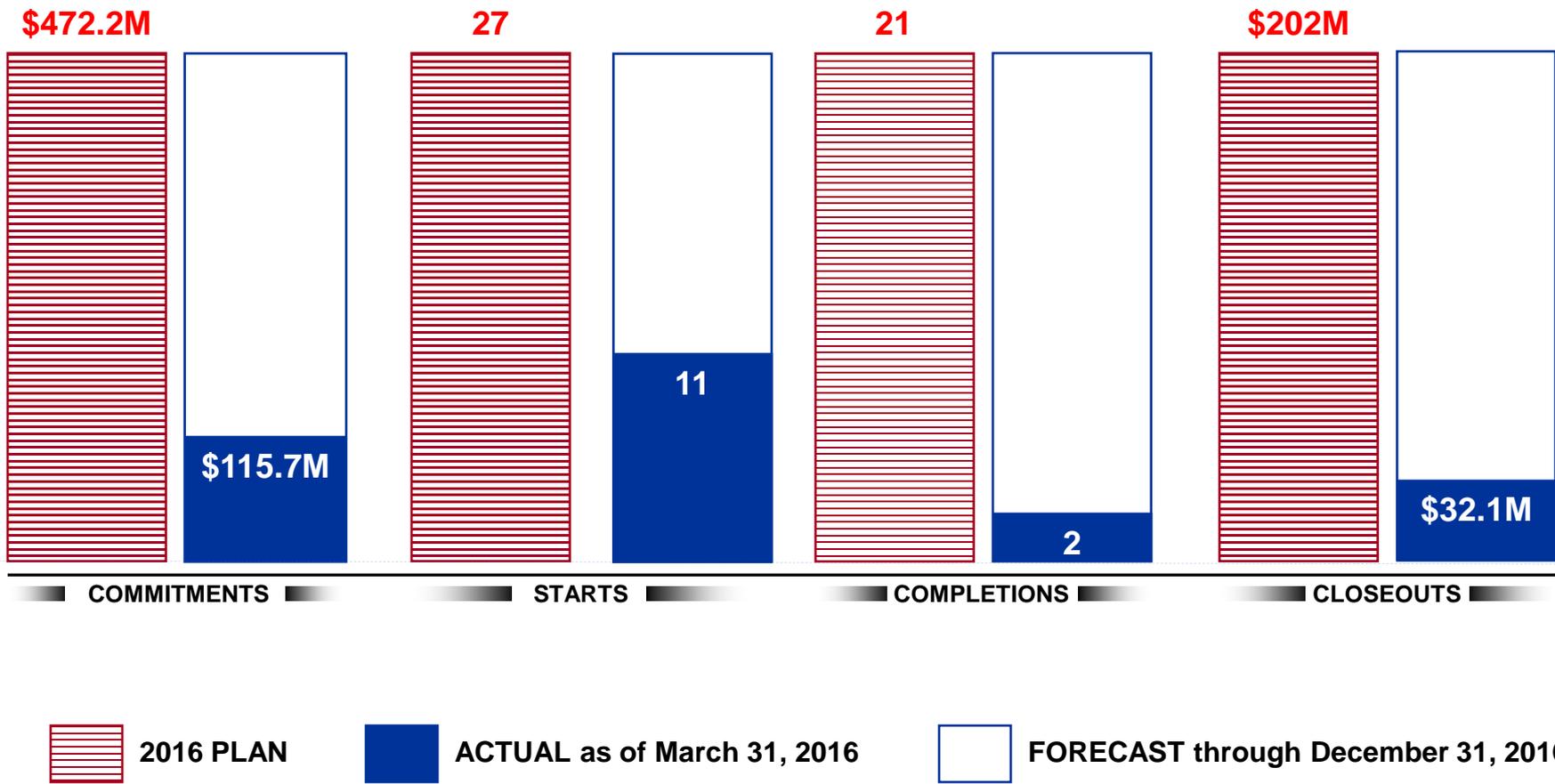
Milestone: Contract Award

A Design and Install Contract was awarded to SafeTech, USA for \$577,700 for the replacement of the West Side Storage Yard [WSSY] Fire Alarm Detection System [FADS] damaged during Sandy. The new Fire Alarm Detection System will protect LIRR Buildings within the Yard that can be integrated with a common Fire Command Station for the overbuild Facilities (Related-Hudson Yards Project).

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 substantially complete.
- Improvements to Babylon Employee Facility: Work continued.
- DPM Office Fit-out at Hillside: Work continued.
- Morris Park Communication Building: Submittals in process.
- Stations AC Installations: Bids opened and award pending.

2016 LIRR Capital Program Goals





Metro-North Railroad

Operations Report

Performance Summary			2016 Data			2015 Data		
			Annual Goal	March	YTD thru March	March	YTD thru March	
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%	95.3%	95.0%	92.1%	90.7%	
		AM Peak	93.0%	89.6%	89.3%	85.9%	82.4%	
		AM Reverse Peak	93.0%	95.9%	96.2%	92.4%	88.9%	
		PM Peak	93.0%	96.9%	96.1%	97.6%	93.4%	
		Total Peak	93.0%	93.5%	93.1%	91.6%	87.9%	
		Off Peak Weekday	93.0%	95.6%	95.1%	92.2%	90.6%	
		Weekend	93.0%	98.4%	97.7%	92.8%	95.0%	
		Hudson Line	Overall	93.0%	94.7%	95.8%	92.6%	93.1%
		AM Peak	93.0%	87.6%	89.4%	85.8%	84.3%	
		AM Reverse Peak	93.0%	96.0%	97.8%	96.3%	94.8%	
		PM Peak	93.0%	95.4%	96.9%	98.7%	97.2%	
		Total Peak	93.0%	91.9%	93.6%	92.5%	90.9%	
		Off Peak Weekday	93.0%	95.6%	96.6%	94.2%	93.9%	
		Weekend	93.0%	98.7%	97.9%	89.6%	95.1%	
		Harlem Line	Overall	93.0%	95.7%	95.3%	93.4%	91.4%
		AM Peak	93.0%	90.2%	89.6%	85.1%	83.4%	
		AM Reverse Peak	93.0%	96.8%	96.3%	92.8%	89.4%	
		PM Peak	93.0%	97.8%	96.1%	98.1%	93.1%	
		Total Peak	93.0%	94.4%	93.3%	91.6%	88.3%	
		Off Peak Weekday	93.0%	95.9%	95.9%	94.1%	91.8%	
		Weekend	93.0%	98.4%	97.9%	95.3%	95.5%	
	New Haven Line	Overall	93.0%	95.3%	94.2%	90.9%	88.8%	
	AM Peak	93.0%	90.3%	89.0%	86.5%	80.4%		
	AM Reverse Peak	93.0%	95.0%	95.3%	90.0%	85.5%		
	PM Peak	93.0%	97.2%	95.7%	96.4%	91.3%		
	Total Peak	93.0%	93.8%	92.7%	91.1%	85.6%		
	Off Peak Weekday	93.0%	95.4%	93.7%	89.7%	87.9%		
	Weekend	93.0%	98.1%	97.5%	92.9%	94.6%		
Operating Statistics	Trains Scheduled		19,971	56,731	19,705	55,797		
	Avg. Delay per Late Train (min) <small>excluding trains canceled or terminated</small>		10.5	12.6	14.6	12.9		
	Trains Over 15 min. Late <small>excluding trains canceled or terminated</small>		1,800	126	496	389		
	Trains Canceled		220	3	52	49		
	Trains Terminated		220	14	70	24		
	Percent of Scheduled Trips Completed		99.7%	99.9%	99.8%	99.6%		
Consist Compliance	System	Overall	99.8%	99.7%	99.7%	99.6%	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%	99.6%	99.4%	99.2%	99.0%	
		AM Reverse Peak	99.8%	100.0%	100.0%	99.9%	99.9%	
		PM Peak	99.8%	99.2%	99.1%	98.9%	98.1%	
		Total Peak	99.8%	99.5%	99.4%	99.2%	98.8%	
		Off Peak Weekday	99.8%	99.8%	99.8%	99.8%	99.8%	
		Weekend	99.8%	99.9%	99.8%	100.0%	100.0%	
		Hudson Line	AM Peak	99.8%	100.0%	99.9%	100.0%	
		PM Peak	99.8%	99.9%	99.9%	99.7%	99.4%	
		Harlem Line	AM Peak	99.8%	99.3%	99.1%	98.5%	
		PM Peak	99.8%	98.9%	98.8%	99.3%	98.4%	
		New Haven Line	AM Peak	99.8%	99.6%	99.2%	99.3%	
		PM Peak	99.8%	99.1%	98.8%	98.1%	96.9%	

SYSTEM Category of Delay

Delay Minutes / Delay Threshold	% Total	February	2016 Data		2015 Data		YTD 2016 Vs 2015
			March	YTD thru March	March	YTD thru March	
Engineering (Scheduled)	11.1%	86	202	421	196	510	-89
Engineering (Unscheduled)	43.4%	415	787	1,946	1,404	4,772	-2,826
Maintenance of Equipment	23.3%	331	422	1,080	592	2,023	-943
Transportation	6.1%	54	111	215	113	189	26
Capital Projects	0.9%	18	16	38	12	12	26
Weather and Environmental	0.7%	120	12	591	1,007	1,807	-1,216
Police	4.5%	1,233	81	1,390	170	582	808
Customers	4.3%	82	78	252	96	289	-37
Other	5.5%	36	99	246	208	808	-562
3rd Party Operations	0.3%	1	6	9	6	6	3
TOTAL	100.0%	2,376	1,814	6,188	3,804	10,998	-4,810

HUDSON LINE	% Total	February	March	YTD thru March	March	YTD thru March	YTD 2016 Vs 2015
Engineering	44.3%	64	210	409	328	828	-419
Maintenance of Equipment	41.4%	74	196	332	61	351	-19
Transportation	3.2%	12	15	34	13	20	14
Capital Projects	0.0%	0	0	0	0	0	0
Weather and Environmental	1.1%	21	5	182	254	349	-167
Police	3.8%	71	18	101	14	65	36
Customers	1.7%	12	8	38	20	60	-22
Other	4.6%	5	22	63	186	256	-193
3rd Party Operations	0.0%	0	0	1	0	0	1
TOTAL	100.0%	259	474	1,160	876	1,929	-769

HARLEM LINE	% Total	February	March	YTD thru March	March	YTD thru March	YTD 2016 Vs 2015
Engineering	47.0%	137	205	550	441	1,436	-886
Maintenance of Equipment	17.4%	110	76	260	116	539	-279
Transportation	11.7%	8	51	72	29	43	29
Capital Projects	0.0%	0	0	0	0	0	0
Weather and Environmental	0.9%	44	4	158	294	496	-338
Police	3.4%	488	15	526	27	204	322
Customers	8.9%	31	39	89	14	63	26
Other	10.3%	12	45	59	4	193	-134
3rd Party Operations	0.2%	0	1	1	0	0	1
TOTAL	100.0%	830	436	1,715	925	2,974	-1,259

NEW HAVEN LINE	% Total	February	March	YTD thru March	March	YTD thru March	YTD 2016 Vs 2015
Engineering	53.1%	214	373	987	635	2,508	-1,521
Maintenance of Equipment	21.4%	147	150	487	415	1,133	-646
Transportation	6.4%	34	45	108	72	126	-18
Capital Projects	2.3%	18	16	38	12	12	26
Weather and Environmental	0.4%	55	3	251	459	962	-711
Police	6.8%	674	48	763	129	312	451
Customers	4.3%	39	30	126	62	167	-41
Other	4.6%	18	32	124	17	360	-236
3rd Party Operations	0.7%	1	5	7	6	6	1
TOTAL	100.0%	1,200	702	2,891	1,807	5,586	-2,695

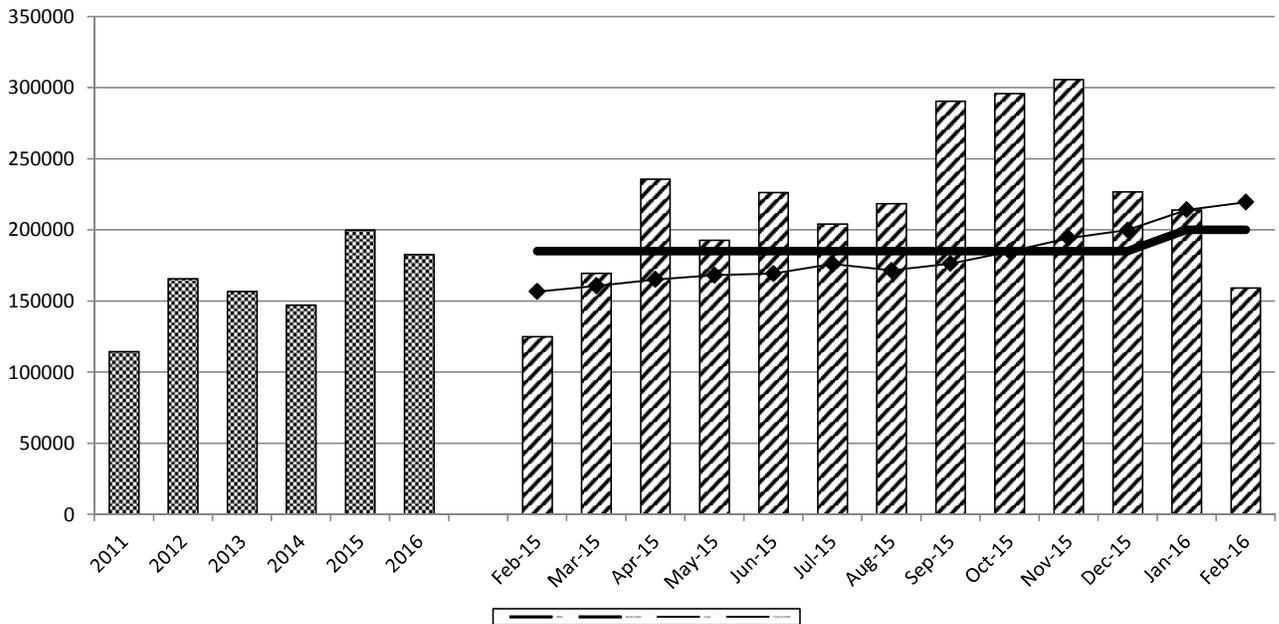
EVENTS RESULTING IN 10 or MORE LATE (L), CANCELED (C) or TERMINATED (T) TRAINS

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	
03/03	Thu	Third rail failure on track 2 at MP 27.5.	14	0	0	4	0	0	0	0	0	2	0	0	20	0	0
03/07	Mon	Amtrak 49 disabled at CP 19.	3	0	0	0	0	0	16	0	0	9	0	0	28	0	0
03/09	Wed	A 10 mph speed restriction on track 3 at CP 112 due to a broken frog.	0	0	0	0	0	0	9	0	0	12	0	0	21	0	0
03/10	Thu	Congestion account broken frog repairs, 10 mph speed restrictions in effect.	12	0	0	2	0	0	2	0	0	5	0	0	21	0	0
03/21	Mon	A broken east rail on track 4 at CP3, causing congestion.	78	0	0	11	0	0	0	0	0	34	0	0	123	0	0
03/23	Wed	Congestion account the 309 Switch was unable to normal at CP1.	0	0	0	0	0	0	1	0	0	15	0	0	16	0	0
03/23	Wed	Train 1819 disabled in CP 241s interlocking lined from track 5 to track 3.	32	0	0	0	0	0	0	0	0	1	0	0	33	0	0
03/25	Fri	Train 774 struck debris on track 4 at Irvington Station.	0	0	0	0	0	0	11	0	0	6	0	1	17	0	1
03/28	Mon	Failure of trains 712 and 714 caused congestion at Croton Harmon.	13	0	0	1	0	0	0	0	0	3	0	0	17	0	0
03/28	Mon	Train 814 had a ATC failure at Cold Spring and operated as a failed train to Croton Harmon, swapped equipment.	40	0	0	2	0	0	0	0	0	0	0	0	42	0	0
03/30	Wed	Brush fire on the right of way on track 1 north of Hawthorne Station (MP 30).	0	0	0	0	0	0	4	0	2	4	0	1	8	0	3
TOTAL FOR MONTH			192	0	0	20	0	0	43	0	2	91	0	2	346	0	4
350																	

			2016 Data						2015 Data		
	Equip-ment Type	Total Fleet Size	MDBF Goal (miles)	Feb MDBF (miles)	Primary Failure Goal	Feb No. of Primary Failures	YTD MDBF thru Feb (miles)	12 month MDBF Rolling Avg (miles)	Feb MDBF (miles)	Feb No. of Primary Failures	YTD MDBF thru Feb (miles)
Mean Distance Between Failures	M2	36	20,000	21,818	3	2	22,079	46,101	20,364	10	24,181
	M8	405	300,000	310,924	8	8	382,481	301,407	330,172	7	258,792
	M3	138	135,000	45,612	2	6	44,552	131,973	57,748	5	69,996
	M7	334	460,000	394,675	4	5	397,361	608,129	151,635	12	221,707
	Coach	210	295,000	228,766	5	6	306,550	356,755	215,237	6	178,250
	P-32	31	30,000	15,026	6	12	19,113	24,395	24,583	7	17,663
	BL-20	12	13,000	37,509	3	1	38,354	18,857	17,564	2	12,407
	Fleet	1166	200,000	159,212	31	40	182,710	219,423	124,935	49	119,967
	M2/8		200,000	253,103	11	10	282,369	241,900	147,932	17	132,463
	M3/7		320,000	204,277	6	11	204,920	419,067	124,021	17	173,160
Diesel/Coach		120,000	83,706	14	19	106,627	119,632	99,909	15	75,645	

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 2011 - 2016



West of Hudson Performance Summary			2016 Data			2015 Data		
			Annual Goal	March	YTD thru March	March	YTD thru March	
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%	97.1%	96.8%	91.7%	91.7%	
		AM Peak	95.5%	96.9%	95.7%	92.2%	91.5%	
		PM Peak	95.5%	98.0%	97.6%	89.2%	88.8%	
		Total Peak	95.5%	97.4%	96.7%	90.7%	90.2%	
		Off Peak Weekday	95.5%	96.6%	97.1%	92.6%	92.3%	
		Weekend	95.5%	97.7%	96.2%	91.2%	92.4%	
		Pascack Line	Overall	96.5%	96.5%	97.0%	89.6%	91.7%
		AM Peak	96.5%	95.7%	96.0%	89.8%	92.5%	
		PM Peak	96.5%	97.5%	98.4%	88.3%	87.1%	
		Total Peak	96.5%	96.5%	97.1%	89.1%	90.0%	
		Off Peak Weekday	96.5%	96.1%	97.4%	90.7%	92.7%	
		Weekend	96.5%	97.4%	95.8%	88.0%	92.1%	
		Port Jervis Line	Overall	95.0%	98.0%	96.5%	94.7%	91.6%
		AM Peak	95.0%	98.6%	95.4%	95.5%	90.3%	
		PM Peak	95.0%	98.6%	96.8%	90.2%	90.8%	
		Total Peak	95.0%	98.6%	96.1%	92.8%	90.6%	
		Off Peak Weekday	95.0%	97.4%	96.7%	95.5%	91.7%	
		Weekend	95.0%	98.2%	96.9%	96.8%	93.0%	
	Operating Statistics	Trains Scheduled		1,757	4,954	1,728	4,895	
	Avg. Delay per Late Train (min) <small>excluding trains canceled or terminated</small>		22.3	20.3	16.4	17.6		
	Trains Over 15 min. Late <small>excluding trains canceled or terminated</small>	200	26	81	46	144		
	Trains Canceled	60	5	10	17	32		
	Trains Terminated	60	6	11	8	22		
	Percent of Scheduled Trips Completed	99.4%	99.4%	99.6%	98.6%	98.9%		

MARCH 2016 STANDEE REPORT

East of Hudson

			MAR 2015	YTD 2015	MAR 2016	YTD 2016
Daily Average AM Peak	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		Total Standees	0	0	0	0
	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	47	33	11	10
		Total Standees	47	33	11	10
	New Haven Line	Program Standees	0	0	0	0
		Add'l Standees	11	29	8	23
		Total Standees	11	29	8	23
	EAST OF HUDSON TOTAL - AM PEAK			58	62	19
Daily Average PM Peak	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	0	4	4	1
		Total Standees	0	4	4	1
	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	19	32	14	18
		Total Standees	19	32	14	18
	New Haven Line	Program Standees	0	0	0	0
		Add'l Standees	49	63	21	48
		Total Standees	49	63	21	48
	EAST OF HUDSON TOTAL - PM PEAK			68	99	39

West of Hudson

			MAR 2015	YTD 2015	MAR 2016	YTD 2016
Daily Average AM Peak	Port Jervis Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		Total Standees	0	0	0	0
	Pascack Valley Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
WEST OF HUDSON TOTAL - AM PEAK			0	0	0	0
Daily Average PM Peak	Port Jervis Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		Total Standees	0	0	0	0
	Pascack Valley Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
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 March 2016

Elevator Availability	2016		2015	
	March	Year to Date	March	Year to Date
Grand Central Terminal	100.00%	99.06%	99.63%	97.93%
Harlem	100.00%	99.93%	99.85%	99.54%
Hudson	100.00%	99.61%	99.75%	99.66%
New Haven	98.77%	99.28%	99.77%	99.92%
Overall Average	99.69%	99.47%	99.75%	99.26%

Escalator Availability	2016		2015	
	March	Year to Date	March	Year to Date
Grand Central Terminal	99.50%	96.39%	99.50%	97.69%
White Plains	100.00%	100.00%	100.00%	99.50%
Overall Average	99.75%	98.19%	99.75%	98.60%



Metro-North Railroad

Financial Report



FINANCIAL STATEMENTS

MONTH ENDED: FEBRUARY 2016

OFFICE OF VICE PRESIDENT OF FINANCE & INFORMATION SYSTEMS

**MTA METRO-NORTH RAILROAD
FEBRUARY 2016 FINANCIAL REPORT
YEAR TO DATE ACTUAL VERSUS ADOPTED BUDGET
(\$ in millions)**

SUMMARY

YTD February Net Cash Deficit (including Capital and Other Reimbursements) of \$54.1 million was \$58.0 million or 51.8% favorable to Budget. The Net Cash Deficit for the month of February of \$25.7 million was favorable to the Adopted Budget by \$22.4 or 46.6% reflecting the timing of cash payouts for passenger injury settlements, scheduling changes for capital project activity, lower energy rates and the timing of expenses for maintenance and professional services.

YTD Non-Reimbursable Net Operating Deficit of \$127.6 million was \$16.7 million or 11.6% lower than the Adopted Budget. For the month of February, the Net Operating Deficit of \$58.5 million was \$14.4 million (19.8%) favorable to the Adopted Budget. Operating Revenues for the month were \$1.3 million favorable primarily due to higher ridership and a higher yield per passenger. Operating Expenses for February were \$13.2 million lower than the Adopted Budget primarily due to favorable energy rates (\$3.8 million), timing of expenses for maintenance and professional services (\$3.1 million) and a depreciation expense true-up adjustment (\$5.4 million).

Reimbursable results (Capital and Other Reimbursements) year-to-date of \$21.3 million was \$11.7 million lower than the Adopted Budget primarily due to scheduling changes for several capital projects (Positive Train Control, Network Infrastructure Replacement and Waterbury Branch Cab Signal System Installation). For the month, expenses of \$12.5 million were \$3.6 million favorable to the Adopted Budget.

REVENUE/RIDERSHIP

- **Farebox Revenue** – year-to-date and the month were higher than the Adopted Budget by \$1.7 million (1.6%) and \$1.8 million (3.6%), respectively, primarily due to unseasonably warm weather in the month of February resulting in higher non-commutation ridership (notably on the New Haven Line) and an overall higher yield per passenger.
- YTD Ridership of 12.9 million was 0.9% above the Adopted Budget and 2.9% higher than YTD 2015. February ridership of 6.4 million was 1.8% above the Adopted Budget and 3.4% higher than 2015.
- YTD East of Hudson Ridership of 12.7 million was 1.0% higher than the Adopted Budget and 3.0% higher than YTD 2015. East of Hudson ridership for February was 6.3 million and 1.8% higher than the Adopted Budget and 3.4% higher than 2015.
 - YTD commutation ridership of 7.6 million was 1.3% higher than the Adopted Budget and 2.1% higher than YTD 2015. February commutation ridership of 3.9 million was 1.9% higher than the Adopted Budget and 2.6% higher than 2015.
 - YTD non-commutation ridership of 5.0 million was 0.5% above the Adopted Budget and 4.3% higher than YTD 2015. February non-commutation ridership of 2.4 million was 1.7% higher than the Adopted Budget and 4.7% higher than 2015.
- YTD West of Hudson ridership of 0.3 million was 0.3% lower than the Adopted Budget and 1.5% higher than YTD 2015. February ridership was of 0.1 million was 1.1% higher than the Adopted Budget and 0.9% higher than 2015.
- **Other Operating Revenue** – year-to-date was higher than the Adopted Budget by \$0.8 million (8.0%) primarily reflecting higher revenue from GCT digital advertising (\$0.3 million), GCT retail operations (\$0.3 million) and commuter parking (\$0.2 million). For the month, revenue was \$0.5 million lower than the Adopted Budget.

NON-REIMBURSABLE (OPERATING) EXPENSES

Total Expenses – Year-to-date expenses of \$243.1 million were \$14.2 million (5.5%) lower than the Adopted Budget through February. For the month, expenses of \$114.6 million were \$13.2 million (10.3%) lower than the Adopted Budget.

Labor Expenses (including fringes and overhead recoveries) of \$142.9 million YTD were \$0.8 million higher than the Adopted Budget. For the month, expenses of \$70.3 million were on target to the Adopted Budget.

- **Payroll** – YTD was \$2.7 million above the Adopted Budget primarily due to higher than budgeted payouts related to unused vacation and sick time for retirees, lower than budgeted Train & Engine attrition and the reallocation of forces to operations as a result of capital activity scheduling changes. For the month, expenses were \$1.5 million higher than the Adopted Budget.
- **Overtime** – YTD was \$1.2 million below the Adopted Budget primarily due to fewer winter weather events than budgeted (\$1.7 million), improved employee availability for train service coverage (\$0.6 million) partially offset by higher programmatic maintenance requirements primarily for infrastructure repairs (\$0.9 million). For the month, expenses were \$0.6 million favorable versus the Adopted Budget.

Non-Labor Expenses (including Depreciation and Other Non-Cash Liability Adjustments) of \$100.2 million YTD and \$44.3 million for the month were lower by \$15.0 million and \$13.2 million, respectively, when compared to the Adopted Budget.

- **Electric Power** – Lower rates yielded favorable results vs. the Adopted Budget of \$5.1 million year-to-date and \$2.8 million for the month.
- **Fuel** – YTD and the month were lower by \$1.9 million and \$1.0 million, respectively, due to lower diesel fuel prices per gallon.
- **Professional Services** – YTD was \$1.8 million below the Adopted Budget primarily due to timing differences for advertising, legal fees, outside training, consulting services, market research studies and medical fees. For the month, expenses were favorable by \$0.9 million compared to the Adopted Budget
- **Materials & Supplies** – YTD was \$1.6 million above the Adopted Budget primarily due to higher expenses for rolling stock parts and supplies related to the component change-out shops, support shop work and on-going repairs. For the month, expenses were on target to the Adopted Budget.
- **Other Business Expenses** – YTD expenses were lower than the Adopted Budget by \$1.3 million primarily due to lower NJT subsidy payments due to inflationary adjustments combined with higher ridership (\$1.0 million) and higher Amtrak recoveries (\$0.3 million). For the month, expenses were favorable by \$0.2 million.
- **Depreciation and Other Non-Cash Liability Adjustments** – \$1.8 million lower year-to-date than the Adopted Budget due to the timing of the capitalization of assets (\$1.0 million) and projects requiring environmental remediation (\$0.8 million). In February, expenses were \$5.8 million below the Adopted Budget.

FINANCIAL PERFORMANCE MEASURES

The YTD February performance indicators primarily reflect lower overall expenses and higher ridership:

- Adjusted Farebox Operating Ratio of 63.4% through February was 6.3% higher than the Adopted Budget.
- Adjusted Cost per Passenger of \$14.73 for the period was \$1.43 lower than the Adopted Budget.
- Revenue per Passenger of \$8.36 for the period was \$0.06 higher than the Adopted Budget.

MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET
ACCRUAL STATEMENT OF OPERATIONS by CATEGORY
February 2016
(\$ in millions)

SCHEDULE I - A

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
Revenue												
Farebox Revenue	\$49.713	\$51.508	\$1.796	3.6	\$0.000	\$0.000	\$0.000	-	\$49.713	\$51.508	\$1.796	3.6
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	5.082	4.538	(0.544)	(10.7)	0.000	0.000	0.000	-	5.082	4.538	(0.544)	(10.7)
<i>Capital & Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	9.605	8.398	(1.207)	(12.6)	9.605	8.398	(1.207)	(12.6)
CDOT	0.000	0.000	0.000	-	5.165	2.526	(2.639)	(51.1)	5.165	2.526	(2.639)	(51.1)
Other	0.000	0.000	0.000	-	1.337	1.539	0.202	15.1	1.337	1.539	0.202	15.1
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	16.107	12.464	(3.644)	(22.6)	16.107	12.464	(3.644)	(22.6)
Total Revenue/Receipts	\$54.795	\$56.046	\$1.252	2.3	\$16.107	\$12.464	(\$3.644)	(22.6)	\$70.902	\$68.510	(\$2.392)	(3.4)
Expenses												
<i>Labor:</i>												
Payroll	\$37.637	\$39.173	(\$1.536)	(4.1)	\$2.852	\$3.132	(\$0.280)	(9.8)	\$40.489	\$42.305	(\$1.816)	(4.5)
Overtime	8.244	7.665	0.578	7.0	1.104	1.985	(0.880)	(79.7)	9.348	9.650	(0.302)	(3.2)
Health and Welfare	8.500	8.624	(0.124)	(1.5)	0.898	1.040	(0.142)	(15.8)	9.399	9.664	(0.265)	(2.8)
OPEB Current Payment	2.274	2.358	(0.085)	(3.7)	0.000	0.000	0.000	-	2.274	2.358	(0.085)	(3.7)
Pensions	7.328	7.460	(0.132)	(1.8)	0.592	0.687	(0.095)	(16.0)	7.920	8.146	(0.227)	(2.9)
Other Fringe Benefits	9.928	9.249	0.680	6.8	0.691	0.840	(0.149)	(21.5)	10.620	10.089	0.531	5.0
Reimbursable Overhead	(3.636)	(4.230)	0.594	16.3	3.355	4.124	(0.769)	(22.9)	(0.281)	(0.106)	(0.175)	(62.3)
Total Labor	\$70.275	\$70.299	(\$0.024)	(0.0)	\$9.493	\$11.808	(\$2.314)	(24.4)	\$79.768	\$82.107	(\$2.338)	(2.9)
<i>Non-Labor:</i>												
Electric Power	\$8.355	\$5.508	\$2.847	34.1	\$0.000	\$0.000	(\$0.000)	-	\$8.355	\$5.508	\$2.847	34.1
Fuel	1.888	0.887	1.002	53.0	0.000	0.000	0.000	-	1.888	0.887	1.002	53.0
Insurance	1.662	1.563	0.098	5.9	0.187	0.393	(0.206)	*	1.848	1.956	(0.108)	(5.8)
Claims	0.098	0.015	0.083	84.6	0.000	0.000	0.000	-	0.098	0.015	0.083	84.6
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	9.305	7.095	2.210	23.7	0.733	0.583	0.150	20.4	10.038	7.678	2.360	23.5
Professional Service Contracts	3.096	2.161	0.934	30.2	2.003	(0.250)	2.253	*	5.099	1.912	3.187	62.5
Materials & Supplies	6.327	6.324	0.003	0.1	3.655	(0.092)	3.746	*	9.982	6.233	3.749	37.6
Other Business Expenses	1.141	0.948	0.193	16.9	0.037	0.021	0.016	43.0	1.178	0.969	0.209	17.7
Total Non-Labor	\$31.871	\$24.501	\$7.370	23.1	\$6.614	\$0.656	\$5.958	90.1	\$38.485	\$25.157	\$13.328	34.6
<i>Other Adjustments:</i>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$102.146	\$94.801	\$7.346	7.2	\$16.107	\$12.464	\$3.644	22.6	\$118.254	\$107.264	\$10.989	9.3
Depreciation	19.508	14.084	5.423	27.8	0.000	0.000	0.000	-	19.508	14.084	5.423	27.8
OPEB Obligation	5.693	5.693	0.000	0.0	0.000	0.000	0.000	-	5.693	5.693	0.000	0.0
Environmental Remediation	0.417	0.000	0.417	100.0	0.000	0.000	0.000	-	0.417	0.000	0.417	100.0
Total Expenses	\$127.764	\$114.578	\$13.186	10.3	\$16.107	\$12.464	\$3.644	22.6	\$143.871	\$127.042	\$16.829	11.7
Net Surplus/(Deficit)	(\$72.969)	(\$58.532)	\$14.437	19.8	\$0.000	\$0.000	\$0.000	-	(\$72.969)	(\$58.532)	\$14.437	19.8
<i>Cash Conversion Adjustments:</i>												
Depreciation	19.508	14.084	(5.423)	(27.8)	0.000	0.000	0.000	-	19.508	14.084	(5.423)	(27.8)
Operating/Capital	(2.720)	(0.464)	2.256	82.9	0.000	0.000	0.000	-	(2.720)	(0.464)	2.256	82.9
Other Cash Adjustments	8.122	19.260	11.138	*	0.000	0.000	0.000	-	8.122	19.260	11.138	*
Total Cash Conversion Adjustments	\$24.910	\$32.881	\$7.971	32.0	\$0.000	\$0.000	\$0.000	-	\$24.910	\$32.881	\$7.971	32.0
Net Cash Surplus/(Deficit)	(\$48.059)	(\$25.651)	\$22.408	46.6	\$0.000	\$0.000	\$0.000	-	(\$48.059)	(\$25.651)	\$22.408	46.6

Notes:

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-- Differences are due to rounding.
* Variance exceeds 100%.

MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
February Year-To-Date
(\$ in millions)

SCHEDULE I - B

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
Revenue												
Farebox Revenue	\$103.046	\$104.723	\$1.677	1.6	\$0.000	\$0.000	\$0.000	-	\$103.046	\$104.723	\$1.677	1.6
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	9.927	10.718	0.792	8.0	0.000	0.000	0.000	-	9.927	10.718	0.792	8.0
<i>Capital & Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	19.447	11.918	(7.529)	(38.7)	19.447	11.918	(7.529)	(38.7)
CDOT	0.000	0.000	0.000	-	10.872	5.966	(4.906)	(45.1)	10.872	5.966	(4.906)	(45.1)
Other	0.000	0.000	0.000	-	2.641	3.369	0.728	27.6	2.641	3.369	0.728	27.6
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	32.960	21.253	(11.707)	(35.5)	32.960	21.253	(11.707)	(35.5)
Total Revenue/Receipts	\$112.972	\$115.441	\$2.469	2.2	\$32.960	\$21.253	(\$11.707)	(35.5)	\$145.932	\$136.693	(\$9.238)	(6.3)
Expenses												
<i>Labor:</i>												
Payroll	\$76.123	\$78.805	(\$2.682)	(3.5)	\$5.510	\$5.463	\$0.047	0.9	\$81.633	\$84.268	(\$2.634)	(3.2)
Overtime	17.016	15.788	1.229	7.2	2.198	2.905	(0.707)	(32.1)	19.215	18.693	0.522	2.7
Health and Welfare	17.236	17.200	0.036	0.2	1.744	1.706	0.038	2.2	18.980	18.906	0.074	0.4
OPEB Current Payment	4.547	4.769	(0.222)	(4.9)	0.000	0.000	0.000	-	4.547	4.769	(0.222)	(4.9)
Pensions	14.856	14.975	(0.119)	(0.8)	1.151	1.148	0.002	0.2	16.006	16.123	(0.117)	(0.7)
Other Fringe Benefits	19.514	18.064	1.451	7.4	1.344	1.382	(0.038)	(2.8)	20.858	19.446	1.412	6.8
Reimbursable Overhead	(7.184)	(6.739)	(0.445)	(6.2)	6.613	6.517	0.096	1.4	(0.571)	(0.222)	(0.349)	(61.1)
Total Labor	\$142.109	\$142.861	(\$0.752)	(0.5)	\$18.559	\$19.121	(\$0.562)	(3.0)	\$160.668	\$161.982	(\$1.314)	(0.8)
<i>Non-Labor:</i>												
Electric Power	\$16.495	\$11.380	\$5.115	31.0	\$0.000	\$0.000	(\$0.000)	-	\$16.495	\$11.380	\$5.114	31.0
Fuel	3.759	1.884	1.875	49.9	0.000	0.000	0.000	-	3.759	1.884	1.875	49.9
Insurance	3.323	3.096	0.227	6.8	0.361	0.604	(0.243)	(67.2)	3.685	3.700	(0.016)	(0.4)
Claims	0.190	0.022	0.168	88.6	0.000	0.000	0.000	-	0.190	0.022	0.168	88.6
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	18.656	14.436	4.220	22.6	1.463	1.247	0.216	14.7	20.119	15.683	4.436	22.0
Professional Service Contracts	6.243	4.436	1.807	28.9	3.212	0.300	2.913	90.7	9.456	4.736	4.720	49.9
Materials & Supplies	12.976	14.588	(1.612)	(12.4)	9.290	(0.077)	9.367	*	22.266	14.511	7.755	34.8
Other Business Expenses	2.329	0.982	1.348	57.9	0.074	0.057	0.016	22.3	2.403	1.039	1.364	56.8
Total Non-Labor	\$63.971	\$50.824	\$13.148	20.6	\$14.400	\$2.131	\$12.269	85.2	\$78.372	\$52.955	\$25.416	32.4
<i>Other Adjustments</i>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$206.080	\$193.685	\$12.395	6.0	\$32.960	\$21.253	\$11.707	35.5	\$239.040	\$214.938	\$24.102	10.1
Depreciation	39.015	38.005	1.010	2.6	0.000	0.000	0.000	-	39.015	38.005	1.010	2.6
OPEB Obligation	11.386	11.386	0.000	0.0	0.000	0.000	0.000	-	11.386	11.386	0.000	0.0
Environmental Remediation	0.833	0.000	0.833	100.0	0.000	0.000	0.000	-	0.833	0.000	0.833	100.0
Total Expenses	\$257.315	\$243.076	\$14.239	5.5	\$32.960	\$21.253	\$11.707	35.5	\$290.274	\$264.329	\$25.945	8.9
Net Surplus/(Deficit)	(\$144.343)	(\$127.635)	\$16.707	11.6	\$0.000	\$0.000	\$0.000	-	(\$144.343)	(\$127.635)	\$16.707	11.6
<i>Cash Conversion Adjustments:</i>												
Depreciation	39.015	38.005	(1.010)	(2.6)	0.000	0.000	0.000	-	39.015	38.005	(1.010)	(2.6)
Operating/Capital	(8.101)	(2.093)	6.008	74.2	0.000	0.000	0.000	-	(8.101)	(2.093)	6.008	74.2
Other Cash Adjustments	1.341	37.643	36.302	*	0.000	0.000	0.000	-	1.341	37.643	36.302	*
Total Cash Conversion Adjustments	\$32.255	\$73.555	\$41.300	*	\$0.000	\$0.000	\$0.000	-	\$32.255	\$73.555	\$41.300	*
Net Cash Surplus/(Deficit)	(\$112.087)	(\$54.080)	\$58.007	51.8	\$0.000	\$0.000	\$0.000	-	(\$112.087)	(\$54.080)	\$58.007	51.8

Notes:
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-- Differences are due to rounding.
* Variance exceeds 100%.

MTA METRO-NORTH RAILROAD
ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY
EXPLANATION OF VARIANCE BETWEEN ADOPTED BUDGET AND ACTUAL RESULTS
FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET
FEBRUARY 2016
(\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Adopted Budget			Year to Date vs. Adopted Budget		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
FAREBOX REVENUE	Non-Reimb	\$1.796	3.6%	Primarily due to a higher yield per passenger as well as overall higher ridership across all lines.	\$1.677	1.6%	
OTHER OPERATING REVENUE	Non-Reimb	(\$0.544)	(10.7%)	Primarily due to timing differences for GCT tenant revenue and advertising revenue.	\$0.792	8.0%	Primarily reflects higher revenue from GCT digital advertising, net GCT retail operations and commuter parking.
CAPITAL AND OTHER REIMBURSEMENTS	Reimb	(\$3.644)	(22.6%)	Lower reimbursements reflect scheduling changes in capital project expenditures.	(\$11.707)	(35.5%)	Lower reimbursements reflect scheduling and timing changes in capital project expenditures.
PAYROLL	Non-Reimb	(\$1.536)	(4.1%)	Primarily reflects higher than budgeted payouts related to unused vacation and sick time for retirees and lower than budgeted Train & Engine attrition.	(\$2.682)	(3.5%)	Primarily reflects higher than budgeted payouts related to unused vacation and sick time for retirees, lower than budgeted Train & Engine attrition and the reallocation of forces to operations as a result of capital activity scheduling changes.
	Reimb	(\$0.280)	(9.8%)	Reflects higher project activity for GCT Turnout Switch Renewal, C-30 Track Program and East Bridgeport Yard Improvements.	\$0.047	0.9%	
OVERTIME	Non-Reimb	\$0.578	7.0%	See overtime tables.	\$1.229	7.2%	See overtime tables.
	Reimb	(\$0.880)	(79.7%)	See overtime tables.	(\$0.707)	(32.1%)	See overtime tables.
HEALTH AND WELFARE	Reimb	(\$0.142)	(15.8%)	Reflects higher monthly project activity driven by the GCT Turnout Switch Renewal, C-30 Track Program and Sound Beach & Tomac Bridges Projects.	\$0.038	2.2%	
PENSIONS	Reimb	(\$0.095)	(16.0%)	Reflects higher monthly project activity driven by the GCT Turnout Switch Renewal, C-30 Track Program and Sound Beach & Tomac Bridges Projects.	\$0.002	0.2%	
OTHER FRINGE BENEFITS	Non-Reimb	\$0.680	6.8%	Primarily due to lower employee claims for the period.	\$1.451	7.4%	Primarily due to lower employee claims for the period.
	Reimb	(\$0.149)	(21.5%)	Reflects higher monthly project activity driven by the GCT Turnout Switch Renewal, C-30 Track Program and Sound Beach & Tomac Bridges Projects.	(\$0.038)	(2.8%)	

MTA METRO-NORTH RAILROAD
ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY
EXPLANATION OF VARIANCE BETWEEN ADOPTED BUDGET AND ACTUAL RESULTS
FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET
FEBRUARY 2016
(\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Adopted Budget			Year to Date vs. Adopted Budget		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
REIMBURSABLE OVERHEAD	Non-Reimb	\$0.594	16.3%	The non-reimbursable and reimbursable variances reflect higher activity on the following projects: GCT Turnout Switch Renewal, C-30 Track Program and Sound Beach & Tomac Bridges partially offset by lower activity for the Catenary (C1 & C2) Replacement and Positive Train Control - CT.	(\$0.445)	(6.2%)	The non-reimbursable and reimbursable variances reflect lower activity on the Catenary (C1 & C2) Replacement, Positive Train Control - CT and the Cyclical Track Program partially offset by higher activity on the GCT Turnout Switch Renewal and C-30 Track Program.
	Reimb	(\$0.769)	(22.9%)		\$0.096	1.4%	
ELECTRIC POWER	Non-Reimb	\$2.847	34.1%	Primarily due to favorable rates.	\$5.115	31.0%	Primarily due to favorable rates.
FUEL	Non-Reim	\$1.002	53.0%	Reflects lower diesel fuel price per gallon.	\$1.875	49.9%	Reflects lower diesel fuel price per gallon.
INSURANCE	Non-Reimb	\$0.098	5.9%	Reflects lower insurance premiums.	\$0.227	6.8%	Reflects lower insurance premiums.
	Reimb	(\$0.206)	*	Reflects higher activity for the GCT Turnout Switch Renewal and Sound Beach & Tomac Bridges Projects.	(\$0.243)	(67.2%)	Reflects higher project activity for the Power Infrastructure Restoration, Harmon Shop Improvements and East Bridgeport Yard.
CLAIMS	Non-Reimb	\$0.083	84.6%	Primarily due to lower claim payments for the period.	\$0.168	88.6%	Primarily due to lower claim payments for the period.
MAINTENANCE AND OTHER OPERATING CONTRACTS	Non-Reimb	\$2.210	23.7%	Primarily due to the timing of expenses for maintenance services and M7 Systems Equipment Replacement project as well as lower expenditures for GCT utilities reflecting the use of energy efficient electrical chillers.	\$4.220	22.6%	Primarily due to the timing of expenses for maintenance services, M7 Systems Equipment Replacement project and waste removal as well as lower expenditures for GCT utilities reflecting the use of energy efficient electrical chillers.
	Reimb	\$0.150	20.4%	Reflects lower activity for the NHL Tree Removal Program and timing differences for the following projects: Saga Bridge Repairs, C-29 Track Program and NHL Replace Concrete Ties.	\$0.216	14.7%	Primarily due to timing differences for the C-29 Track Program and lower activity for the NHL Tree Removal Program.

MTA METRO-NORTH RAILROAD
ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY
EXPLANATION OF VARIANCE BETWEEN ADOPTED BUDGET AND ACTUAL RESULTS
FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET
FEBRUARY 2016
(\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Adopted Budget			Year to Date vs. Adopted Budget		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
PROFESSIONAL SERVICE CONTRACTS	Non-Reimb	\$0.934	30.2%	Primarily due to timing differences for advertising, legal fees, outside training, market research studies, and consulting services.	\$1.807	28.9%	Primarily due to timing differences for advertising, legal fees, outside training, consulting services, market research studies and medical fees.
	Reimb	\$2.253	*	Primarily due to timing differences for the CT Cameras M8 and Non-M8 Projects (final design phase is near completion) and CCO Shop Furniture Acquisition Project as well as delays for the Waterbury Branch Signaling Project.	\$2.913	90.7%	Primarily due to timing differences for the CT Cameras M8 and Non-M8 Projects (final design phase is near completion) and CCO Shop Furniture Acquisition Project as well as delays for the Waterbury Branch Signaling Project.
MATERIAL AND SUPPLIES	Non-Reimb	\$0.003	0.1%		(\$1.612)	(12.4%)	Primarily due to higher expenses for rolling stock parts and supplies related to the component change-out shops, support shop work and on-going repairs.
	Reimb	\$3.746	*	Reflects timing differences for the following projects: NHL Cos Cob Mitre Rail, Cyclical Track Program, Devon Bridge Repairs, Bridgeport Station Improvements and Positive Train Control.	\$9.367	*	Reflects timing differences for the following projects: NHL Cos Cob Mitre Rail, Cyclical Track Program, Devon Bridge Repairs, Bridgeport Station Improvements and Positive Train Control.
OTHER BUSINESS EXPENSES	Non-Reimb	\$0.193	16.9%	Reflects lower subsidy payment to NJT for West of Hudson operations due to favorable fuel-related inflation adjustments and improved ridership partially offset by the timing of cost recoveries from other railroads.	\$1.348	57.9%	Reflects lower subsidy payment to NJT for West of Hudson operations due to favorable fuel-related inflation adjustments and improved ridership as well as higher Amtrak recoveries.
	Reimb	\$0.016	43.0%	Primarily driven by the EMU Fleet Replacement Project.	\$0.016	22.3%	Primarily driven by the EMU Fleet Replacement Project.
DEPRECIATION	Non-Reimb	\$5.423	27.8%	Reflects a YTD true-up adjustment for the capitalization of assets.	\$1.010	2.6%	
ENVIRONMENTAL REMEDIATION	Non-Reimb	\$0.417	100.0%	Primarily due to timing of projects requiring remediation.	\$0.833	100.0%	Reflects timing of projects requiring remediation.
OPERATING CAPITAL	Non-Reim	\$2.256	82.9%	Primarily reflects lower monthly activity for the Installation of Cameras on rolling stock fleets, as well as timing differences for Tarrytown Parking Lot, the Overhaul of GP35 Locomotives, and the Prefab Bldgs for Harmon project.	\$6.008	74.2%	Primarily reflects timing of the Purchase Furniture CCO New Haven project, lower YTD activity for the Installation of Cameras on rolling stock fleets and delayed payment for Snow Fighting Equipment project.

* Variance exceeds 100%.

MTA Metro-North Railroad
February Financial Plan - 2016 Adopted Budget
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	February						Year To Date(February)					
	Adopted Budget		Actual		Var. - Fav/(Unfav)		Adopted Budget		Actual		Var. - Fav/(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u> ¹	52,559	\$ 3.189	46,056	\$ 2.791	6,503	\$ 0.398	115,867	\$ 7.025	108,125	\$ 6.391	7,742	\$ 0.634
					12.4%	12.5%					6.7%	9.0%
<u>Unscheduled Service</u>	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -
<u>Programmatic/Routine Maintenance</u>	29,651	\$ 1.606	43,057	\$ 2.384	(13,407)	\$ (0.779)	60,944	\$ 3.280	76,288	\$ 4.216	(15,345)	\$ (0.937)
					-45.2%	-48.5%					-25.2%	-28.6%
<u>Unscheduled Maintenance</u>	1,442	\$ 0.050	706	\$ 0.038	736	\$ 0.012	2,382	\$ 0.100	1,306	\$ 0.068	1,076	\$ 0.032
					51.0%	24.4%					45.2%	32.4%
<u>Vacancy/Absentee Coverage</u>	24,778	\$ 1.399	24,768	\$ 1.299	10	\$ 0.101	46,820	\$ 2.611	45,547	\$ 2.384	1,273	\$ 0.228
					0.0%	7.2%					2.7%	8.7%
<u>Weather Emergencies</u>	36,704	\$ 2.000	15,284	\$ 0.854	21,419	\$ 1.146	72,627	\$ 4.000	42,363	\$ 2.346	30,264	\$ 1.654
					58.4%	57.3%					41.7%	41.4%
<u>Safety/Security/Law Enforcement</u> ²	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -
<u>All Other</u> ³	0	\$ (0.000)	0	\$ 0.299	-	\$ (0.299)	0	\$ (0.000)	0	\$ 0.383	-	\$ (0.383)
Subtotal	145,133	\$ 8.244	129,872	\$ 7.665	15,261	\$ 0.578	298,640	\$ 17.016	273,630	\$ 15.788	25,010	\$ 1.229
					10.5%	7.0%					8.4%	7.2%
REIMBURSABLE OVERTIME	19,744	\$ 1.104	23,786	\$ 1.985	(4,042)	\$ (0.881)	39,309	\$ 2.198	40,254	\$ 2.906	(945)	\$ (0.708)
					-20.5%	-79.8%					-2.4%	-32.2%
TOTAL OVERTIME	164,878	\$ 9.348	153,658	\$ 9.650	11,219	\$ (0.302)	337,950	\$ 19.215	313,884	\$ 18.694	24,066	\$ 0.521
					6.8%	-3.2%					7.1%	2.7%

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
February Financial Plan - 2016 Adopted Budget
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	February			Year To Date(February)		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u> ¹	6,503	\$ 0.398	Higher staff availability due to recently graduated conductor classes available for service coverage.	7,742	\$ 0.634	Higher staff availability due to recently graduated conductor classes available for service coverage.
	12.4%	12.5%		6.7%	9.0%	
<u>Unscheduled Service</u>	0	\$ -		0	\$ -	
<u>Programmatic/Routine Maintenance</u>	(13,407)	\$ (0.779)	Higher requirements for infrastructure repair, rail testing and maintenance in GCT as well as a work force in Maintenance of Equipment with fewer years of experience due to retirements.	(15,345)	\$ (0.937)	Higher requirements for infrastructure repair, rail testing and maintenance in GCT as well as a work force in Maintenance of Equipment with fewer years of experience due to retirements.
	-45.2%	-48.5%		-25.2%	-28.6%	
<u>Unscheduled Maintenance</u>	736	\$ 0.012		1,076	\$ 0.032	
	51.0%	24.4%		45.2%	32.4%	
<u>Vacancy/Absentee Coverage</u> ²	10	\$ 0.101	Lower vacation, sick and vacancy coverage requirements.	1,273	\$ 0.228	Lower vacation, sick and vacancy coverage requirements.
	0.0%	7.2%		2.7%	8.7%	
<u>Weather Emergencies</u>	21,419	\$ 1.146	Fewer winter weather events than budgeted.	30,264	\$ 1.654	Fewer winter weather events than budgeted. Results for January included \$1.5 million of overtime requirements for the preparation, coverage and clean-up for Winter Storm Jonas.
	58.4%	57.3%		41.7%	41.4%	
<u>Safety/Security/Law Enforcement</u> ³	0	\$ -		0	\$ -	
<u>Other</u> ⁴	0	\$ (0.299)	Reflects timing differences related to payroll and calendar cutoff dates.	0	\$ (0.383)	Reflects timing differences related to payroll and calendar cutoff dates.
		0.0%			0.0%	
Subtotal	15,261	\$ 0.578		25,010	\$ 1.229	
	10.5%	7.0%		8.4%	7.2%	
REIMBURSABLE OVERTIME	(4,042)	\$ (0.881)	Reflects higher activity for the GCT Turnout Switch Renewal, C-30 Track Program and Sound Beach & Tomac Bridges projects.	(945)	\$ (0.708)	Reflects higher activity for the GCT Turnout Switch Renewal, C-30 Track Program and Sound Beach & Tomac Bridges projects.
	-20.5%	-79.8%		-2.4%	-32.2%	
TOTAL OVERTIME	11,219	\$ (0.302)		24,066	\$ 0.521	

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
2016 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
FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET
CASH RECEIPTS AND EXPENDITURES
(\$ in millions)

SCHEDULE III

	February 2016				Year-to-Date			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Receipts	\$50.119	\$52.900	\$2.781	5.5	\$103.859	\$104.762	\$0.903	0.9
Toll Receipts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Receipts	17.036	7.052	(9.984)	(58.6)	23.596	13.728	(9.868)	(41.8)
<i>Capital & Other Reimbursements:</i>								
MTA	14.887	10.370	(4.517)	(30.3)	31.923	30.883	(1.040)	(3.3)
CDOT	5.165	2.829	(2.336)	(45.2)	10.872	7.256	(3.616)	(33.3)
Other	1.636	3.595	1.959	*	3.267	5.616	2.349	71.9
Total Capital and Other Reimbursements	21.688	16.794	(4.894)	(22.6)	46.062	43.755	(2.307)	(5.0)
Total Receipts	\$88.843	\$76.746	(\$12.097)	(13.6)	\$173.517	\$162.245	(\$11.272)	(6.5)
Expenditures								
<i>Labor:</i>								
Payroll	\$40.298	\$40.584	(\$0.286)	(0.7)	\$80.557	\$81.511	(\$0.954)	(1.2)
Overtime	8.859	9.393	(0.534)	(6.0)	18.236	18.337	(0.101)	(0.6)
Health and Welfare	9.724	1.995	7.729	79.5	19.632	18.700	0.932	4.7
OPEB Current Payment	2.274	0.455	1.819	80.0	4.547	2.801	1.746	38.4
Pensions	8.039	8.476	(0.437)	(5.4)	16.246	16.945	(0.699)	(4.3)
Other Fringe Benefits	9.593	10.918	(1.325)	(13.8)	19.505	22.492	(2.987)	(15.3)
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor	\$78.786	\$71.821	\$6.965	8.8	\$158.723	\$160.786	(\$2.063)	(1.3)
<i>Non-Labor:</i>								
Electric Power	\$8.485	\$5.257	\$3.228	38.0	\$16.756	\$7.535	\$9.221	55.0
Fuel	1.888	1.092	0.796	42.2	3.759	1.905	1.854	49.3
Insurance	0.215	3.146	(2.931)	*	7.026	5.834	1.192	17.0
Claims	16.431	0.528	15.903	96.8	32.856	0.728	32.128	97.8
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	10.645	6.089	4.556	42.8	22.293	11.553	10.740	48.2
Professional Service Contracts	5.688	2.785	2.903	51.0	12.315	5.525	6.790	55.1
Materials & Supplies	10.820	7.978	2.842	26.3	23.942	15.899	8.043	33.6
Other Business Expenditures	3.943	3.701	0.242	6.1	7.934	6.560	1.374	17.3
Total Non-Labor	\$58.115	\$30.576	\$27.539	47.4	\$126.881	\$55.539	\$71.342	56.2
<i>Other Adjustments:</i>								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Post Employment Benefits	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$136.902	\$102.397	\$34.505	25.2	\$285.604	\$216.325	\$69.279	24.3
Net Cash Deficit (excludes Opening Cash Balance)	(\$48.059)	(\$25.651)	\$22.408	46.6	(\$112.087)	(\$54.080)	\$58.007	51.8
Subsidies								
MTA	36.227	22.001	(14.226)	(39.3)	89.383	30.707	(58.676)	(65.6)
CDOT	11.829	5.711	(6.118)	(51.7)	22.700	22.090	(0.610)	(2.7)
Total Subsidies	\$48.057	\$27.712	(\$20.345)	(42.3)	\$112.083	\$52.797	(\$59.286)	(52.9)
Cash Timing and Availability Adjustment	\$0.000	(\$1.866)	(\$1.866)	-	\$0.000	\$1.478	\$1.478	-

-- Results are preliminary and subject to audit review.

-- Differences are due to rounding.

* Variance exceeds 100%.

MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET
CASH RECEIPTS AND EXPENDITURES
EXPLANATION OF VARIANCE BETWEEN BUDGET AND ACTUAL RESULTS
(\$ in millions)

\$ Detail

Generic Receipt or Expense Category	February Month vs Budget			Year-To-Date as of February 29, 2016		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
FARE REVENUE	2.781	5.5%	Higher non-commutation fare revenue received.	0.903	0.9%	
OTHER OPERATING REVENUE	(9.984)	(58.6%)	Timing of anticipated FMTAC reimbursements for injury claims to be paid.	(9.868)	(41.8%)	Timing of anticipated FMTAC reimbursements for injury claims to be paid.
CAPITAL AND OTHER REIMBURSEMENTS:						
MTA	(4.517)	(30.3%)	Lower cash receipts due to lower capital related project activity partially offset by timing of cash receipts.	(1.040)	(3.3%)	Lower cash receipts due to lower capital related project activity partially offset by timing of cash receipts.
CDOT	(2.336)	(45.2%)	Lower cash receipts due to lower capital related project activity partially offset by timing of cash receipts.	(3.616)	(33.3%)	Lower cash receipts due to lower capital related project activity partially offset by timing of cash receipts.
OTHER	1.959	*	Higher cash receipts due to timing of cash receipts combined with higher capital related project activity.	2.349	71.9%	Higher cash receipts due to higher capital related project activity combined with timing of cash receipts.
OVERTIME	(0.534)	(6.0%)	Higher overtime related to capital related project activity.	(0.101)	(0.6%)	
HEALTH & WELFARE	7.729	79.5%	Timing of February NYSHIP payment made in January.	0.932	4.7%	
OPEB CURRENT PAYMENT	1.819	80.0%	Timing of February NYSHIP payment made in January.	1.746	38.4%	Timing of January OPEB payment prepaid in December 2015.
PENSIONS	(0.437)	(5.4%)	Timing of pension contributions.	(0.699)	(4.3%)	
OTHER FRINGE BENEFITS	(1.325)	(13.8%)	Timing of Tier II payroll taxes paid.	(2.987)	(15.3%)	Timing of unemployment and Tier II payroll taxes paid offset by lower employee claims.
ELECTRIC POWER	3.228	38.0%	Lower electric rates across all lines combined with timing of payments.	9.221	55.0%	Lower electric rates across all lines combined with prepayment of January invoice in December 2015.
FUEL	0.796	42.2%	Primarily reflects lower diesel fuel price per gallon partially offset by timing of payments.	1.854	49.3%	Primarily reflects lower diesel fuel price per gallon.
INSURANCE	(2.931)	*	Timing of All Agency Excess premium payment.	1.192	17.0%	Timing of All Agency Excess partially offset by Auto premium payments.
CLAIMS	15.903	96.8%	Timing of passenger injury settlements relating to the Spuyten Duyvil incident and other passenger injury claims.	32.128	97.8%	Timing of passenger injury settlements relating to the Spuyten Duyvil incident and other passenger injury claims.

MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET
CASH RECEIPTS AND EXPENDITURES
EXPLANATION OF VARIANCE BETWEEN BUDGET AND ACTUAL RESULTS
(\$ in millions)

\$ Detail

Generic Receipt or Expense Category	February Month vs Budget			Year-To-Date as of February 29, 2016		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
MAINTENANCE & OTHER OPERATING CONTRACTS	4.556	42.8%	Timing of payments for MTA Police, Maintenance & Repairs, Operating Capital Projects (Graybar Renovation and Tarrytown Employee Parking Lot), Real Estate Rentals, Track Leases and Steam.	10.740	48.2%	Timing of payments for MTA Police, Maintenance & Repair, Real Estate Rentals, operating capital related projects (Graybar Expansion Space, Upgrade Locomotive Simulators, Replacement of Waste Storage Units and Vehicle Replacement), Steam and Track Leases.
PROFESSIONAL SERVICE CONTRACTS	2.903	51.0%	Timing of capital related projects (Camera/Audio for Non-M8 Fleet, CCO Shop Furniture Acquisition, Waterbury Branch Cab Signal and NH Yard Component Change Out).	6.790	55.1%	Timing of capital related projects (Camera/Audio for Non-M8 Fleet, Furniture for CCO Shop in New Haven and NHL - Waterbury Branch Cab Signal) and NHL BSC Costs.
MATERIALS & SUPPLIES	2.842	26.3%	Timing of capital related projects (PTC, Network Infrastructure, NHL Cos Cob Bridge Mitre Rail and Hudson Rail Link Bus Replacement).	8.043	33.6%	Timing of capital related projects (PTC, Network Infrastructure Replacement, Cyclical Track Program, C-30 Track Program, purchase of Snow Fighting Equipment, NHL-Cos Cob Bridge Mitre Rail and NH Yard Component Change Out Shop).
OTHER BUSINESS EXPENSES	0.242	6.1%	Lower NJ Transit subsidy paid due to lower inflation rate than budgeted combined with timing of Travel, Meeting & Conventions.	1.374	17.3%	Lower NJ Transit subsidy paid due to lower inflation rate than budgeted.
MTA SUBSIDY RECEIPTS	(14.226)	(39.3%)	Lower cash deficit partially offset by lower CDOT subsidy and impact of cash balances.	(58.676)	(65.6%)	Lower cash deficit combined with impact of cash balances partially offset by lower CDOT subsidy.
CDOT SUBSIDY RECEIPTS	(6.118)	(51.7%)	Lower estimated monthly deficit than forecasted combined with credit taken for December 2014 overpayment.	(0.610)	(2.7%)	

* Variance exceeds 100%

**MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET
UTILIZATION
FEBRUARY 2016
(in millions)**

	MONTH			VARIANCE Fav/(Unfav)				YTD			VARIANCE Fav/(Unfav)			
	ADOPTED	2016	2015	ADOPTED		2015		ADOPTED	2016	2015	ADOPTED		2015	
	BUDGET			BUDGET	BUDGET			BUDGET			BUDGET	BUDGET		
				\$	%	\$	%				\$	%	\$	%
Farebox Revenue by Line & Type ^A														
Harlem Line	\$15.297	\$15.696	\$14.150	\$0.399	2.6%	\$1.546	10.9%	\$31.524	\$31.857	\$29.271	\$0.333	1.1%	\$2.586	8.8%
<i>Harlem Line - Commutation</i>	8.873	9.084	8.422	0.210	2.4%	0.662	7.9%	17.879	18.168	16.973	0.289	1.6%	1.195	7.0%
<i>Harlem Line - Non-Commutation</i>	6.424	6.613	5.728	0.189	2.9%	0.884	15.4%	13.645	13.689	12.298	0.044	0.3%	1.391	11.3%
Hudson Line	\$10.718	\$11.093	\$10.155	\$0.374	3.5%	\$0.938	9.2%	\$22.161	\$22.429	\$20.831	\$0.268	1.2%	\$1.598	7.7%
<i>Hudson Line - Commutation</i>	5.861	5.951	5.584	0.090	1.5%	0.367	6.6%	11.777	11.873	11.223	0.096	0.8%	0.650	5.8%
<i>Hudson Line - Non-Commutation</i>	4.858	5.142	4.571	0.284	5.9%	0.571	12.5%	10.384	10.556	9.608	0.172	1.7%	0.948	9.9%
New Haven Line	\$23.663	\$24.691	\$23.030	\$1.028	4.3%	\$1.662	7.2%	\$49.292	\$50.378	\$47.565	\$1.086	2.2%	\$2.813	5.9%
<i>New Haven Line - Commutation</i>	12.206	12.408	11.875	0.202	1.7%	0.534	4.5%	24.677	24.968	24.008	0.291	1.2%	0.960	4.0%
<i>New Haven Line - Non-Commutation</i>	11.457	12.283	11.155	0.826	7.2%	1.128	10.1%	24.615	25.410	23.557	0.795	3.2%	1.853	7.9%
All Lines	\$49.679	\$51.480	\$47.335	\$1.802	3.6%	\$4.146	8.8%	\$102.978	\$104.665	\$97.667	\$1.687	1.6%	\$6.997	7.2%
<i>All Lines - Commutation</i>	26.940	27.443	25.881	0.503	1.9%	1.562	6.0%	54.333	55.009	52.204	0.676	1.2%	2.805	5.4%
<i>All Lines - Non-Commutation</i>	22.738	24.037	21.454	1.299	5.7%	2.584	12.0%	48.644	49.656	45.464	1.011	2.1%	4.192	9.2%
Ridership by Line & Type														
Harlem Line	2.080	2.098	2.016	0.018	0.9%	0.082	4.1%	4.178	4.197	4.062	0.019	0.4%	0.135	3.3%
<i>Harlem Line - Commutation</i>	1.315	1.343	1.303	0.028	2.1%	0.040	3.1%	2.599	2.639	2.575	0.040	1.5%	0.064	2.5%
<i>Harlem Line - Non-Commutation</i>	0.764	0.755	0.713	(0.009)	-1.2%	0.042	5.9%	1.579	1.558	1.487	(0.021)	-1.3%	0.071	4.8%
Hudson Line	1.196	1.219	1.185	0.023	1.9%	0.034	2.9%	2.414	2.435	2.373	0.022	0.9%	0.063	2.6%
<i>Hudson Line - Commutation</i>	0.736	0.748	0.730	0.012	1.6%	0.018	2.4%	1.450	1.463	1.439	0.013	0.9%	0.024	1.7%
<i>Hudson Line - Non-Commutation</i>	0.460	0.471	0.455	0.011	2.3%	0.017	3.7%	0.964	0.973	0.934	0.009	0.9%	0.038	4.1%
New Haven Line	2.925	2.997	2.903	0.072	2.5%	0.094	3.2%	5.942	6.022	5.856	0.080	1.3%	0.166	2.8%
<i>New Haven Line - Commutation</i>	1.753	1.784	1.742	0.031	1.8%	0.042	2.4%	3.479	3.523	3.457	0.044	1.3%	0.066	1.9%
<i>New Haven Line - Non-Commutation</i>	1.172	1.213	1.161	0.040	3.4%	0.051	4.4%	2.463	2.500	2.399	0.036	1.5%	0.101	4.2%
Total Ridership East of Hudson	6.201	6.314	6.104	0.113	1.8%	0.210	3.4%	12.534	12.655	12.291	0.120	1.0%	0.363	3.0%
<i>All Lines - Commutation</i>	3.804	3.875	3.775	0.071	1.9%	0.100	2.6%	7.528	7.624	7.471	0.096	1.3%	0.154	2.1%
<i>All Lines - Non-Commutation</i>	2.397	2.439	2.329	0.042	1.7%	0.110	4.7%	5.006	5.030	4.821	0.024	0.5%	0.210	4.3%
West of Hudson	0.128	0.130	0.128	0.001	1.1%	0.001	0.9%	0.258	0.257	0.253	(0.001)	-0.3%	0.004	1.5%
Total Ridership All Metro North	6.329	6.443	6.232	0.114	1.8%	0.211	3.4%	12.792	12.911	12.544	0.120	0.9%	0.367	2.9%

(A) Excludes West of Hudson Mail & Ride revenue

MTA METRO-NORTH RAILROAD
2016 ADOPTED BUDGET VS. ACTUALS
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
February 29, 2016

<u>Department</u>	<u>Adopted Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Notes</u>
Administration				
President	4	4	-	
Labor Relations	18	17	1	
Safety	52	42	10	A
Security	16	16	0	
Office of the Executive VP	6	6	-	
Corporate & Public Affairs	18	18	0	
Customer Service	57	58	(1)	B
Legal	19	16	3	
Claims	14	13	1	
Environmental Compliance & Svce	7	7	0	
Human Resources	45	39	6	
Training	97	67	30	A
Employee Relations & Diversity	6	6	-	
VP Planning	2	2	0	
Operations Planning & Analysis	22	21	1	
Capital Planning & Programming	17	9	8	
Long Range Planning	8	6	2	
VP Finance & Info Systems	3	1	2	
Controller	75	73	2	
Budget	18	18	0	
Procurement & Material Management	37	29	8	
Corporate	-	-	0	
Total Administration	541	467	74	
Operations				
Operations Administration	84	77	7	
Transportation	1,465	1,509	(44)	C
Customer Service	324	300	24	A
Metro-North West	36	28	8	
Total Operations	1,909	1,914	(5)	
Maintenance				
Maintenance of Equipment	1,716	1,620	96	A
Maintenance of Way	2,101	2,008	93	A
Procurement & Material Mgmt	128	117	11	
Total Maintenance	3,945	3,745	200	
Engineering/Capital				
Construction Management	42	37	5	
Engineering & Design	75	67	8	
Total Engineering/Capital	117	104	13	
Total Positions	6,512	6,230	282	
Non-Reimbursable	5,951	5,844	107	
Reimbursable	562	386	176	
Total Full-Time	6,511	6,229	282	
Total Full-Time-Equivalents (of part-time positions)	1	1	-	

Notes

(A) Variance reflects delayed and internal hiring of vacant positions.

(B) Variance reflects lower attrition than planned.

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

MTA METRO-NORTH RAILROAD
2016 ADOPTED BUDGET VS. ACTUALS
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
February 29, 2016

FUNCTION/OCCUPATION	Adopted Budget	Actual	Favorable (Unfavorable) Variance
Administration			
Managers/Supervisors	147	154	(7)
Professional, Technical, Clerical	394	313	81
Operational Hourlies	-	-	-
Total Administration	541	467	74
Operations			
Managers/Supervisors	243	210	33
Professional, Technical, Clerical	188	173	15
Operational Hourlies	1,478	1,532	(54)
Total Operations	1,909	1,914	(5)
Maintenance			
Managers/Supervisors	605	608	(3)
Professional, Technical, Clerical	522	441	81
Operational Hourlies	2,818	2,695	123
Total Maintenance	3,945	3,745	200
Engineering/Capital			
Managers/Supervisors	46	39	7
Professional, Technical, Clerical	71	64	7
Operational Hourlies	-	-	-
Total Engineering/Capital	117	104	13
Public Safety			
Managers/Supervisors	-	-	-
Professional, Technical, Clerical	-	-	-
Operational Hourlies	-	-	-
Total Public Safety	-	-	-
Total Positions			
Managers/Supervisors	1,041	1,012	29
Professional, Technical, Clerical	1,175	992	183
Operational Hourlies	4,296	4,227	69
Total Positions	6,512	6,230	282

**MTA METRO-NORTH RAILROAD
2016 ADOPTED BUDGET VS. ACTUALS
February 29, 2016**

<u>Agency-wide (Non-Reimbursable and Reimbursable)</u>	<u>Adopted Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
<i>Functional Classification:</i>				
Operations	1,909	1,914	(5)	Primarily reflects lower attrition than planned as well as employees in training not ready for service.
Maintenance	3,945	3,745	200	Reflects vacant positions in Maintenance of Way (managers, engineers, directors, mechanics, plumbers and tinsmith) and Maintenance of Equipment (foreman, electricians, machinists and carman) 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	541	467	74	Vacancies reflects timing differences in hiring of recently created positions in the Training and Safety departments.
Engineering / Capital	117	104	13	
Total Agency-wide Headcount	6,512	6,230	282	
Non-Reimbursable	5,951	5,844	107	
Reimbursable	562	386	176	

**MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET
MONTHLY PERFORMANCE INDICATORS ^(A)
FEBRUARY 2016**

	MONTH			VARIANCE Fav/(Unfav)	
	BUDGET	2016	2015	BUDGET	2015
Farebox Operating Ratio					
Standard ^(B)	49.8%	56.8%	50.1%	7.0%	6.7%
Adjusted ^(C)	56.7%	62.7%	55.9%	6.0%	6.8%
Cost per Passenger					
Standard ^(B)	\$16.28	\$14.53	\$16.35	\$1.75	\$1.82
Adjusted ^(C)	\$15.97	\$14.50	\$16.03	\$1.47	\$1.53
Passenger Revenue/Passenger ^(D)	\$8.10	\$8.25	\$8.19	\$0.15	\$0.06

	YEAR-TO-DATE			VARIANCE Fav/(Unfav)	
	BUDGET	2016	2015	BUDGET	2015
Farebox Operating Ratio					
Standard ^(B)	50.4%	56.1%	51.4%	5.7%	4.7%
Adjusted ^(C)	57.1%	63.4%	57.6%	6.3%	5.8%
Cost per Passenger					
Standard ^(B)	\$16.47	\$14.91	\$15.98	\$1.56	\$1.07
Adjusted ^(C)	\$16.16	\$14.73	\$15.67	\$1.43	\$0.94
Passenger Revenue/Passenger ^(D)	\$8.30	\$8.36	\$8.21	\$0.06	\$0.15

(A) 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.

(B) 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.

(C) 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.

(D) Includes Commissary Services.



Metro-North Railroad

Ridership Report

FEBRUARY 2016 RIDERSHIP & REVENUE REPORT MTA METRO-NORTH RAILROAD

EXECUTIVE SUMMARY

February Ridership and Revenue (millions)

	February 2016	% Change vs. 2015
Total Rail Ridership	6.443	+3.4% ▲
Commutation Ridership	3.953	+2.6% ▲
Non-Commutation Ridership	2.490	+4.7% ▲
Connecting Service Ridership	0.045	+8.1% ▲
Total MNR System Ridership	6.488	+3.4% ▲
Rail Revenue	\$52.6	+8.7% ▲

Key Factors Impacting February Ridership

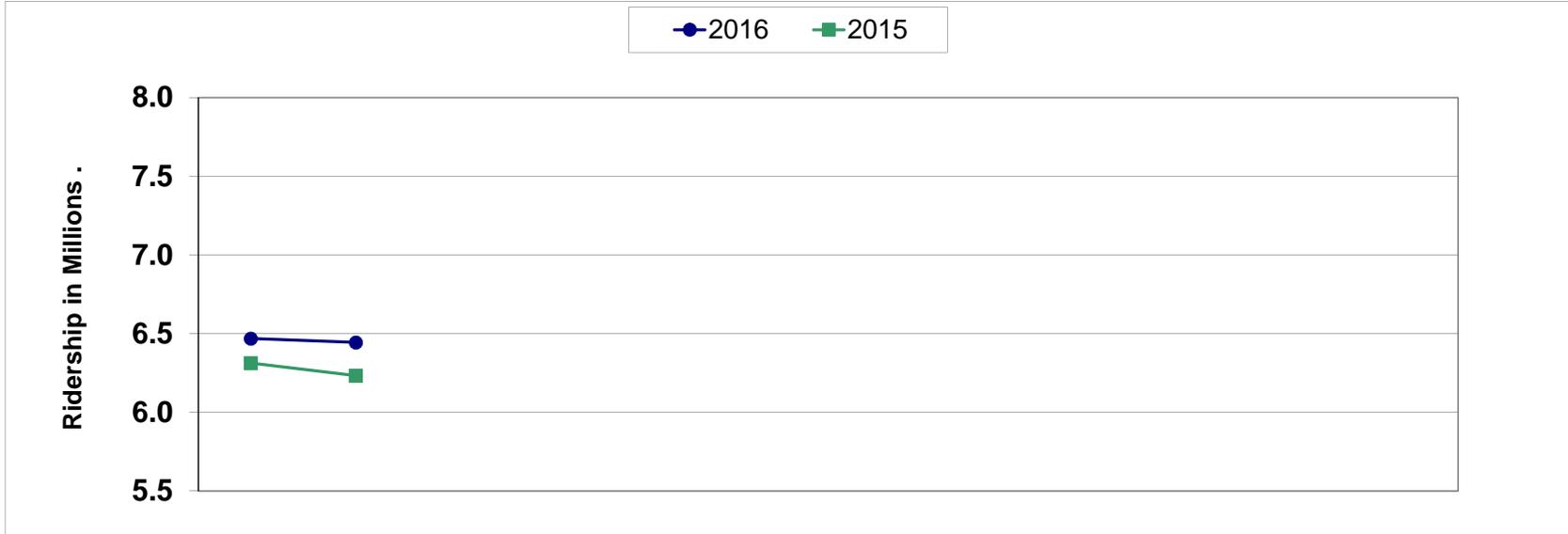
- Large increases in non-commutation ridership can be attributed to the unseasonably mild weather which occurred during February
 - It was also much warmer in February 2016 than in February 2015 (average monthly temperature was 37.7 degrees vs. 23.9 degrees last February).
 - We had less snow in February 2016 than in February 2015 (4.0 inches of snow fell in Central Park in February 2016, compared to 11.9 inches in February 2015).

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

	YTD 2016	% Change vs. 2015	Comparison to Budget
Total Rail Ridership	12.911	+2.9% ▲	+0.9% ▲
Commutation Ridership	7.777	+2.0% ▲	+1.2% ▲
Non-Commutation Ridership	5.134	+4.4% ▲	+0.5% ▲
Connecting Service Ridership	0.091	+13.3% ▲	+6.6% ▲
Total MNR System Ridership	13.002	+3.0% ▲	+1.0% ▲
Rail Revenue	\$106.9	+7.1% ▲	+1.6% ▲

FEBRUARY RAIL RIDERSHIP ⁽¹⁾

- February's Total Rail Ridership was 3.4% above 2015 and 1.8% above budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2016	6.5	6.4											12.9
2015	6.3	6.2											12.5
PCT CHG.	2.5%	3.4%											2.9%

1) Includes East and West of Hudson.

FEBRUARY RAIL COMMUTATION RIDERSHIP ⁽¹⁾

- February's Rail Commutation Ridership was 2.6% above 2015 and 1.8% above budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2016	3.8	4.0											7.8
2015	3.8	3.9											7.6
PCT CHG.	1.4%	2.6%											2.0%

1) Includes East and West of Hudson.

FEBRUARY RAIL NON-COMMUTATION RIDERSHIP ⁽¹⁾

- February's Rail Non-Commutation Ridership was 4.7% above 2015 and 1.8% above budget.

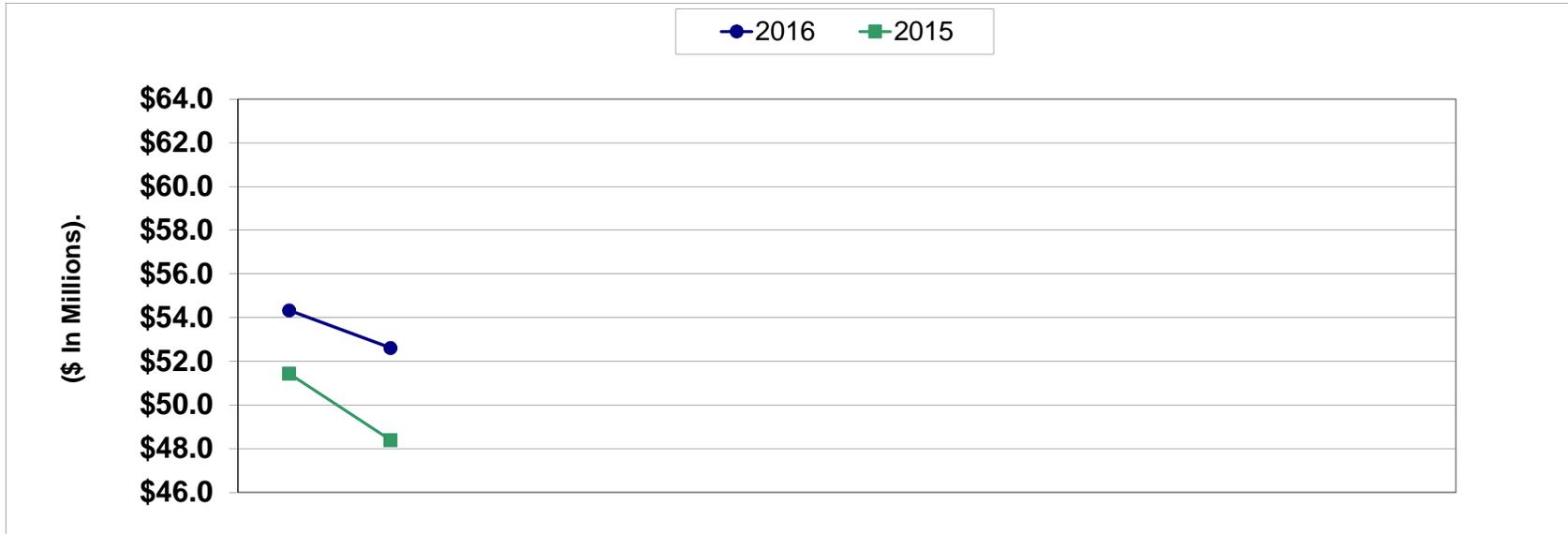


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2016	2.6	2.5											5.1
2015	2.5	2.4											4.9
PCT CHG.	4.1%	4.7%											4.4%

1) Includes East and West of Hudson.

FEBRUARY RAIL REVENUE ⁽¹⁾

- February's Total Rail Revenue was 8.7% above 2015 and 3.6% above budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2016	\$54.3	\$52.6											\$106.9
2015	\$51.4	\$48.4											\$99.8
PCT CHG.	5.6%	8.7%											7.1%

1) Includes East and West of Hudson.

MTA METRO-NORTH RAILROAD RIDERSHIP SUMMARY FEBRUARY 2016

TICKET TYPE/SERVICE	FEBRUARY 2016 ACTUAL	FEBRUARY 2016 BUDGET	VARIANCE VS. BUDGET		FEBRUARY 2015 RESTATE ⁽¹⁾	CHANGE FROM 2015	
			AMOUNT	PERCENT		AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP							
East of Hudson	3,874,989	3,804,045	70,944	1.9%	3,774,957	100,032	2.6%
West of Hudson	78,526	80,316	(1,790)	-2.2%	79,089	(563)	-0.7%
Total Rail Commutation Ridership	3,953,515	3,884,361	69,154	1.8%	3,854,046	99,469	2.6%
RAIL NON-COMMUTATION RIDERSHIP							
East of Hudson	2,438,655	2,396,856	41,799	1.7%	2,328,768	109,887	4.7%
West of Hudson	51,088	47,882	3,206	6.7%	49,326	1,762	3.6%
Total Rail Non-Commutation Ridership	2,489,743	2,444,738	45,005	1.8%	2,378,094	111,649	4.7%
TOTAL RAIL RIDERSHIP							
East of Hudson	6,313,644	6,200,901	112,743	1.8%	6,103,725	209,919	3.4%
West of Hudson	129,614	128,198	1,416	1.1%	128,415	1,199	0.9%
TOTAL RAIL RIDERSHIP	6,443,258	6,329,099	114,159	1.8%	6,232,140	211,118	3.4%
CONNECTING SERVICES RIDERSHIP ⁽²⁾	45,143	42,516	2,627	6.2%	41,763	3,380	8.1%
TOTAL MNR SYSTEM RIDERSHIP	6,488,401	6,371,615	116,786	1.8%	6,273,903	214,498	3.4%

Notes:

- 1) 2015 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 2016 YEAR-TO-DATE

TICKET TYPE/SERVICE	2016 YTD ACTUAL	2016 YTD BUDGET	VARIANCE VS. BUDGET		2015 YTD RESTATE ⁽¹⁾	CHANGE FROM 2015	
			AMOUNT	PERCENT		AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP							
East of Hudson	7,624,276	7,528,209	96,067	1.3%	7,470,541	153,735	2.1%
West of Hudson	152,358	156,436	(4,078)	-2.6%	154,052	(1,694)	-1.1%
Total Rail Commutation Ridership	7,776,634	7,684,645	91,989	1.2%	7,624,593	152,041	2.0%
RAIL NON-COMMUTATION RIDERSHIP							
East of Hudson	5,030,288	5,005,861	24,427	0.5%	4,820,751	209,537	4.3%
West of Hudson	104,433	101,168	3,265	3.2%	98,858	5,575	5.6%
Total Rail Non-Commutation Ridership	5,134,721	5,107,029	27,692	0.5%	4,919,609	215,112	4.4%
TOTAL RAIL RIDERSHIP							
East of Hudson	12,654,564	12,534,070	120,494	1.0%	12,291,292	363,272	3.0%
West of Hudson	256,791	257,604	(813)	-0.3%	252,910	3,881	1.5%
TOTAL RAIL RIDERSHIP	12,911,355	12,791,674	119,681	0.9%	12,544,202	367,153	2.9%
CONNECTING SERVICES RIDERSHIP ⁽²⁾	90,606	85,000	5,606	6.6%	79,942	10,664	13.3%
TOTAL MNR SYSTEM RIDERSHIP	13,001,961	12,876,674	125,287	1.0%	12,624,144	377,817	3.0%

Notes:

- 1) 2015 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
FEBRUARY 2016**

LINE	FEBRUARY 2016 ACTUAL	FEBRUARY 2015 RESTATE ⁽¹⁾	CHANGE FROM 2015	
			AMOUNT	PERCENT
EAST OF HUDSON				
Harlem Line	2,097,939	2,016,071	81,868	4.1%
Hudson Line	1,219,067	1,184,703	34,364	2.9%
New Haven Line	2,996,638	2,902,951	93,687	3.2%
Total East of Hudson	6,313,644	6,103,725	209,919	3.4%
WEST OF HUDSON				
Port Jervis Line	76,273	75,952	321	0.4%
Pascack Valley Line	53,341	52,463	878	1.7%
Total West of Hudson	129,614	128,415	1,199	0.9%
TOTAL RAIL RIDERSHIP	6,443,258	6,232,140	211,118	3.4%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS				
Hudson Rail Link	31,925	32,467	(542)	-1.7%
Haverstraw-Ossining Ferry	9,254	6,422	2,832	44.1%
Newburgh-Beacon Ferry	3,964	2,874	1,090	37.9%
Total Connecting Services	45,143	41,763	3,380	8.1%
TOTAL MNR SYSTEM	6,488,401	6,273,903	214,498	3.4%

Notes:

1) 2015 ridership figures have been restated to eliminate calendar impacts on ridership.

MTA METRO-NORTH RAILROAD RIDERSHIP BY LINE 2016 YEAR-TO-DATE

TICKET TYPE/SERVICE	2016 YTD ACTUAL	2015 YTD RESTATE ⁽¹⁾	CHANGE FROM 2015	
			AMOUNT	PERCENT
EAST OF HUDSON				
Harlem Line	4,196,635	4,062,072	134,563	3.3%
Hudson Line	2,435,432	2,372,843	62,589	2.6%
New Haven Line	6,022,497	5,856,377	166,120	2.8%
Total East of Hudson	12,654,564	12,291,292	363,272	3.0%
WEST OF HUDSON				
Port Jervis Line	150,511	149,672	839	0.6%
Pascack Valley Line	106,280	103,238	3,042	2.9%
Total West of Hudson	256,791	252,910	3,881	1.5%
TOTAL RAIL RIDERSHIP	12,911,355	12,544,202	367,153	2.9%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS				
Hudson Rail Link	63,015	60,314	2,701	4.5%
Haverstraw-Ossining Ferry	19,120	12,924	6,196	47.9%
Newburgh-Beacon Ferry	8,471	6,704	1,767	26.4%
Total Connecting Services	90,606	79,942	10,664	13.3%
TOTAL MNR SYSTEM	13,001,961	12,624,144	377,817	3.0%

Notes:

1) 2015 ridership figures have been restated to eliminate calendar impacts on ridership.



Metro-North Railroad

Capital Program Report

CAPITAL PROGRAM

HIGHLIGHTS

March 31, 2016

STATIONS/PARKING/FACILITIES

Station Building Renewal Projects

- *Port Chester Station Elevator Design (outbound side of Port Chester Station)* – Design is complete, with advertisement for construction bids scheduled in April 2016; anticipate a contract award in July 2016 with completion planned for the third quarter of 2017.
- *Hartsdale Window and Exterior Renovations (contract is under the Small Business Mentoring Program)* – Project has resumed after the winter shut-down. Door saddle replacements and finishes to commence in April 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. Miscellaneous work is underway with substantial completion anticipated in May 2016.

Fordham Station Improvements

Work at the station's platforms includes:

Inbound (IB): Signage installation and the tie-in of heating, ventilation, and air conditioning (HVAC) system from the pre-fabricated communication buildings to the elevator continue.

Outbound (OB): The street level plaza, new staircase, and shelters have been opened for public use as of February 2016. Demolition of the existing outbound stairs is complete. Approximately 120 linear feet of platform surface and under-platform structural repairs commenced. Outbound platform has been reduced to 4 cars for customer egress while the repairs are being performed. Signage installation continues.

Overall project is scheduled to be completed in June 2016.

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

Bridge Replacement Design Report is under review by key stakeholders; Design Criteria and Yard Alignment Comparison Matrix has been finalized. Construction will commence in 2017 and is anticipated to be complete by year-end 2018.

POWER

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

Continue to progress 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. Adjacent to track number 4, completed 3 out of 6 elevated steel platform footings,

steel installation to commence. Continue to perform excavation/installation of: communication & signal trough (approximately 80% complete on track number 4 side); signal power duct banks at locations north of the Ossining station and nearing completion within the vicinity of the Scarborough and Philipse Manor stations. Installation of third rail set-ups and continuity jumpers is progressing. The track number 3 outage is anticipated to commence in August 2016.

Power Infrastructure Restoration – Substations – Sandy

Riverdale: Installation of conduits in substation vault continues. At crew quarters, concrete placement for slab-on-grade is complete and concrete placement of wall sections and footings is underway. Fabrication of switchgear is underway with delivery forecasted in June 2016.

Tarrytown: Completed installation of conduits in substation vault. Fabrication of switchgear is underway with delivery forecasted in July 2016.

Croton-Harmon: Placement of concrete for DC switchgear platform footings and columns; and conduit installation under track crossings are ongoing. Installation of galvanized conduit in substation vault and placement of concrete for the substation transformer slab continues. 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 (replacement of negative return reactor in the substation under the viaduct): Installation of conduit for the negative reactors is complete; cable installation is underway and testing will commence subsequently. Reactors have been fabricated, are in storage and shall be installed in April 2016, with cutover to the new reactors to occur subsequently.
- 86th St: AC switchgear equipment layout and transformer structural/layout submittal process continues. Mobilization at the site is anticipated in April 2016. The demolition of west platform is anticipated in April 2016. AC switchgear is in fabrication and delivery is anticipated in the fourth quarter 2016.

Brewster Substation – Continued with concrete placement 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

Mount Vernon's Signal Station switchgear to be released for fabrication by middle of April 2016. The east switchgear has been commissioned and fully accepted by Metro-North. Resistivity testing, which quantifies how strongly a given material opposes the flow of electric current, is underway for grounding grid installation at Mount Vernon Signal Substation. Anticipate factory acceptance testing to be complete by early May 2016 for the switchgear at the New Rochelle substation. Cable splicing for high voltage feeders commenced. Substantial completion at Pelham's voltage balancing station is anticipated by end of April 2016.

Harlem River Lift Bridge-Cable Replacement/Control System

Elevator rehabilitation work to gain access to the bridge control and machine rooms is complete for the Manhattan tower and continues for the Bronx tower. The electrical and control commissioning process is complete as well as testing in emergency generator power mode 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)

Substantial completion was achieved in March 2016. In total, Metro-North forces installed 14,000 ties, 8.1 miles of rail and surfacing 55 miles of track.

Bronx Drainage Phase II B Improvements between Mott Haven and Fordham

Preparation for site mobilization and technical submittals is underway with work anticipated to commence in April 2016. Mobilization and final preparations are also being made for continuous weekend outages. The work includes: installation of a track under-drain system between Mott Haven Yard and Fordham on Metro-North's Harlem Line. This work is the second phase of a multi-phase project in which this system will be connected to the New York City Department of 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 the bridges continues and is approximately 56% complete. Bridge inspectors continue to progress with the inspection along the Harlem Line. Associated Inspection and Load Rating reports continue to be submitted for key stakeholder's review. Strain gauge testing was performed on four New Haven Line bridges. Preparation for the inspection of Moodna Viaduct tower legs using rope access has begun and inspection to commence in April 2016.

Undergrade Bridges – West of Hudson

The design for repairs to seven undergrade bridges on the Port Jervis Line is ongoing. The final designs for Bridge JS 63.04, Shea Road and for JS 61.56, Twin Arch Road are complete. The designs for the remaining five bridges located between Harriman (JS44.80) and Campbell Hall stations (JS66.22) in Orange County, NY are progressing.

SHOPS AND YARDS

Harmon Shop Improvements

Phase V, Stage I Design-Build

- The design portion of the design-build contract is substantially complete. Consist Shop Facility (Building 6) abatement and demolition of the roof and slab is nearing completion. Mass excavation of the area north of the Consist Shop is ongoing. EMU (Electric Multiple Unit) Annex: continue to place concrete for foundation footings and walls in the west corner; apply waterproofing to the passenger elevator pit; and install storm drainage manholes and pipes in the area to the southwest of the EMU Annex outside of the building's footprint area. Continue the excavation/installation of communication duct bank working from north to south along the adjacent roadway.

Phase V Stage II Preliminary Design

- Stage II Preliminary Design for the Running Repair and Support Facility continues with 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.

GRAND CENTRAL TERMINAL (GCT)

GCT Train Shed Rehabilitation

Project is progressing at approximately 75% complete with repairs complete in many areas and final paint coat applied. In progress work includes: Deleading of steel and fabrication and delivery of new steel, application of paint around steel repaired connections; installation of protective shield at various deficiency locations and installation of temporary column supports at girder repair locations.

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)

Installation of the new SE-1 hydraulic cylinder and platform has been completed; installation of the control components in the machine room continues. SE-1 doors and cab are expected to be delivered in April 2016 and placed into service in June 2016. Installation of SE- 2 elevator will commence subsequently. Demolition of A-car elevator's doors and related masonry work at each elevation has been completed. Delivery is anticipated in the third quarter of 2016. SE-2 and A-Car will be placed into service in the fourth quarter of 2016.

GCT Utilities (fire suppression system upgrade at lower level of train shed and utility tunnels, and replacement of 49th St. existing fire pump)

Field inspection of the facility, preparation for mobilization and submittal phase is underway.

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 once temperatures permit.
- Expansion joints: V4 and V5 (West portion), and V3 (North portion) have been reconstructed and waterproofed. Waterproofing application, roadway deck rebar, and electrical conduit installation are complete at Vanderbilt Avenue West between 44th and 45th Streets; concrete placement shall occur once temperatures permit.
- Restoration of the south and northbound 45th Street bridges continues with the removal of the architectural panels, removal of concrete encasement of bridge girders, and the removal of architectural panels encasing the columns to inspect the condition.
- Installation of a sidewalk shed/scaffold along East 42nd Street is anticipated to commence by end of April 2016 after which masonry façade restoration will commence.
- Work at south end of Taxi Stand will be complete in May 2016

Park Avenue Viaduct Direct Fixation

The design consultant has completed 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. The data that was collected is being evaluated and a final report will be issued once analysis is complete.

2016 MNR Capital Program Goals

As of March 31, 2016

In Millions

