



Metropolitan Transportation Authority

Meeting of Metro-North and Long Island Committees

June 2015

Members

J. Sedore, Chair, Metro-North Committee

M. Pally, Chair, Long Island Committee

J. Ballan

R. Bickford

N. Brown

F. Ferrer, MTA Vice Chairman

I. Greenberg

J. Kay

S. Metzger

C. Moerdler

J. Molloy

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, 6/22/2015

8:30 - 10:00 AM ET

1. Public Comments Period

2. Approval of Minutes - May 18, 2015

a. LIRR Minutes

LIRR Minutes - Page 5

b. MNR Minutes

MNR Minutes - Page 10

3. 2015 Work Plans

a. LIRR 2015 Work Plan

LIRR 2015 WORK PLAN - Page 17

b. MNR 2015 Work Plan

MNR Work Plan - Page 22

4. AGENCY PRESIDENTS'/CHIEF'S REPORTS

a. LIRR Report (no material)

- **Safety/Enhanced Safety Update**

b. MNR Report (no material)

- **Safety/Enhanced Safety Update**

MNR Safety/Enhanced Safety Update - Page 28

c. MTA Capital Construction Report

MTA Capital Construction Report - Page 32

d. MTA Police Report

MTA Police Report - Page 38

5. AGENCY INFORMATION ITEMS

a. Joint Information Items

Joint Information Items - Page 44

- **Bi-Annual Report on M-9 Procurement**

Bi-Annual Report on M-9 Procurement - Page 45

- **Status Update on PTC**

Status Update on PTC - Page 51

b. MNR Information Items

MNR Information Items - Page 58

- **Track Program Quarterly Update**

- **License agreement for Enterprise Rent-A-Car**
License Agreement for Enterprise Rent-A-Car - Page 66
- **License agreement for Zipcar**
License Agreement for Zipcar - Page 68

6. PROCUREMENTS

June Procurements - Page 70

a. LIRR Procurements

- **Non-Competitive**
LIRR NonCompetitive Procurements - Page 74
- **Competitive**
LIRR Competitive Procurements - Page 76
- **Ratifications**
LIRR Ratification Procurements - Page 79

b. MNR Procurements

- **Non-Competitive**
MNR Non-Competitive Procurements - Page 82
- **Competitive**
MNR Competitive Procurements - Page 85
- **Ratifications (None)**

c. MTA CC Procurements

- **Non-Competitive (No Items)**
- **Competitive**
MTA CC CompetitiveProcurements - Page 88
- **Ratifications (No Items)**

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

a. LIRR - Performance Summaries

- **LIRR Operations - Transportation**
LIRR Operations-Transportation - Page 93
- **LIRR Operations - Mechanical**
LIRR Operations-Mechanical - Page 98
- **LIRR Operations - Safety**
LIRR Operations-Safety - Page 102
- **LIRR Enhanced Safety Memo**
LIRR Enhanced Safety Memo - Page 107
- **LIRR Finance Report**
LIRR Finance Report - Page 108
- **LIRR Ridership Report**
LIRR Ridership Report - Page 129

- **LIRR Capital Program Report**

LIRR Capital Program Report - Page 136

b. MNR

- **Operations**

MNR Operations Report - Page 139

- **Finance**

MNR Finance Report - Page 148

- **Ridership**

MNR Ridership Report - Page 169

- **Capital Program**

MNR Capital Program Report - Page 179

Next Meeting - Monday, July 20, 2015

MNR at 8:30 am

LIRR at 9:30 am

**Minutes of the Regular Meeting
Long Island Committee
Monday, May 18, 2015
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 Committee
Hon. Jonathan A. Ballan
Hon. Fernando Ferrer, Vice Chairman, MTA
Hon. Ira R. Greenberg
Hon. Charles G. Moerdler
Hon. John J. Molloy
Hon. Vincent Tessitore, Jr.
Hon. Carl V. Wortendyke

The following members were not present:

Hon. Jeffrey A. Kay
Hon. James L. Sedore, Jr
Hon. Neal Zuckerman

Representing Long Island Rail Road: Patrick A. Nowakowski, David Kubicek, Loretta Ebbighausen, Mark Young, Dennis Mahon, Michael Fyffe

Representing MTA Capital Construction Company: Michael Horodniceanu, David Cannon, Peter Kohner

Representing MTA Police: Michael Coan

Also attending: Board Member Susan Metzger

Chairman Pally called the meeting to order.

There were two public speakers. Orrin Goetz spoke about East Side Access, the success of the Hamptons reserved ticket policy and possible through-running service with New Jersey Transit. Murray Bodin spoke about grade crossing safety. 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 MTA records.

Upon motion duly made and seconded, the members of the Committee present approved the minutes of the April 27, 2015 Long Island Committee meeting.

MTA LONG ISLAND RAIL ROAD

LIRR President Patrick A. Nowakowski reported that on May 16-17, all scheduled work was successfully completed on the Ellison Avenue Bridge demolition project. While there were significant service disruptions on the Main Line due to this necessary work, busing service was provided and there was a tremendous outreach effort to commuters by LIRR.

President Nowakowski reported that the demolition of the Colonial Road Bridge will take place June 20-21. During this time there will be no train service between Great Neck and Port Washington and busing will be provided. Following up on last month's Board approval, President Nowakowski stated that LIRR is moving forward to select the best firm to complete the Hicksville Station reconstruction.

President Nowakowski reported that he attended the May 13th MWDBE Procurement Event held at the H. Lee Dennison Building, Hauppauge, NY. A similar event was held the previous month in Nassau County. MTA, in concert with Nassau and Suffolk Counties, discussed state-funded LIRR procurement opportunities for minority, women and small businesses at these events.

President Nowakowski reported on 2015 Summer Service. The Cannonball Express kicks off on Thursday, May 21st and runs through September 4th; 94% of the reserved seating has sold out for the summer season. Also, LIRR is partnering with a number of New York area sports teams and tourist attractions to provide summer promotional packages.

President Nowakowski reported on April ridership. LIRR exceeded April 2014 ridership performance and 2014 ridership was LIRR's third highest since 1949.

President Nowakowski presented a PowerPoint to the Committee highlighting Belmont Park Station improvements. Approximately \$4 million in capital improvements are being made by LIRR at the station. He described the construction of two new elevated platforms that can handle 10-car train capacity; and the installation of new and improved signage, a Public Address system, lighting and a ramp for ADA accessibility. LIRR staff has been meeting with New York Racing Association ("NYRA") personnel to meet the challenges of the upcoming June 6th Triple Crown. There is an ongoing collaborative effort by LIRR personnel with the Nassau County Police Department and the MTA Police Department ("MTAPD") regarding coordination issues and improvement efforts.

Chief Coan reported that immediately following the 2014 Belmont Stakes, MTAPD began meeting with NYRA in preparation for the 2015 Belmont Stakes. To further enhance communication during the event, MTAPD has met with Police Departments of New York City and Nassau County and with the New York State Department of Homeland Security to establish a unified command post as well as separate command posts for each agency. During this year's Triple Crown, deployment of officers will be increased at Jamaica, Belmont and Penn Stations. MTAPD and the Nassau County Police Department will be collaborating on controlling the pedestrian flow from Belmont Park to the railroad station after the event.

In response to questions from Board Member Jonathan A. Ballan, Chief Coan stated that among the MTAPD and the other agencies, there are adequate resources to deal with crowding. President Nowakowski added that he anticipates improved performance compared to 2014, and that

with the improvements at Belmont Station, LIRR personnel will be able to direct customers to and from the exit points in a controlled and safe manner. He reiterated that LIRR has worked very closely with NYRA on the issues of communication, crowd control and safety.

In response to questions from Board Members Charles G. Moerdler and Ira R. Greenberg, President Nowakowski stated that Belmont Park Station is a single purpose station using only one platform during the racing season. The second platform is used during the Belmont Stakes and other large events. President Nowakowski stated that the cost of the platform construction was approximately \$4 million. NYRA, while not contributing to these construction costs, undertook other improvements including repairs to the overpass.

In response to questions from Board Member Moerdler, President Nowakowski stated that the Cannonball Express is a 12-car train with two locomotives. Two cars have reserved seating. There are other express trains that go to the Hamptons. LIRR does not allow bicycles on trains with capacity crowds and LIRR timetables provide the necessary information concerning when bicycles can be transported on the system.

MTA CAPITAL CONSTRUCTION

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

In Manhattan, the Manhattan South Structures (CM005) contractor completed concrete placement for the lower level interior walls of the East Cavern and will begin concrete placement in the lower level interior walls of the West Cavern in June. This contract is currently ahead of schedule. The Manhattan North Structures (CM006) contractor is currently forecasted to complete on schedule but that schedule is being carefully monitored.

In Queens, the Plaza Substation and Queens Structure (CQ032) contractor is expected to complete steel erection for the Yard Service Building by the end of May. In addition, Dr. Horodniceanu reported that the work in the 63rd Street Tunnel is now 95% complete and scheduled to conclude in June.

A 30-day outage of the LIRR Westward Passenger track ended on May 8th, as planned. During this extended outage, the Harold Structures Part 3A (CH057A) contractor installed piles for the West Approach of the Westbound Bypass.

MTA Capital Construction is also in the process of selecting a contractor for the last major East Side Access Manhattan contract, CM007, for the Grand Central Terminal station finishes.

MTA POLICE DEPARTMENT

Chief Coan reported that in April, incidents on LIRR were down 47%; 10 incidents compared to 19 last year. Year-to-date, incidents on LIRR are down 24%, with a decrease in every category. There was one robbery, a bicycle theft in Long Beach, which remains an open case. Chief Coan also reported that MTAPD is gearing up for the summer season.

MTA LONG ISLAND RAIL ROAD

Information Items

There were two LIRR Information Items:

- Diversity/EEO Report – 1st Quarter 2015
- Track Work Program / Summer Schedule

President Nowakowski said that the details of the Diversity/EEO Report will be presented at the Diversity Committee Meeting.

President Nowakowski reported that LIRR will be progressing concrete tie work on the Port Jefferson Branch. There will be six weekends, commencing the end of May and continuing through June and July, when there will be a disruption of service.

Procurements

There was one LIRR competitive procurement item presented to the Committee. Details of the item are set forth below and in the Staff Summary, a copy of which is on file with the record of this meeting.

- Approval (i) to award a competitively negotiated Personal Services Contract to All Pro Parking, LLC in the not-to-exceed amount of \$14,828,174 to manage, operate and maintain the Mineola Intermodal Center, the Ronkonkoma Parking Garage and the Wyandanch Parking Facility for a five-year period with a two-year LIRR option, (ii) to implement the parking fee structure and parking penalty schedule for Wyandanch, as described in the Staff Summary, and (iii) to modify the Ronkonkoma Parking Garage parking fee structure to make it consistently priced with the Wyandanch Parking Facility.

There was discussion among LIRR Chief Procurement Officer Dennis Mahon and Board Members Moerdler and Ballan regarding the enforcement of parking violations at the Wyandanch Parking Facility. Mr. Mahon stated that parking violations are handled by the operator of the facility. The garages are all self-parking facilities.

Scott Howell, Director of Parking, in response to Board Member Moerdler's questions, stated that LIRR has had numerous conversations with All Pro Parking and that they are looking to implement a Pay by Phone system. Chairman Pally asked LIRR to report back to the Committee regarding the implementation this system.

Upon motion duly made and seconded, this procurement item was approved for recommendation to the Board.

MTA CAPITAL CONSTRUCTION

Procurements

One procurement item was 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 record of this meeting.

The procurement item is as follows:

1. Ratification of a modification to Contract CQ032 for the installation of a new support of excavation system for the Queens Bellmouth in the amount of \$5,650,000.00.

Upon motion duly made and seconded, the procurement item was approved for recommendation to the Board.

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

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

Chairman Pally congratulated LIRR personnel for getting the Mean Distance Between Failures for the M-7s to 660,000 miles.

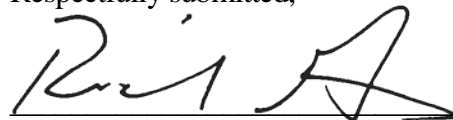
There was discussion regarding the number of standees on the Port Washington and Huntington Branches. President Nowakowski stated that LIRR has been actively working with the Suffolk County Executive to address capacity issues.

There was discussion regarding off-peak delays in connection with slow loading and heavy loading of riders. David Kubicek, Senior Vice President - Operations stated that event-based activities and connection points can cause such delays and that LIRR is working with Metro-North to clarify delay categories.

Adjournment

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

Respectfully submitted,



Richard L. Gans
Secretary

Minutes of the Regular Meeting
Metro-North Committee
Monday, May 18, 2015

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

Not Present:

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

Also Present:

Hon. Vincent Tessitore
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
James B. Henly – Vice President and General Counsel
John Kennard – Vice President – Capital Programs
John Kesich – Senior Vice President, Operations
Anne Kirsch – Chief Safety Officer
Thomas Mitchell - Director, Customer Service and Stations
Kim Porcelain – Vice President, Finance and Information Systems
Robert Rodriguez – Director, Diversity and EEO
Michael Shiffer – Vice President, Operations Planning and Analysis

Board member Metzger called the meeting of the Metro-North Committee to order. She discussed the recent tragic Amtrak derailment, noting that Chairman Prendergast has reached out to Amtrak officials to offer assistance and support and to let them know that the thoughts and prayers of the entire MTA family are with them and the victims of this derailment. The Committee observed a moment of silence in memory of the deceased, their families and those who were injured.

Board member Metzger noted that an update on Positive Train Control will be presented at next month's CPOC committee meeting.

PUBLIC COMMENT

Two public speakers addressed the Committee.

Orrin Getz discussed New Jersey Transit's proposed fare increase for service from Secaucus to Penn Station and the proposed elimination of west of Hudson train number 1601 which arrives in Hoboken, New Jersey at 12:45 a.m. He noted that, should this train be eliminated, riders wishing to attend the theatre, sporting or other events in New York City would not be able to take the train home since the prior train arrives in Hoboken at 10:42 p.m. Noting public opposition expressed by commuters and elected officials, he asked Metro-North to intervene on behalf of the Rockland County riders with respect to the proposed elimination of train 1601.

Murray Bodin questioned the rule that requires trains to blow their horns at stations. He also expressed his opinion that car procurements that include the purchase of control cabs in each car are wasteful.

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 2015 WORK PLAN

Upon motion duly made and seconded, the Committee approved the minutes of the April 27, 2015 Committee meeting. There were no changes to the work plan.

PRESIDENT'S REPORT

President Giulietti reported that service reliability continues to improve as Metro-North steadily recovers from the impact of the past winter's extreme cold and record snowfall. Addressing on-time performance in April 2015, President Giulietti noted the following: system-wide east of Hudson on-time performance of 93.2% in April 2015 was at the monthly goal of 93% and 1.1% higher than the March 2015 system-wide on-time performance; east of Hudson on-time performance in April 2015 during the a.m. peak of 92.8% was 6.9% higher than in the comparable period of March 2015; east of Hudson on-time performance during the p.m. peak during the same period was 98.8%; overall on-time performance during peak periods was 95.6%. President Giulietti further noted that overall train delays in the month of April 2015 decreased by 40% and 98% of

trains arrived within 10 minutes of schedule. Since February 2015, train service has performed with greater reliability from month to month. Mr. Giulietti reported that the weakest performing time period in April 2015 was during weekends, with an on-time performance of 89.3%. It is anticipated that the new schedule will improve this performance. The overall west of Hudson on-time performance in April 2015 was 96.3%.

President Giulietti reported to the Committee regarding on-going infrastructure improvements. He noted that the decrease in on-time performance during the weekends may be attributed to the resumption of Metro-North's aggressive track maintenance program. As part of that program Metro-North has begun the following maintenance activities: (1) installation of a new interlocking near Fordham station which will improve New Haven and Harlem line operating capabilities in this section of the Bronx, (2) installation of eight miles of continuous welded rail, (3) replacement of six grade crossings in New York and six in Connecticut and (4) installation of fiberglass brackets and channels to support new aluminum third rail that is to be placed in key locations. President Giulietti noted that infrastructure constraints as a result of the track program contributed to two-thirds of train delay minutes last month. However, the improvements and safety measures are necessary to provide customers with train service that is safe and reliable. Since necessary track work—either scheduled or unplanned—increases the probability of train delays, Metro-North has reviewed and revised train schedules to ensure sufficient windows exist to perform track maintenance. President Giulietti described additional work being undertaken to improve service reliability, including switch and signal replacement work on the Hudson Line related to Superstorm Sandy, installation of proximity detectors on the Saga Moveable Bridge, cut over to the new signal system between Mount Vernon and Pelham, and replacing aged solar switch machines in Stamford Yard.

President Giulietti discussed the east of Hudson new schedule that went into effect on April 26, 2015. He noted that the schedule will ensure a safe operation of service while enabling Metro-North to improve reliability and continue critical track work and capital construction projects. President Giulietti reported that the new schedule includes a new, temporary transfer point – the Devon Transfer – that will accommodate the final phase of the priority repair project on the Devon Moveable Bridge being undertaken by CDOT and Metro-North. Metro-North is monitoring its service and reviewing input from train crew observations, customer feedback and customer counts. President Giulietti also discussed the west of Hudson schedule changes that went into effect on May 17, 2015. The schedule includes changes to improve connections at Secaucus Junction on the Pt. Jervis Line and minor adjustments on the Pascack Valley Line.

President Giulietti reported that as Metro-North's service and equipment reliability have improved, the railroad has seen a corresponding decrease in customer complaints. Overall complaints were 25% lower in April 2015 than in March 2015, complaints concerning "Late or Canceled Trains"—the driving indicator accounting for most complaints—have decreased 46% since March 2015. Overall customer complaints have fallen 58% since the major schedule change that went into effect in May 2014.

President Giulietti provided an update on the CDOT-funded modifications made by Metro-North forces to improve the operating systems and reliability of the Walk Moveable Bridge until a new bridge is constructed by CDOT. The modifications were the result of an operational review by

Metro-North and CDOT following two failures that occurred in the summer of 2014 that resulted in major service disruptions on the New Haven Line.

President Giulietti concluded his report with a discussion of grade crossing safety. He reported that Metro-North has been working with the New York State Department of Transportation (NYSDOT) and the Town of New Castle on a plan to improve the roadway and the grade crossing at Roaring Brook Road. The improvements will take place the weekend of May 29 through May 31, 2015, weather permitting. The roadway improvements include new street resurfacing on both sides of the crossing, new signage and pavement markings. While the road is closed, train service will continue to operate on one of the two Harlem Line tracks. The inbound track will be out of service while Metro-North forces perform grade crossing improvements, including installing new ties and stone ballast, resurfacing the track and installing a new crossing pad. Vegetation will also be trimmed or removed to improve sight distances for both trains and vehicles. Grade crossing work on the remaining track will then be done at a later date during the summer. Metro-North is coordinating with NYSDOT and the Town to inform the public of the road closure during this weekend. Metro-North continues to assess other grade crossings in its territory and will work with New York State, CDOT and the appropriate municipalities to promote similar safety improvements. President Giulietti thanked the MTA Police and local authorities for their continued enforcement efforts at grade crossings and for their commitment to this effort. Metro-North is also moving forward with an outreach and education program, as well as its partnership with Operation Lifesaver, to further educate the public about grade crossing safety.

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

SAFETY REPORT

Chief Safety Officer Kirsch gave the safety report on injuries through March 2015 and gave an overview of the actions that have been taken and are to be taken as part of the Enhanced Safety Action Plan. The details of Ms. Kirsch's report are contained in the Safety Report filed with the records of this meeting and the video recording of the meeting produced by the MTA and maintained in the MTA records which recording includes discussions between Committee members and Ms. Kirsch related to safety issues.

MTA POLICE DEPARTMENT REPORT

Chief Coan discussed crime on the Metro-North system in April 2015. In April 2015, the MTA police issued 293 summonses at grade crossings, 97 of which were for crossing violations. Further details of Chief Coan's report are contained in the MTA Police Report filed with the records of this meeting and in the video recording of the meeting produced by the MTA and maintained in the MTA records, which recording includes discussions between Committee members and Chief Coan regarding criminal activity.

ACTION ITEM:

One action item was presented to the Committee:

- Memorandum of Understanding (MOU) between Metro-North and City of Newburgh for reimbursement of Ferry Landing/Parking Lease.

President Giulietti reported that Metro-North seeks Board approval to enter into an MOU effective May 21, 2015 with the City of Newburgh pursuant to which Metro-North will reimburse the City for lease payments for the parking and ferry landing facilities used by the Newburgh-Beacon ferry for the period of May through December 2015. Upon motion duly made and seconded, the foregoing action item was approved by the Committee for recommendation to the Board. The details of the above item are contained in a 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 ITEMS:

One information item was presented to the Committee:

- Diversity/EEO Report – 1st Quarter 2015. President Giulietti presented the report. He noted that Metro-North's workforce diversity numbers with respect to minority-hiring continue to improve. During the first quarter of 2015, almost 54.5% of new hires were minority – an 18% increase in minority hiring since 2011. This indicates that Metro-North's recruitment efforts are moving in the right direction. Metro-North will continue its efforts to increase both minority and female new hires.

The details of the above item are contained in a report filed with the records of this meeting and in the video recording of the meeting produced by the MTA and maintained in the MTA records, which recording includes a discussion between Vice Chairman Ferrer, President Giulietti and staff related to the above information item.

PROCUREMENTS:

Three non-competitive procurements were presented to the Committee:

- Approval to award a non-competitive purchase and public works contract with Powell Electrical Systems, Inc. for immediate delivery of automatic re-closure relays, which are located in 50 DC Electrical substations throughout Metro-North's Harlem and Hudson lines.
- Approval to award a non-competitive five-year miscellaneous service contract with Railquip, Inc. for the annual inspection, maintenance and repair of Metro-North's Car Hoist and Body Support System and the 8-ton and 75-ton Truck/Bogie Turntable located at the Croton Harmon Coach Shop Facility.
- Approval to award a non-competitive three-year miscellaneous service contract with Integrated Display Systems, Inc. for services related to preventative maintenance and

software upgrades for the Lift-Net Elevator Monitoring System installed in Grand Central Terminal.

Five competitive procurements were presented to the Committee:

- Approval to award a contract with Ensco Rail, Inc. for the design, manufacture and delivery of four On-Board Autonomous Track Geometry and Inspection Systems (ATGIS) with an option to provide additional services related to Track Inspections for a three-year period and a second option allows for Long Island Rail Road (LIRR) to acquire two ATGIS which may be elected at their sole discretion.
- Approval of additional funding totaling \$650,000 and a one-year extension of a contract with Georgetown Rail Equipment Company to continue to provide track inspections and joint bar measurement services.
- Approval of additional funding in the amount of \$2,000,000 and a 12-month time extension for Metro-North's On-Call Services for the Track Engineering and Design contract awarded to HNTB New York Engineering and Architecture, P.C.
- Approval, on behalf of Metro-North, Long Island Rail Road and Bridges and Tunnels, to award a contract change order for additional funding in the amount of \$6,526,362 and a one-year contract extension with Sprague Operating Resources, LLC to supply Class B and Class C Bulk Fuel to multiple MTA Agency locations in the NY and CT regions.
- Approval of a modification to a contract with GE Transportation in the amount of \$7,292,039, to be funded through the operating budget, for replacement components for Genesis P32 locomotives built by General Electric and commissioned between 1995 and 2001 that have reached a point in their service life where select engine system components now require engine component change-out consistent with Metro-North's Reliability Centered Maintenance principles and original equipment manufacturer recommendations.

Three ratifications were presented to the Committee:

- Emergency procurement of one remanufactured D32 Main Generator from Sherwood Electromotion, Inc. for Metro-North's GP-35 Locomotive (Unit No. 102) which is currently out-of-service.
- One year time extension for the firm Loram Maintenance of Way, Inc. to continue to provide shoulder ballast cleaning services for Metro-North Railroad and Long Island Rail Road.
- Emergency procurement of 2,880 sets of disc Brake pads from Railroad Friction Products Corp. for immediate delivery due to the current low stock conditions experienced system wide at Metro-North's storeroom facilities.

Upon motion duly made and seconded, the foregoing procurement items were approved by the Committee for recommendation to the Board. Board member Ballan recused himself from the vote on the contract with HNTB New York Engineering and Architecture, P.C. Board member Moerdler abstained from the vote on all procurement items. 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 discussion between board members and staff related to certain procurements.


OPERATIONS, FINANCIAL, RIDERSHIP AND CAPITAL PROGRAM REPORTS:

The details of the Operations, Financial, Ridership and Capital Program Reports are contained in reports filed with the records of the meeting and in the video recording of the meeting produced by the MTA and maintained in the MTA records.

ADJOURNMENT:

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

Respectfully submitted,



James B. Henly
Secretary

May 2015 Committee Minutes
Legal/Corporate/Committee Minutes Current

2015 Long Island Rail Road Committee Work Plan

I. RECURRING AGENDA ITEMS

Responsibility

Approval of Minutes	Committee Chair & Members
2015 Committee Work Plan	Committee Chair & Members Agency
President's Report	President
Safety Report	
MTA Police Report	
Information Items (if any)	
Action Items (if any)	
Procurements	Procurement & Logistics
Performance Summaries	President/Senior Staff
Transportation	
Mechanical	
Safety	
Financial	
Ridership	
Capital Program Report	

II. SPECIFIC AGENDA ITEMS

Responsibility

<u>June 2015 (Joint Meeting with MNR)</u>	
Bi-Annual Report on M-9 Procurement	President/Sr. Staff
Status Update on PTC	President/Sr. Staff
<u>July 2015</u>	
Penn Station Retail Development	MTA Real Estate
Environmental Audit	Corporate Safety
2015 Fall Construction Schedule Change	Service Planning
<u>September 2015 (Joint Meeting with MNR)</u>	
2016 Preliminary Budget (Public Comment)	
2015 Mid-Year Forecast	Management & Budget
Diversity/EEO Report – 2 nd Q 2015	Administration/Diversity
<u>October 2015</u>	
2016 Preliminary Budget (Public Comment)	
<u>November 2015 (Joint Meeting with MNR)</u>	
2016 Preliminary Budget (Public Comment)	
Review of Committee Charter	Committee Chair & Members
Status Update on PTC	President/Sr. Staff
East Side Access Readiness Projects Update	President/Sr. Staff
Bi-Annual Report on M-9 Procurement	President/Sr. Staff
2015 Holiday Schedule	Service Planning

December 2015

Diversity/EEO Report – 3rd Q 2015
2016 Final Proposed Budget
2016 Proposed Committee Work Plan

Administration/Diversity
Management & Budget
Committee Chair & Members

LONG ISLAND RAIL ROAD COMMITTEE WORK PLAN

DETAILED SUMMARY

I. RECURRING AGENDA ITEMS

Approval of Minutes

The Committee Chair will request a motion to approve the minutes of the prior month's meeting.

2015 Work Plan

The Work Plan will list, by month, the topics scheduled for review. The Committee will be advised if any changes have been made to the plan.

Information Items (if any)

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

Action Items (if any)

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

Procurements

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

Police Activity Report

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

PERFORMANCE SUMMARIES

Report on Transportation

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

Report on Mechanical

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

Report on Safety

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

Financial Report

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

Ridership Report

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

Capital Program Progress Report

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

II. SPECIFIC AGENDA ITEMS

JUNE 2015 (Joint Meeting with MNR)

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.

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.

JULY 2015

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

SEPTEMBER 2015 (Joint Meeting with MNR)

2016 Preliminary Budget

Public comment will be accepted on the 2016 Budget.

2015 Mid-Year Forecast

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

Diversity & EEO Report– 2nd Quarter 2015

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

2015 Fall Construction Schedule Change

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

OCTOBER 2015

2016 Preliminary Budget

Public comment will be accepted on the 2016 Budget.

NOVEMBER 2015 (Joint Meeting with MNR)

2016 Preliminary Budget

Public comment will be accepted on the 2016 Budget.

Review Committee Charter

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

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.

East Side Access Readiness Projects Update

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

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.

Holiday Schedule

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

DECEMBER 2015

Diversity & EEO Report– 3rd Quarter 2015

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

2016 Final Proposed Budget

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

Proposed 2016 Committee Work Plan

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

2015 Metro-North Railroad Committee Work Plan

I. RECURRING AGENDA ITEMS

Responsibility

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

II. SPECIFIC AGENDA ITEMS

Responsibility

June 2015 (Joint meeting with LIRR)

Track Program Quarterly Update	Engineering
Bi-Annual Report on M-9 Procurement	President

July 2015

Grand Central Terminal Retail Development	MTA Real Estate
Environmental Audit	Environmental Compliance

September 2015 (Joint meeting with LIRR – MNR lead)

2016 Preliminary Budget (Public Comment)	Finance
2015 Mid-Year Forecast	Finance
Diversity/EEO Report – 2 nd Quarter 2015	Diversity and EEO
Track Program Quarterly Update	Engineering

October 2015

2016 Preliminary Budget (Public Comment)	Finance
2015 Fall Schedule Change	Operations Planning & Analysis

November 2015 (Joint meeting with LIRR)

2016 Preliminary Budget (Public Comment)	Finance
Annual Committee Charter Review	Committee Chairs & Members
Holiday Schedule	Operations Planning & Analysis
Bi-Annual Report on M-9 Procurement	President
Bi-Annual Report on PTC	President

December 2015

2016 Final Proposed Budget
2016 Proposed Committee Work Plan
Track Program Quarterly Update
Diversity/EEO Report – 3rd Quarter 2015

Finance
Committee Chairs & Members
Engineering
Diversity and EEO

January 2016

Approval of 2016 Committee Work Plan

Committee Chairs & Members

February 2016 (Joint meeting with LIRR)

Adopted Budget/Financial Plan 2016
2015 Annual Operating Results
2015 Annual Fleet Maintenance Report
Bi-Annual Report on PTC
Diversity/EEO Report – 4th Quarter 2015

Finance
Operations
Operations
President
Diversity and EEO

March 2016

Annual Strategic Investments & Planning Studies
Annual Elevator & Escalator Report
Track Program Quarterly Update

Capital Planning
Engineering
Engineering

April 2016 (Joint meeting with LIRR – MNR lead)

Final Review of 2015 Operating Budget Results
2015 Annual Ridership Report
Annual Inventory Report

Finance
Operations Planning & Analysis
Procurement

May 2016

Diversity/EEO Report – 1st Quarter 2016

Diversity and EEO

METRO-NORTH RAIL ROAD COMMITTEE WORK PLAN

DETAILED SUMMARY

I. RECURRING AGENDA ITEMS

Approval of Minutes

The Committee Chair will request a motion to approve the minutes of the prior month's meeting.

2015 Work Plan

The Work Plan will list, by month, the topics scheduled for review. The Committee will be advised if any changes have been made to the plan.

President's Report

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

Safety

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

Police Activity Report

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

Information Items (if any)

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

Action Items (if any)

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

Procurements

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

Operations

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

Finance

A monthly report will be provided that compares the Railroad's actual financial performance against its budget and/or forecast both on an accrual and cash basis.

Ridership

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

Capital Program

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

II. SPECIFIC AGENDA ITEMS

JUNE 2015 (Joint Meeting with LIRR)

Track Program Quarterly Update

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

JULY 2015

Environmental Audit Report

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

Grand Central Terminal Retail Development

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

SEPTEMBER 2015 (Joint Meeting with LIRR – MNR lead)

2015 Final Mid-Year Forecast

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

2016 Preliminary Budget

Public comment will be accepted on the 2016 Budget.

Diversity & EEO Report– 2nd Quarter 2015

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

Track Program Quarterly Update

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

OCTOBER 2015

2016 Preliminary Budget

Public comment will be accepted on the 2016 Budget.

2015 Fall Schedule Change

The Committee will be informed of the schedule changes taking effect for train service on the Hudson, Harlem, New Haven, Pascack and Port Jervis lines for the Fall of 2015.

NOVEMBER 2015

2016 Preliminary Budget

Public comment will be accepted on the 2016 Budget.

Review Committee Charter

Annual review and approval of the MNR Committee Charter.

Holiday Schedule

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

Bi-Annual Report on M-9 Procurement

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

Bi-Annual Report on 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.

DECEMBER 2015

2016 Final Proposed Budget

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

Proposed 2016 Committee Work Plan

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

Diversity & EEO Report– 3rd Quarter 2015

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

Track Program Quarterly Update

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

JANUARY 2016

Approval of 2015 Committee Work Plan

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

FEBRUARY 2016 (Joint Meeting with LIRR)

Adopted Budget/Financial Plan 2016

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

2015 Annual Operating Results

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

2015 Annual Fleet Maintenance Report

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

Bi-Annual Report on PTC

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

Diversity & EEO Report– 4th Quarter 2015

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

MARCH 2016

Annual Strategic Investments & Planning Studies

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

Annual Elevator/Escalator Report

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

Track Program Quarterly Update

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

APRIL 2016 (Joint Meeting with LIRR – MNR lead)

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 Agency ridership trends during 2015 based on monthly ticket sales data and the results of train ridership counts conducted by the Agency.

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

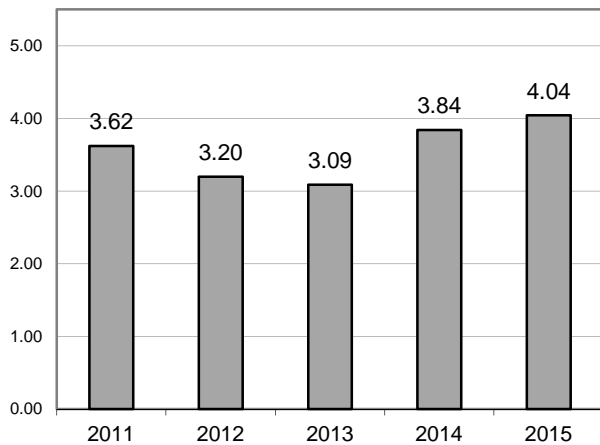


Metro-North Railroad

Safety Report

June 2015

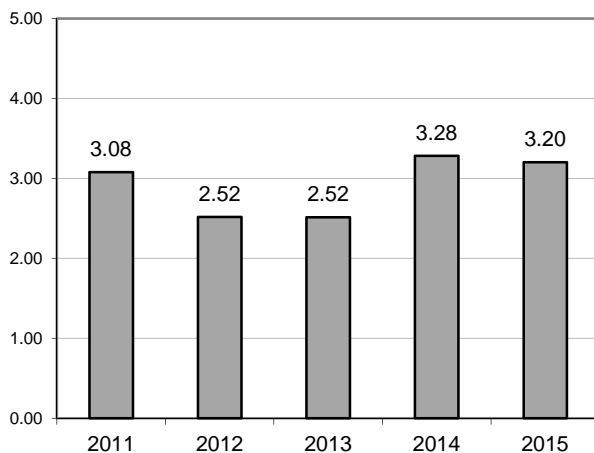
MTA Metro-North Railroad Summary of Employee Injuries thru April



Total Employee Injuries

Year	Total	Total FI*
2011	74	3.62
2012	66	3.20
2013	65	3.09
2014	83	3.84
2015	87	4.04

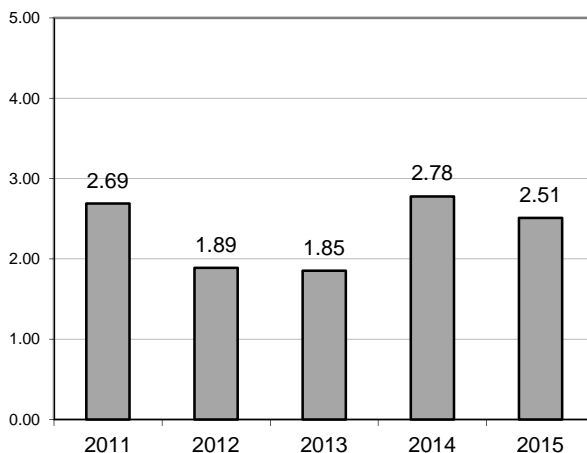
% change from last year: 5.3%
2015 Total FI Goal 3.00



Employee FRA Reportable Injuries

Year	Total	FRA FI*
2011	63	3.08
2012	52	2.52
2013	53	2.52
2014	71	3.28
2015	69	3.20

% change from last year: -2.4%
2015 FRA FI Goal 2.50



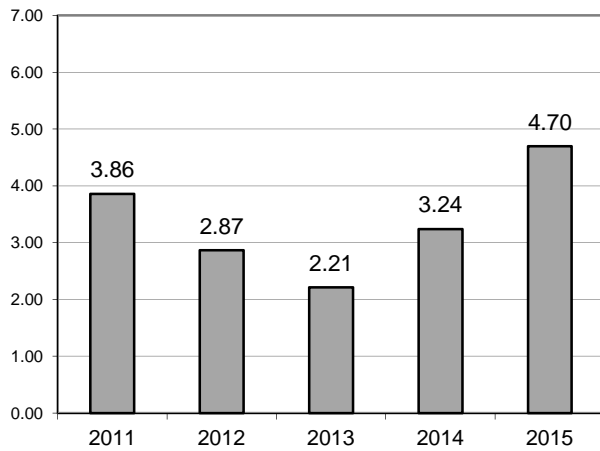
Employee Lost Time and Restricted Duty Injuries

Year	LT	RD	LT FI*	RD FI*	LT&RD FI*
2011	45	10	2.20	0.49	2.69
2012	38	1	1.84	0.05	1.89
2013	35	4	1.66	0.19	1.85
2014	60	0	2.78	0.00	2.78
2015	54	0	2.51	0.00	2.51

% change from last year: -9.6%
2015 LT&RD FI Goal 2.00

* - Injuries per 200,000 hours worked

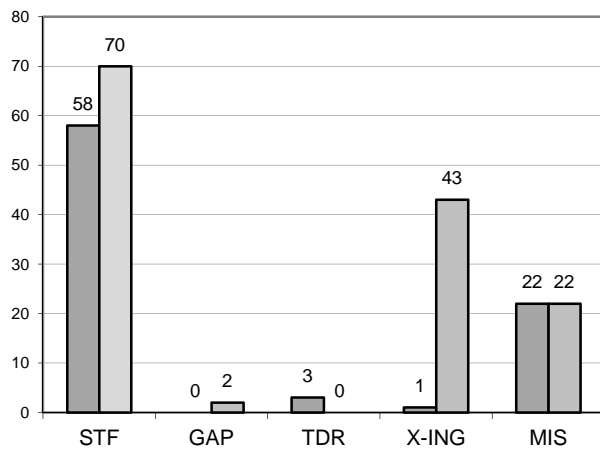
MTA Metro-North Railroad Summary of Customer/Contractor Injuries thru April



Total Customer Injuries

Year	Total	Total FI*
2011	97	3.86
2012	76	2.87
2013	58	2.21
2014	84	3.24
2015	137	4.70

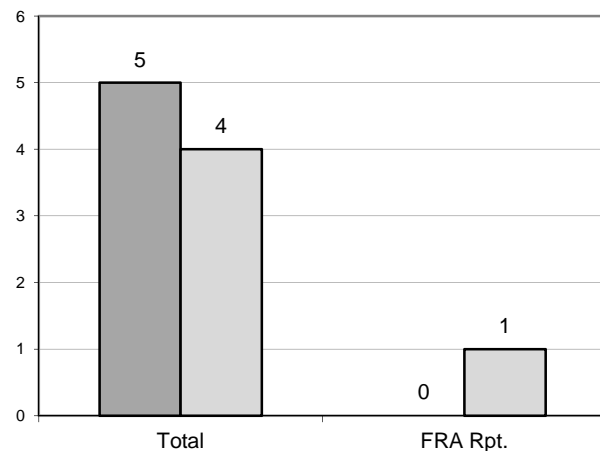
% change from last year: 45.0%
2014 Total FI Goal 2.70



Top 5 Customer Injuries by Type

Year	Slip/Trip/Fall	Gap	Train Doors	Grade X-ing	Misc.
2014	58	0	3	1	22
2015	70	2	0	43	22

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



Contractor Injuries

Year	Total	FRA Rpt.
2014	5	0
2015	4	1
% Chg	-20.0%	100.0%

* - Injuries per 1,000,000 rides



Memorandum

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

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

- Our May 2nd safety stand down included over 1,000 participants. The focus of this safety stand down was fall protection/ladder safety, dual employment/fatigue and seasonal safety.
- Our C3RS program kicked off on April 13th with our Transportation employees and we have met with the other labor organizations to work on their IMOUs. We hope to progress quickly with the other organizations.

The following progress was made on cameras, NTSB recommendations, speed compliance enhancements, obstructive sleep apnea and Positive Train Control (PTC).

ACTION ITEM	STATUS
Cameras	Vendors have been awarded the contract on March 3rd, to provide audio and image recorders that meet or exceed the NTSB recommendations. The initial design review and inspection began for all Car and Locomotives types that are part of the camera installation program. Each type has been surveyed by the design team for equipment location and camera positioning. Preliminary design effort is under way.
NTSB Recommendations	We continue to implement NTSB recommendations, and will work with the NTSB to close out each of their recommendations while coordinating with the other MTA agencies to ensure best practices are shared.
Speed Compliance	For the month of May, 15 compliant radar observations were performed and 84 event recorder Download Reviews with no failures. Through April there have been 555 downloads reviewed with no failures.
Obstructive Sleep Apnea	This pilot has been kicked off at Metro-North and findings from this pilot will inform an all-agency approach. We continue to screen locomotive engineers working with labor and the vendor to continually improve the process
PTC	The Systems Integrator (SI) has completed Preliminary Design Review and progressing PTC Final Design elements. Transponder brackets continue to be installed on New Haven line. Wayside interface hardware First Article Inspection (FAI) is completed. M7/M7A Under Car equipment FAI is also completed

MTA CAPITAL CONSTRUCTION

PROJECT UPDATE

EAST SIDE ACCESS

MTA CAPITAL CONSTRUCTION PROJECT UPDATE

East Side Access

June 2015

Project Description

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

Budget and Estimate at Completion (EAC)

	Budget	<u>Current Month</u> EAC	<u>Expenditures</u>
Design	\$720,615,810	\$720,615,810	\$639,940,040
Construction	\$8,036,910,326	\$8,036,910,326	\$4,258,322,479
Project Management	\$1,036,168,644	\$1,036,168,644	\$640,631,707
Real Estate	\$182,076,230	\$182,076,230	\$114,281,519
Rolling Stock*	\$202,000,000	\$202,000,000	\$0
Total Project Cost	\$10,177,771,010	\$10,177,771,010	\$ 5,653,175,746

*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 2015
Project Construction Start	September 2001	September 2001
Revenue Service Date	December 2022	December 2022

Current Issues/Highlights

- **Manhattan South Structures (CM005):** Concrete placement for the lower level interior walls of the East Cavern is expected to be completed by the end of June. Waterproofing of the arch in Tail Track 1 (TT1) also is expected to be completed by the end of June.
- **Manhattan North Structures (CM006):** Contractor completed the invert construction in the West Tunnel (WB1) in May. Preparatory work for concrete placement in the East Structures and Tunnels has commenced. Overall, this contract is progressing on schedule. However, work on the Lower Level Tunnels is currently trending behind schedule by approximately one month; completion is now targeted for March 2016.
- **55th Street Vent Plant Facility (CM013A):** All physical work on the facility with the exception of the change order for the Con Edison cable supports is expected to be completed by the end of August. This also includes the restoration of East 55th Street between Madison and Park Avenues with the exception for a designated work zone located on the north side of E. 55th Street near the

intersection with Park Avenue for a concrete drop pipe for the Manhattan North Structures (CM006) contract.

- **Plaza Substation and Queens Structures (CQ032):** Contractor completed the steel erection for Yard Services Building (YSB) in May. Installation of the steel framing members for the first, second and roof levels of the YSB structure has commenced. The backfill of the Bellmouth for the additional staging area is expected to be completed by the end of June, and the new Bellmouth shaft is planned for completion in November 2015. The rehabilitation work in the eastbound 63rd Street tunnel is expected to be finished by the end of June, as well. Contractor also has coordinated access to the Yard Lead Tunnel (YLT) with the follow-on Systems Package 1 (CS179) contractor.
- **Harold Structures 1 (CH053):** Contractor is scheduled to complete the cutover of the second and third feeders of the 12KV C Feeder system in July and August, respectively. The C3 feeder, which was the first feeder to be cutover, was energized in April. Demolition of the existing system will commence after cutover of the second feeder. At the G02 Substation, contractor has commenced procurement of equipment for high voltage service and continues cable pulls and testing. CH053 work at G02 Substation is scheduled to be completed by the end of August.
- **Harold Structures 2 (CH054A):** All remaining physical work associated with this contract, which includes the installation of the Snow Melter Units (SMUs) and construction of Access Road AR4/Loop 1A track bed, is scheduled to be completed by the end of June. The CH054A contractor is scheduled to return on-site in September to install the Relay Transmission Units (RTUs) for Amtrak, when fabrication of the units is completed.
- **Harold Structures 3 (CH057A):** Contractor is expected to complete the installation of the soldier piles along the West Approach of the Westbound Bypass (WBY) by the end of June. Installation of secant piles for support of excavation along the East Approach of the WBY is planned to be completed in July. Contractor is expected to complete drilling and installation of the dewatering well points on both the East and West Approaches by the end of June. By September, contractor is expected to start construction of the tunnel portion of the Westbound Bypass Structure. Starting on the East Approach, contractor will initially begin excavation and construction of an access pit for placement of the shield box.

East Side Access Active and Future Construction Contracts

Report to the Railroad Committee - June 2015

Expenditures thru May 2015; \$s in million

	Budget	Committed	Expenditures
Construction	\$ 8,036.9	\$ 5,852.2	\$ 4,258.3
Design	\$ 720.6	\$ 661.0	\$ 639.9
Project Management	\$ 1,036.2	\$ 674.6	\$ 640.6
Real Estate	\$ 182.1	\$ 116.5	\$ 114.3
Rolling Stock†	\$ 202.0	\$ -	\$ -
Total	\$ 10,177.8	\$ 7,304.4	\$ 5,653.2

† 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>	\$59.2	\$52.1	\$7.1	\$46.2	Nov-2011	Nov-2011	Apr-2013	Sep-2015
CM013A: 55th St Vent Facility <i>SCC-JPP, JV</i>	\$58.9	\$57.1	\$1.8	\$45.2	Aug-2012	Aug-2012	Apr-2015	Oct-2015
CM005: Manhattan Southern Structures <i>Michels Corp.</i>	\$250.1	\$236.7	\$13.5	\$171.8	Jul-2013	Jul-2013	Feb-2016	Feb-2016
CM006: Manhattan Northern Structures <i>Frontier Kemper Constructors, Inc.</i>	\$340.3	\$316.5	\$23.8	\$60.7	Mar-2014	Mar-2014	Nov-2016	Dec-2016
CM014B: GCT Concourse & Cavern Fit-Out <i>GCT Constructors JV</i>	\$461.1	\$404.6	\$56.4**	\$0.0	Dec-2014	Feb-2015	Aug-2018	Aug-2018
CM007: Manhattan Cavern Structure & Facilities Fit-Out	In Procurement				Jul-2015	Jan-2016	N/A	Jul-2019
Queens Construction								
CQ032: Plaza Substation & Queens Struct Construction <i>Tutor Perini Corporation</i>	\$250.2	\$226.3	\$23.9	\$163.0	Aug-2011	Aug-2011	Aug-2014	Mar-2016
Harold Construction								
CH053: Harold Structures (Part 1) <i>Tutor Perini Corporation</i>	\$316.5	\$294.7	\$21.8	\$265.6	Jan-2008	Jan-2008	Feb-2011	Aug-2015
CH057A: Harold Structures - Part 3: West Bound Bypass <i>Harold Structures JV</i>	\$130.8	\$104.4	\$26.4	\$15.8	Nov-2013	Nov-2013	Feb-2016	Oct-2016
CH057: Harold Structures - Part 3: Track D Approach, 48th St Bridge	In Procurement				Nov-2014	Aug-2015	N/A	Jan-2018
CH058A: Harold Structures - Part 3A: B/C Approach***	In Design				Jul-2015	Aug-2017	N/A	May-2019
Systems Contracts								
Systems Package 1: Tunnel Ventilation, Facility Power, Communications, Controls, Security, Fire Detection (CS179) <i>Tutor Perini Corporation</i>	\$606.9	\$333.6	\$273.4****	\$20.1	Mar-2014	Mar-2014	Dec-2019	Dec-2019
Systems Package 2: Signal Installation (CS284)	In Design (Repackaging)				TBD	Jun-2016	N/A	Jun-2019
Systems Package 3: Signal Equipment (VS086) <i>Ansaldo STS USA Inc.</i>	\$21.8	\$19.9	\$1.9	\$0.0	Jun-2014	Jun-2014	Dec-2019	Dec-2019
Systems Package 4: Traction Power (CS084) <i>E-J Electrical Installation Company</i>	\$78.4	\$71.2	\$7.1	\$0.0	Sep-2014	Oct-2014	Dec-2019	Dec-2019

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

** Remaining contingency includes \$26M for unawarded options and associated contingency.

*** 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.

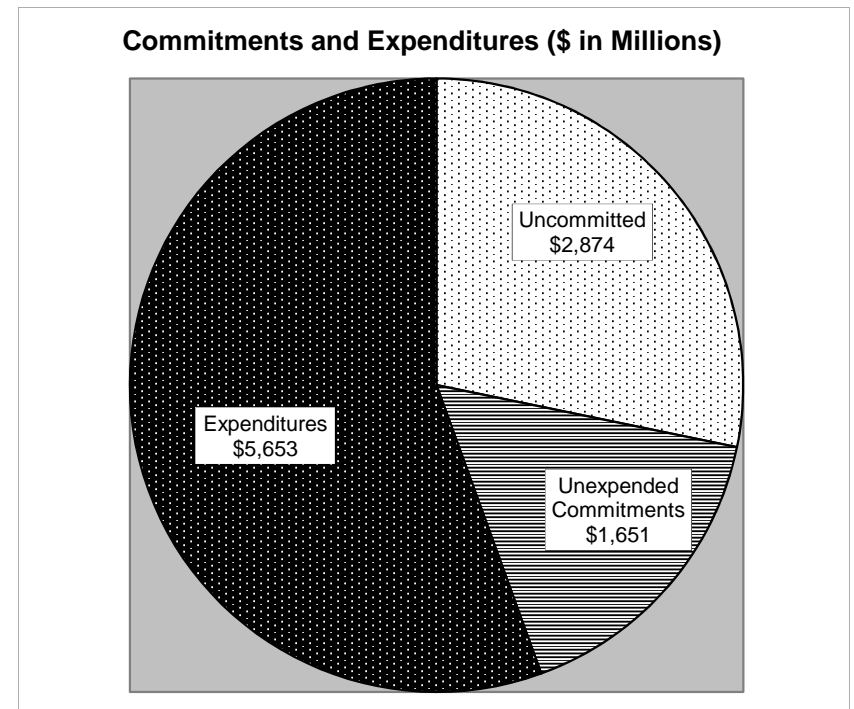
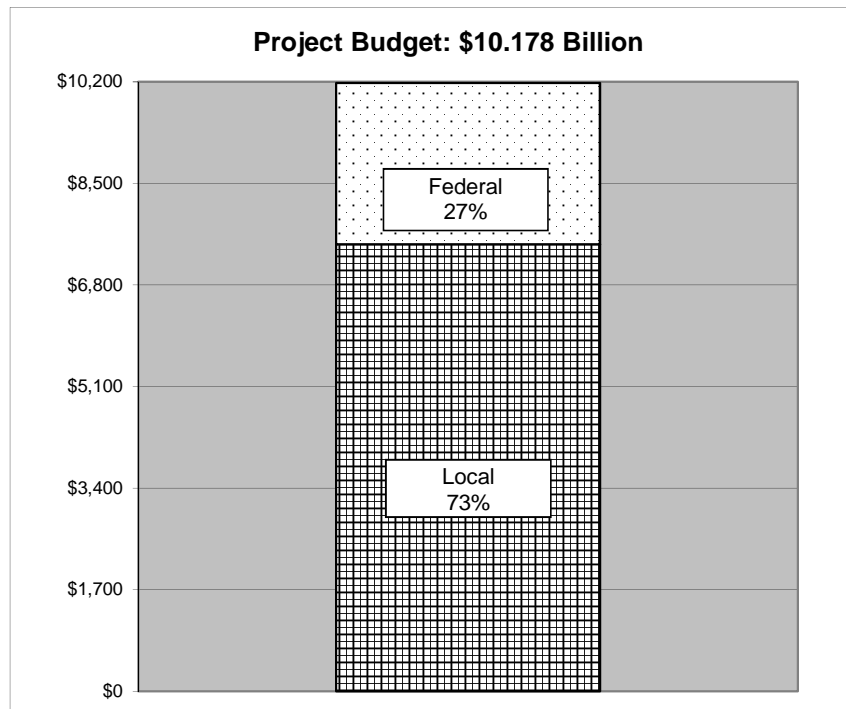
**** Remaining contingency includes \$238.48M for unawarded options and associated contingency.

East Side Access Status

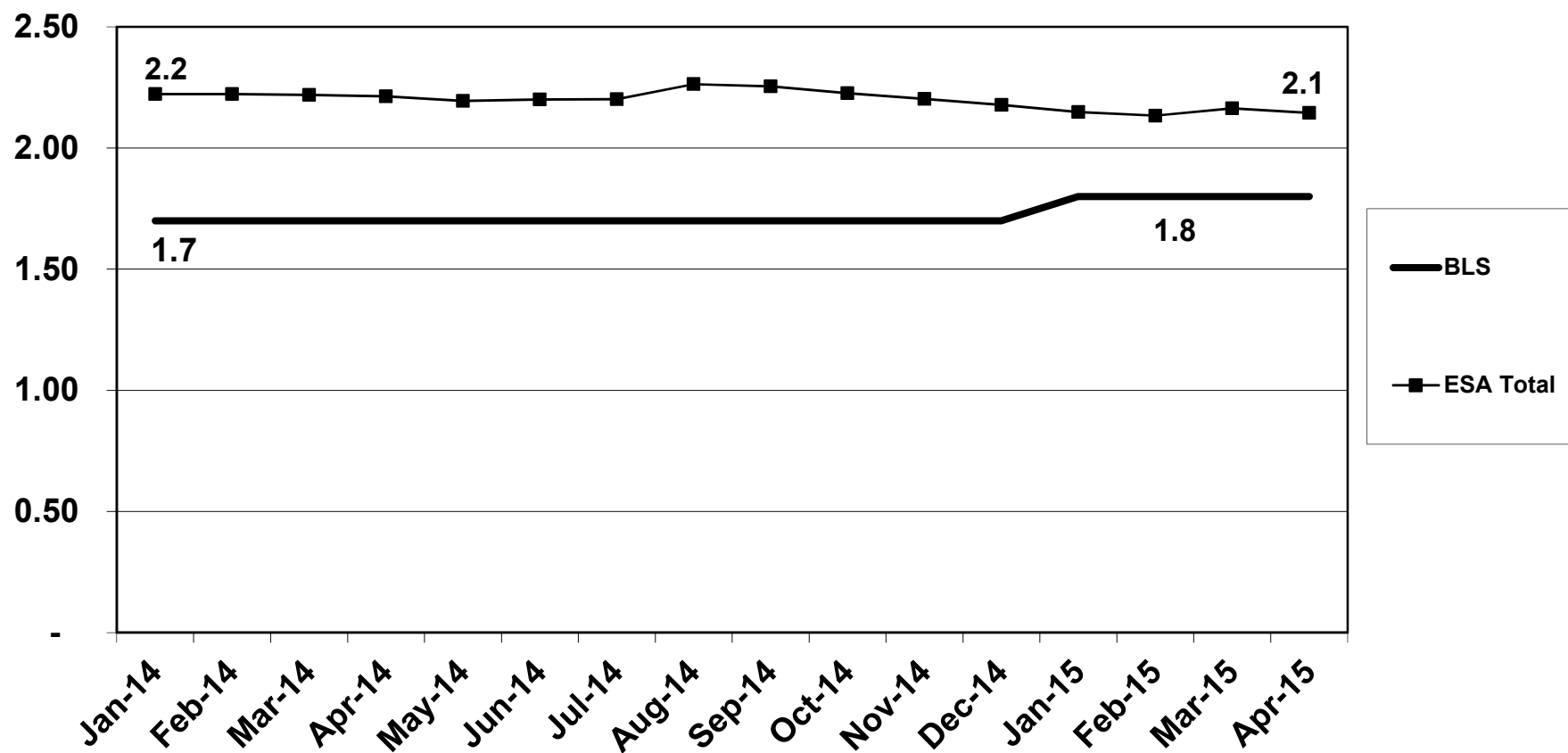
Report to the Railroad Committee - June 2015

data thru May 2015

MTA Capital Program \$ in Millions	Budgeted	Funding Sources				Status of Commitments		
		Local Funding	Future Local Funding	Federal Funding	Federal Received	Committed	Uncommitted	Expended
1995-1999	\$ 158	\$ 94	\$ -	\$ 64	\$ 64	\$ 158	\$ -	\$ 158
2000-2004	1,534	748	-	785	785	1,533	0	1,519
2005-2009	2,683	838	-	1,845	1,176	2,680	3	2,575
2010-2014	3,232	3,228	-	5	5	2,934	298	1,402
2015-2019	2,572		2,572	-	-	-	2,572	-
Total	\$ 10,178	\$ 4,907	\$ 2,572	\$ 2,699	\$ 2,030	\$ 7,304	\$ 2,873	\$ 5,653



Lost Time Injury Rate East Side Access Project, 2014-2015 vs. US BLS National Standard for Heavy & Civil Construction



Note:

Lost Time Injury Rate = Number of Lost Time Injuries per 200,000 Workhours (equivalent to 100 full-time workers)



Police Report June 2015



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department Long Island Rail Road

May 2015 vs. 2014

	2015	2014	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	4	3	1	33%
Felony Assault	1	2	-1	-50%
Burglary	1	0	1	100%
Grand Larceny	6	12	-6	-50%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	12	17	-5	-29%

Year to Date 2015 vs. 2014

	2015	2014	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	9	11	-2	-18%
Felony Assault	10	10	0	0%
Burglary	3	1	2	200%
Grand Larceny	33	53	-20	-38%
Grand Larceny Auto	1	0	1	100%
Total Major Felonies	56	75	-19	-25%



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department Metro North Railroad

May 2015 vs. 2014

	2015	2014	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	0	1	-1	-100%
Felony Assault	1	0	1	100%
Burglary	0	2	-2	-100%
Grand Larceny	14	7	7	100%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	15	10	5	50%

Year to Date 2015 vs. 2014

	2015	2014	Diff	% Change
Murder	0	0	0	0%
Rape	1	0	1	100%
Robbery	2	9	-7	-78%
Felony Assault	7	5	2	40%
Burglary	6	7	-1	-14%
Grand Larceny	44	40	4	10%
Grand Larceny Auto	2	1	1	100%
Total Major Felonies	62	62	0	0%



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department

System Wide

May 2015 vs. 2014

	2015	2014	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	6	5	1	20%
Felony Assault	2	2	0	0%
Burglary	1	2	-1	-50%
Grand Larceny	22	21	1	5%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	31	30	1	3%

Year to Date 2015 vs. 2014

	2015	2014	Diff	% Change
Murder	0	0	0	0%
Rape	1	0	1	100%
Robbery	17	22	-5	-23%
Felony Assault	17	15	2	13%
Burglary	9	8	1	13%
Grand Larceny	80	96	-16	-17%
Grand Larceny Auto	3	1	2	200%
Total Major Felonies	127	142	-15	-11%

INDEX CRIME REPORT

Per Day Average

May 2015

	Systemwide	LIRR	MNRR	SIRT
Murder	0	0	0	0
Rape	0	0	0	0
Robbery	6	4	0	2
Fel. Assault	2	1	1	0
Burglary	1	1	0	0
Grand Larceny	22	6	14	2
GLA	0	0	0	0
Total	31	12	15	4
Crimes Per Day	1.00	0.39	0.48	0.13



MTA Police Department Arrest Summary: Department Totals

1/1/2015 to 5/31/2015

Arrest Classification	Total Arrests	
	2015	2014
Murder	1	0
Rape	2	0
Robbery	14	22
Felony Assault	14	14
Burglary	5	3
Grand Larceny	18	30
Grand Larceny Auto	0	1
Aggravated Harassment	0	1
Aggravated Unlicensed Operator	7	20
Arson	1	0
Assault-Misdemeanor	22	31
Breach of Peace	6	4
Child Endangerment	2	1
Criminal Contempt	5	1
Criminal Impersonation	1	1
Criminal Mischief	17	17
Criminal Possession Stolen Property	7	4
Criminal Tampering	8	0
Criminal Trespass	14	9
Disorderly Conduct	1	2
Drug Offenses	20	24
DUI Offenses	3	5
Falsely Reporting an Incident	4	2
Forgery	27	37
Fraud	5	2
Graffiti	3	8
Harassment	1	5
Issue a Bad Check	1	0
Make Terrorist Threat	3	1
Menacing	9	6
Obstruct Government	4	3
Petit Larceny	55	36
Probation/Parole Violation	1	0
Promoting Prostitution	1	0
Public Lewdness	12	17
Reckless Endangerment	2	4
Resisting Arrest	15	28
Sex Offenses	3	4
Stalking	0	2
Theft of Services	62	58
Unlawful Surveillance	2	2
VTL Offenses	0	2
Warrant Arrest	23	21
Weapons Offenses	2	4
Total Arrests	403	432



Long Island Rail Road



Metro-North Railroad

JOINT INFORMATION ITEMS

LIRR/MNR

M-9 Rolling Stock Project Update



Long Island Committee and Metro-North Committee

June 22, 2015

M-9 Car Procurements

LIRR Needs: 416 M-9/M-9A Cars

- 180 M-9 Cars to replace the existing M-3 fleet.
- 236 Cars to provide LIRR East Side Access service.
 - 76 M-9 Option Cars
 - 160 M-9A Cars (separate procurement)
- A better estimate of the number of cars needed will be available upon completion of the LIRR Network Strategy Study in the end of the 2nd Quarter of 2017.

MNR Needs: 140 M-9 Cars

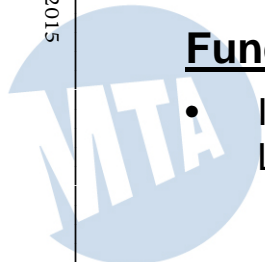
- 140 M-9 Cars to replace MNR's M-3 fleet and to provide Cars for electric territory ridership growth.

M-9 Award to Kawasaki Rail Cars (KRC) – September 18, 2013

- Base Order – 92 LIRR Cars for M-3 replacement (funded in LIRR 2010-2014 Capital Program)
- Options for LIRR/MNR
 - LIRR - 164 cars in married pair configuration (88 for M-3 replacement/76 for ESA)
 - MNR: 140 cars in married pair configuration.
 - LIRR/MNR – Options for up to 280 additional cars are available for either Railroad.
- Price for 256 LIRR M-9 cars: \$593M vs LIRR's estimate of approximately \$1.0B. (Prices include non-recurring costs.)

Funding

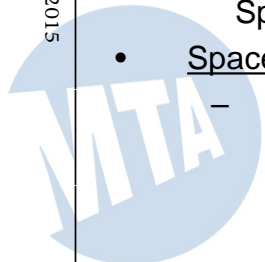
- If LIRR/MNR approved 2015-2019 Capital Program funding is less the amount requested, LIRR/MNR may reduce the number of M-9 Cars purchased.



M-9 Car Procurements

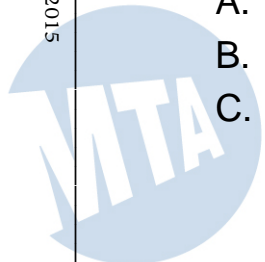
Project Status

- Initial Design Reviews (IDRs): complete
- Preliminary Design Reviews (PDRs) for Major Subsystem Suppliers: estimated completion in the 3rd Quarter of 2015.
- The Final Design Review (FDR): estimated completion in the 1st Quarter of 2016.
- Delivery Schedule
 - Pilot Testing (8 cars in Pueblo, CO and 6 at LIRR) Scheduled for January 2017 to July 2017
 - Production Cars delivery (92 Base Order Cars): January 2018 to August 2018
 - 88 LIRR Optional Cars for M-3 replacement: September 2018 to March 2019
 - 140 MNR Optional Cars: April 2019 to March 2020
 - 76 LIRR Optional Cars for ESA: April 2020 to October 2020
- Spare Parts:
 - KRC making significant progress to meet the requirement that at least 40% of generally purchased parts are “Commercial-Off-the-Shelf” (COTS) products or available from multiple sources. This is a significant increase over past LIRR/MNR car procurements.
- Budget/EAC:
 - Base Order 92 Cars: Project Budget and Estimate at Completion (EAC) are both \$374,716,000, including \$300,815,000 KRC cost.
 - Option Car Budget and EAC: Will be established after 2015-2019 Capital Program is approved.
- Car Weight:
 - The Railroads are working with KRC to reduce the car weight, which is currently estimated to be above the Specification.
- Space for PTC On-Board Equipment:
 - The Railroads are working with KRC to find additional space required for the on-board PTC System being furnished by the Railroads to KRC through their respective PTC System Integration Contracts.



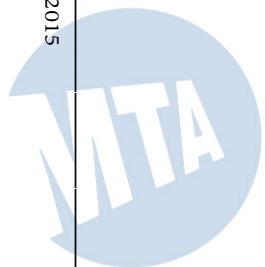
M-9 Car Procurements – Carbody Structure Change Order

- Change Order for carbody structural enhancements.
 - In response to MNR Bridgeport incident, M-9 Project Team developed design changes to make M-9 more crashworthy and absorb more energy at the B-End of the car.
 - Prior to NTSB's issuance of recommendations to strengthen the carbody, the Railroads explored alternative designs including the design recommended by NTSB. FRA has not yet decided whether to include the NTSB recommendation in FRA's railcar regulations. If adopted, the regulation would apply to future contracts.
- The Change Order major enhancements are (i) High Strength Low Alloy (HSLA) Replacement of the stainless steel post welded to a carbon steel post with a continuous steel corner post and (ii) the addition of structure connection between the B-End corner post and the collision post.
- The Railroads issued KRC a Directive to Proceed to design structural changes to achieve the noted Major Enhancements at a Not-to-Exceed amount of \$150K for Non-Recurring Cost such as KRC's design work.
- On June 3, 2015, the Railroads and KRC finalized the Change Order that provides KRC:
 - A. A unit price of \$1,000/car.
 - B. An increase of 344 lbs. to the car weight in the M-9 Spec.
 - C. A 3 ½ month extension of time.



M-9 Car Procurements – CCTV Change Orders

- A Change Order for CCTV Enhancements is being progressed
 - M-9 Base Spec has:
 - 1 forward facing camera with a minimum 7 day recording capability
 - Provisions for 6 cameras in the passenger area of the car (e.g., wiring and brackets, but not the cameras themselves)
 - Extra Work Directive issued to KRC to commence Engineering efforts (Not-to-Exceed of \$175K) to modify the Base Spec by the addition of:
 - One In-cab camera with audio
 - Eight cameras in the passenger area
 - All cameras to have a 30 day recording capability
 - Change Order proposal is being prepared by KRC.
 - Cost, schedule and weight impacts to be included.
 - KRC's preliminary price proposal is well above the Railroads' estimate.
 - Same features and functionality as the M-7 retro-fit project.
 - 10 cameras total. 1 In-cab (with audio), 1 forward facing, 2 in each vestibule, 2 in main passenger area, 1 in each end of car.
 - 30 day recording capability.

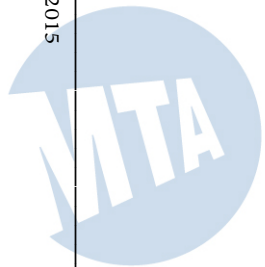


LIRR

M-9A Car Procurement

M-9A Procurement - 160 LIRR M-9A Cars

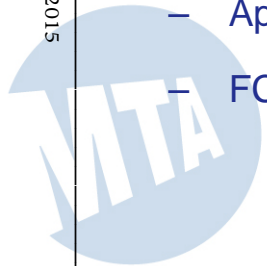
- The RFP is scheduled to be issued in the 3rd Quarter of 2015, pending the status of the 2015-2019 Capital Program.
- The RFP will follow FTA procurement guidelines, which include Buy America and prohibit local content requirements, because the 160 cars were identified in the FTA/MTA Full Funding Grant Agreement.
- The M-9A car design will be similar to the M-9 design including Change Orders.
- M-9A car Interoperability with M-9 cars is desirable, but may be impractical.



June 2015 CPOC LIRR/MNR PTC Project Update

LIRR/MNR PTC Project Update

- **Progress since February 2015 CPOC Update**
 - DOT and FRA approved MTA's \$967M RRIF Loan application in April 2015.
 - 150 MNR transponder brackets have been installed as of May 31, 2015 and transponder installation commenced in June 2015, both on the New Haven Line.
 - Preliminary Design Reviews (PDR) has been substantially completed and Final Design Reviews (FDR) has commenced.
 - PTC Radio testing at an Independent Test Lab was completed.
 - Wayside First Article Inspection, Factory Acceptance Test, and installation at first field location completed.
 - Office System User Interface Prototypes were installed.
 - Amtrak/NEC Interoperability progressing.
 - The Radio Frequency Propagation Analysis for the Pilot was completed.
 - Applications for Pilot segment Radio Site construction permits have been filed with the FCC.
 - FCC requested to provide spectrum in four MNR counties. (Response anticipated in July 2015)



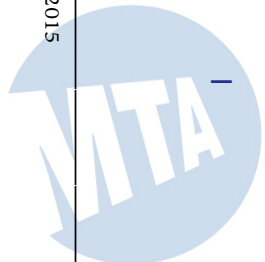
LIRR/MNR PTC Project Update

- **90 Day Look Ahead**

- MNR to progress installation of transponders on the New Haven Line.
- FDR's scheduled for completion in July 2015.
- Office System final layout and preparation scheduled to commence in June 2015
- Pilot Ground Based Communications Network build-out scheduled to begin.

- **Pilot Testing (Also Within the Next 90 Days)**

- LIRR and MNR will pilot test for PTC functionality on two of their segments
 - LIRR: Port Washington to Harold and Babylon to Patchogue (ABS Territory)
 - MNR: Bridgeport to New Haven and Tarrytown to Croton-Harmon.
- Commencement of Pilot Testing in September 2015, requires the design of subsystems to be finalized in July 2015.
 - Pilot Testing is expected to be extended one to three months.
- Functionality and hardware design has progressed ahead of software to allow equipment manufacturing to support Pilot Testing.



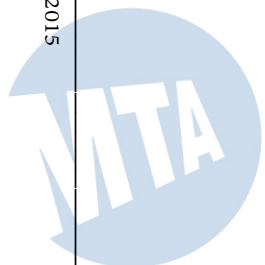
LIRR/MNR PTC Project Update

- **Budget**

- The Railroads' current estimated Project Cost remains \$968M.

- **Schedule**

- The System Integrator has indicated intermediate milestones may be delayed by several months. LIRR/MNR are confident they will meet the improved December 2017 completion dates (see page 4 - Schedules) and the December 2018 Full Implementation Date.
- Railroads are working with the System Integrator to develop Schedule Risk Mitigation Plans.
 - Phasing of software for Pilot Testing, which will include developing Interoperability Software last.
 - Installing some PTC equipment prior to completion of Pilot Testing.
 - Splitting kits [(i) On-Board (Under Carriage, Roof Top Antennas, Onboard Computer and Communications), and (ii) Wayside (Wayside Interface, Communications, and Transponder).]



LIRR PTC Implementation Schedule

LIRR								
	Wayside Miles				On-Board Units ^{4,5}			
	Original	%	New	%	Original	%	New	%
Dec 2015	63	20%	63	20%	41	7.8%	61	11.7%
Dec 2016	172	54.7%	256	81.5%	223	42%	380	73%
Dec 2017	215	79.6%	314 ¹	99%	393	75.5%	499 ³	96%
Dec 2018	318	100%	318 ²	100%	520	100%	520	100%

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

² 4 remaining miles for ESA only.

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

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

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

MNR PTC Implementation Schedule

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

a. MNR M8s are not included in the count.

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

PTC Photos



M3A – Aspect Display Unit (ADU)



Wayside Interface Units (WIU)



M7A Undercar Scanner Antenna
And Terminal Box

PTC Photos



Transponders



M7 Roof Top Antennas



Metro-North Railroad

Information Items June 2015



Metro-North Railroad



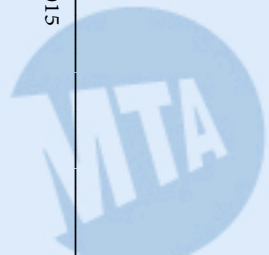
2015 Metro-North Track Program Update



2015 Metro-North Work

Ties & Rail

- ❖ Installed 3,777 ties on the Hudson line
- ❖ Installed 9,146' of new rail on the Hudson line
- ❖ Installed 940' of new rail on the Harlem line
- ❖ Installed 9,728' of new rail on the New Haven line
- ❖ Surfaced 38 miles for all 3 lines
- ❖ Welded 516 joints on the Hudson, Harlem, New Haven and West of Hudson lines



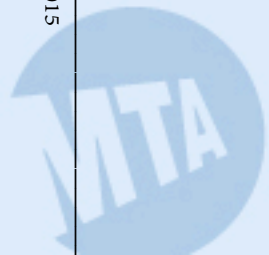
2015 Metro-North Work

Switch Installation

- ❖ Installed 3 switches on the Hudson line
- ❖ Installed 2 switches on the Harlem line
- ❖ Installed 5 switches on the New Haven line
- ❖ Installed 6 switches in Grand Central Terminal

Rail Vac work & repairs

HU: 682 wood ties installed
HA: 576 wood ties installed
NH: 176 wood ties installed



2015 Automated Inspection Work

Sperry Rail

- ❖ 1st run - field survey approximately 50% complete
- ❖ 1st run - 43 defects corrected

Georgetown (Aurora)

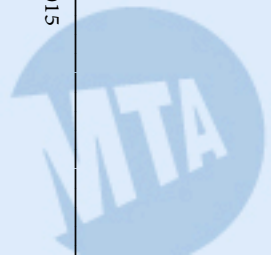
- ❖ Field survey approximately 45% complete
- ❖ Final results expected July 2015

FRA Geometry Car

- ❖ Field survey completed early June
- ❖ 36 exceptions detected
- ❖ 4 repaired and/or upgraded to date, work on-going
- ❖ FRA Defects decreased by 60% from 2014 run

Mermec Geometry Car

- ❖ Field survey completed late April
- ❖ 101 exceptions detected
- ❖ 19 repaired and/or upgraded to date, work on-going
- ❖ FRA Defects decreased by 70% from 2014 run



2015 Structures Work

NEW HAVEN LINE

Overhead Bridge Program – continued work on Hillside Ave & West St

2015 Timber Program – completed timber replacement on six decks

Devon Bridge – built Devon Transfer Platform, working on steel repairs and timber replacement on Track 3

S-Program - completed steel repairs at Bridge St & Catenary Towers at Greenwich Station

RR Grade Crossings – completed Division St crossing

Walk Bridge – completed rail lift roller extensions & centering pin west end, working on replacement of center pivot pier roller shafts

Columbus Ave – completed substructure repairs, replace sidewalk canopies, graffiti removal, tree clearing and safety walk repair

Unitex Retaining Wall – almost complete with construction of wall

HARLEM, HUDSON, WEST OF HUDSON LINES

West of the Hudson Undergrade Bridge Program – steel and concrete repairs completed for JS 69.77 and JS 64.13.

Typical repairs included strengthening the bottom girder flanges, replacing deteriorated members, rebuilding deteriorated bridge seats, installing new ballast retainers and repairing abutment walls

2015 Timber Program – replaced timber ties on 4 bridge decks along the Harlem and Port Jervis lines on various tracks

Graffiti Removal Program – cleaned graffiti off various buildings, bridges, retaining walls and rock cuts along the lower Hudson and Harlem Lines

Park Avenue Viaduct Direct Fixation Repair– replaced over 1,900 failed concrete inserts

Right-of-Way Fencing – installed or repaired over 2,000 feet of right-of-way fence and gates

Railtop Culvert Replacement – one steel superstructure has been fabricated and painted and is ready to be installed.

The forms and reinforcing cages for a second superstructure has been fabricated and is ongoing.

2015 Station Enhancement Work

Hudson Line Stations: Morris Heights, University Heights, Marble Hill and Spuyten Duyvil.

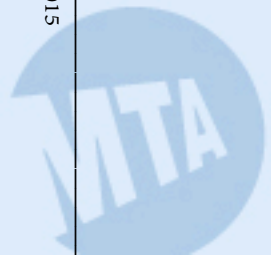
Harlem Line Stations: Southeast, Croton Falls and finishing Hartsdale and Scarsdale from last year.

West of Hudson Stations: Spring Valley.

Installed new station signage; paint gutters and downspouts, platform edges and hand rails.

Replaced tactile strips and repaint “Watch the GAP” stenciling, repair shelter houses and ROW fence repairs.

**Replaced the old light fixtures with new LED fixtures.
Installed new wire benches at all stations**



2015 Other Enhancement Work

Hudson Line Sub Station Doors installed in 2015

Croton Harmon	A-34 and S-34
Phillips Manor	A-26
Tarrytown	A-25
Irvington	A-22
Yonkers	A-15
Riverdale	A-13
Spyten Duyvil	A-12

The CIL roofs that have been completed

22.9 Just north of Irvington station through the park trk 4 side

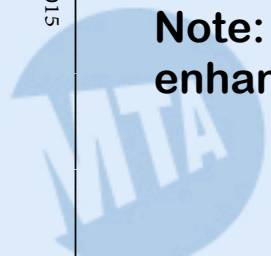
30.6 Just south of Ossining Station by Sing Sing

Beacon Facility Lighting enhancements

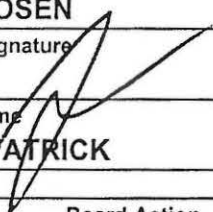
Changed out old fixtures to new more energy efficient lights T-5, LED and add occupancy sensors.

In the first month's bill after the new lighting was installed it saved 50% on the bill.

Note: 200 Water St in Poughkeepsie is scheduled for the fall 2015 for similar enhancements.


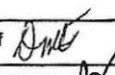



Staff Summary

Subject LICENSE FOR CAR RENTAL SERVICES
Department REAL ESTATE
Department Head Name JEFFREY B. ROSEN
Department Head Signature 
Project Manager Name PAUL M. FITZPATRICK

Date JUNE 22, 2015
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	6/22/15	X		
2	Board	6/24/15	X		
3	Metro-North Committee			X	

Internal Approvals			
Order	Approval	Order	Approval
		1	Legal 
3	Chief of Staff 		
2	Chief Financial Officer 		

AGENCY: Metro-North Commuter Railroad ("Metro-North").
 LICENSEE: Elrac, LLC, doing business as Enterprise Rent-A-Car ("Enterprise").

STATIONS:

<u>New Haven Line</u>	<u>Harlem Line</u>	<u>Hudson Line</u>	<u>Pascack Valley Line</u>
Port Chester	Patterson	Poughkeepsie	Spring Valley
Harrison	Southeast	New Hamburg	Nanuet
Mamaroneck	Brewster	Beacon	Pearl River
Pelham	Purdy's	Cortlandt	
Mt. Vernon East	Golden's Br.	Ossining	<u>Port Jervis Line</u>
	N. White Plains	Irvington	Middletown
	Woodlawn	Riverdale	Campbell Hall
			Salisbury Mills
			Harriman

ACTIVITY: Car rental services with pickup service for Metro-North customers from Enterprise locations near the stations listed above.
 ACTION REQUESTED: Approval of terms.
 TERM: 5 years, terminable at will by Metro-North on 60 days' notice.
 SPACE: 1 to 3 parking permits will be allocated at each licensed station to allow for drop-off.

ANNUAL BASE COMPENSATION:	<u>Year</u>	<u>Annual</u>	<u>Monthly</u>	<u>% Increase</u>
	1	\$28,000.00	\$2,333.33	
	2	\$28,560.00	\$2,380.00	2%
	3	\$29,131.20	\$2,427.60	2%
	4	\$29,713.82	\$2,476.15	2%
	5	\$30,308.10	\$2,525.68	2%

Staff Summary

FINANCE COMMITTEE MEETING Enterprise (Cont'd.)

PERCENTAGE RENT: In addition to Annual Base Compensation, Enterprise will pay a percentage of gross revenues for reservations captured off of the web link on any MTA website (the "Revenue Share") based on the tiers shown in the following table:

<u>Tier</u>	<u>Dollar Amount of Car Rentals</u>	<u>Revenue Share</u>
1	\$20,000.00 - \$39,999.99	2.5%
2	\$40,000.00 - \$59,999.99	3.0%
3	\$60,000.00 - \$99,999.00	4.0%
4	\$100,000.00 and over	5.0%

COMMENTS:

As part of its mission to improve station access and improve regional mobility, Metro-North has managed a successful program with Enterprise Rent-a-Car over the last seven years, during which time the program has grown continuously. This program provides an important tool for extending and completing trips of Metro-North customers.

In order to offer customers additional flexibility and continue to expand the program, MTA Real Estate issued an RFP for car rental and car sharing services in 2014. The RFP sought proposals for either or both of such services, as car rental and car sharing customers both seek a convenient way to extend trips from Metro-North stations, but individual customers may prefer one service over the other. As noted in a separate staff summary in this month's Board package, a proposal for car sharing services was received from Zipcar, Inc. The only proposal to provide car rental services was from Enterprise, whose rental locations are geographically more proximate to the Metro-North stations listed above than those of other car rental companies.

Enterprise will continue its daily rental program under the new agreement, which will also allow for the addition of more stations based on demand. Customers typically will reserve vehicles via Enterprise's website, which is linked to Metro-North's website. Enterprise provides pick-up service to customers at stations and transportation to nearby Enterprise locations, where rental vehicles are obtained. At the conclusion of the rental period, customers may leave vehicles in the parking lots in unoccupied parking spaces at the station of origin and deposit the keys in a secure Enterprise lock box located at the station. Enterprise will retrieve the vehicles within 24 hours.

In addition to the terms above, the agreement with Enterprise will contain the following key business terms:

- Customers will be able to rent vehicles at a daily rate for one or more days.
- Additional stations may be added during the term by mutual agreement between the parties.
- Default and termination provisions within the agreement protect Metro-North from substandard performance.
- Enterprise will provide customers a choice of environmentally-friendly vehicles, such as hybrids.
- Enterprise will be responsible for the cost of all improvements (typically signage and key-drop installations) required for the program.
- Enterprise will offer a 5 percent discount to Metro-North customers and employees who reserve vehicles through the Enterprise links on the Metro-North website.

Additional benefits of the agreement will include the ability for Enterprise to participate in Metro-North events and programs such as Metro-North "Getaway" packages, and provision of space for co-branded posters and co-branded digital advertisements. Metro-North anticipates that the agreement, combined with enhanced joint marketing efforts, will positively impact both customer satisfaction and regional economic development through increased tourism, and expand the areas that can be covered by packages while reinforcing Metro-North's role as a primary method of transportation.

Based on the foregoing, Metro-North and MTA Real Estate requests authorization to enter into a license agreement with Enterprise on the terms and conditions described above.

Staff Summary



Subject LICENSE AGREEMENT FOR CARSHARING
Department REAL ESTATE
Department Head Name JEFFREY B. ROSEN
Department Head Signature 
Project Manager Name PAUL M. FITZPATRICK

Date JUNE 22, 2015
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	6/22/15	X		
2	Board	6/24/15	X		
3	Metro-North Committee			X	

Internal Approvals			
Order	Approval	Order	Approval
		1	Legal 
3	Chief of Staff 		
2	Chief Financial Officer 		

AGENCY: Metro-North Commuter Railroad ("Metro-North").

LICENSEE: Zipcar, Inc. ("Zipcar").

LOCATIONS:

<u>New Haven Line</u>	<u>Harlem Line</u>	<u>Hudson Line</u>	<u>Pascack Valley Line</u>
Port Chester	Wassaic	Poughkeepsie	Spring Valley
Rye	Dover Plains	New Hamburg	Nanuet
Harrison	Harlem Valley	Beacon	Pearl River
Mamaroneck	Patterson	Cold Spring	
Larchmont	Southeast	Garrison	<u>Port Jervis Line</u>
Pelham	Brewster	Peekskill	Port Jervis
Mt. Vernon East	Purdy's	Cortlandt	Otisville
	Pawling	Ossining	Middletown
	Golden's Br.	Tarrytown	Campbell Hall
	Mt. Kisco	Irvington	Salisbury Mills
	N. White Plains	Dobbs Ferry	Harriman
	Scarsdale	Hastings-on-Hudson	
	Woodlawn		

ACTIVITY: Provision of car sharing services at commuter parking facilities at the above Metro-North stations.

ACTION REQUESTED: Approval of terms.

TERM: 5 years, terminable at will by Metro-North on 60 days' notice.

SPACE: 1 to 3 dedicated parking spaces at each station.

24-HOUR PERMIT: For each dedicated parking space, Zipcar will purchase a 24 hour parking permit, the cost of which will include any applicable taxes.

ANNUAL BASE COMPENSATION: As set forth below, Zipcar will also pay Metro-North \$50 per month (or \$600 per year) per dedicated parking space.

PERCENTAGE RENT: 5% of gross revenue that exceeds the breakpoints shown below

<u>Year</u>	<u>Annual Base Rent</u>	<u>Annual Increase</u>	<u>Percentage Rent Break Point</u>
1	\$600.00 per car in place		\$400,000
2	\$618.00 per car in place	3%	\$800,000
3	\$636.54 per car in place	3%	\$1,100,000
4	\$655.64 per car in place	3%	\$1,350,000
5	\$675.31 per car in place	3%	\$1,500,000

Temporary Locations: From time-to-time, subject to Metro-North approval, Zipcar may use additional spaces at certain Metro-North stations on a temporary basis during periods of high demand, for which Zipcar will pay the current daily parking rate.

COMMENTS:

MTA Real Estate issued an RFP for car rental and car sharing services in 2014. The RFP sought proposals for either or both of such services, as car rental and/or car sharing customers seek a convenient way to extend trips from Metro-North stations, but individual customers may prefer one service over the other. As noted in a separate staff summary in this month's Board package, a proposal for car rental services was received from Enterprise Rent-a-Car. The only proposal to provide an hourly carsharing service was received from Zipcar.

Under Zipcar's negotiated proposal, Zipcar will station vehicles at pre-approved dedicated spaces at Metro-North commuter parking facilities. These dedicated spaces will be striped and have signage for customers' ease of identification and to prevent other cars from parking in such spaces when a Zipcar is in use. Customers typically subscribe to Zipcar's services via a membership program giving them the ability to reserve any Zipcar. Metro-North customers will reserve vehicles via Zipcar's website (a link to which will be placed on three of Metro-North's web pages.) The Zipcar will be returned to a dedicated space at the commuter parking facility of origin. Metro-North has confirmed that commuter parking will not be adversely impacted by this program.

In addition to the terms above, the agreement with Zipcar will contain the following key business terms:

- Zipcar and Metro-North will roll out Zipcar's car sharing services in phases. Zipcar will choose the commuter parking facilities for each phase from among the Metro-North pre-approved stations.
- Additional stations may be added to the list, subject to demand and Metro-North approval.
- Default and termination provisions in the agreement will protect Metro-North from substandard performance.
- Zipcar will provide customers a choice of environmentally-friendly vehicles, such as hybrids.
- Zipcar will be responsible for the cost of all improvements (signage and striping of dedicated parking spaces) required for the program.
- Zipcar will offer discounted rates to Metro-North customers who join Zipcar and use its service.

Additional benefits of the agreement include the ability for Zipcar to participate in Metro-North events and programs such as Metro-North "Getaway" packages, links to Zipcar's website on Metro-North web pages, and provision of space for co-branded posters and co-branded digital advertisements. Metro-North believes that the agreement, combined with enhanced joint marketing efforts, will positively impact both customer satisfaction and regional economic development through increased tourism and reinforce Metro-North as a primary method of transportation through the provision of an additional method for customers to extend trips that originate on Metro-North.

Based on the foregoing, MTA Real Estate requests authorization to enter into a license agreement with Zipcar on the terms and conditions described above.




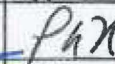

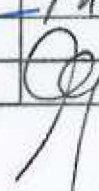
LONG ISLAND RAIL ROAD

PROCUREMENTS

FOR

BOARD ACTION

June 24, 2015

Subject Request for Authorization to Award Various Procurements						Date June 24, 2015			
Department Procurement and Logistics - LIRR						Department Law and Procurement - MTACC			
Department Head Name Dennis L. Mahon, Chief Procurement and Logistics Officer						Department Head Name Evan M. Eisland, Senior Vice President and General Counsel			
Department Head Signature 						Department Head Signature 			
Department Procurement and Material Management - MNR									
Department Head Name Al Muir, Sr. Director, Procurement & Material Management									
Department Head Signature 									
Board Action						Internal Approvals			
Order	To	Date	Approval	Info	Other	Order	Approval	Order	Approval
1	LIRR/MNR Committee	6.22.15	x			X	President, LIRR		
2	MTA Board	6.24.15	x			X	President, MNR		
						X	President, MTACC		

PURPOSE:

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

DISCUSSION:

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

	<u># of Actions</u>	<u>\$ Amount</u>
<u>Schedules Requiring Majority Vote:</u>		
Schedule I: Modifications to Purchase Contracts and Public Work Contracts	1	\$38,000,000
SUBTOTAL:	1	\$38,000,000

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

	<u># of Actions</u>	<u>\$ Amount</u>
<u>Schedules Requiring Majority Vote:</u>		
Schedule G: Miscellaneous Service Contracts	2	\$1,640,635
SUBTOTAL:	2	\$1,640,635

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

LIRR proposes to award Competitive procurements in the following categories:

	<u># of Actions</u>	<u>\$ Amount</u>
<u>Schedules Requiring Two-Thirds Vote:</u>		
Schedule C: Competitive Requests for Proposals (Award)	1	\$70,688,209
SUBTOTAL:	1	\$70,688,209

MNR proposes to award Competitive procurements in the following categories:

<u>Schedules Requiring Majority Vote:</u>		
Schedule G: Miscellaneous Service Contracts	2	\$6,073,515
SUBTOTAL:	2	\$6,073,515

MTACC proposes to award Competitive procurements in the following categories:

<u>Schedules Requiring Majority Vote:</u>		
Schedule H: Mods to Personal Service Contracts & Misc. Service Contracts	3	\$47,939,917
SUBTOTAL:	3	\$47,939,917

LIRR proposes to award Ratifications in the following categories:

<u>Schedules Requiring Majority Vote:</u>		
Schedule K: Ratification of Completed Procurement Actions	2	\$581,120
SUBTOTAL:	2	\$581,120

MNR proposes to award Ratifications in the following categories: NONE

MTACC proposes to award Ratifications in the following categories: NONE

TOTAL: 11 \$164,923,396

The contractors noted above and on the following Staff Summary Sheets have been found in all respects responsive and responsible, and are in compliance with State laws and regulations concerning procurements.

BUDGET IMPACT:

The purchases/contracts will result in obligating Long Island Rail Road, Metro-North Railroad and MTA Capital Construction operating and capital funds in the amount listed. Funds are available in the current operating/capital budgets for this purpose.

RECOMMENDATION:

That the purchases/contracts be approved as proposed. (Items are included in the resolution of approval at the beginning of the Procurement Section.)

METROPOLITAN TRANSPORTATION AUTHORITY

WHEREAS, in accordance with Section 1265-a and Section 1209 of the Public Authorities law and the All Agency Procurement Guidelines, the Board authorizes the award of certain non-competitive purchase and public work contracts, and the solicitation and award of request for proposals in regard to purchase and public work contracts; and

WHEREAS, in accordance with the All Agency Procurement Guidelines, the Board authorizes the award of certain non-competitive miscellaneous procurement contracts, and certain change orders to procurement, public work, and miscellaneous procurement contracts; and

WHEREAS, in accordance with Section 2879 of the Public Authorities Law and the All Agency Guidelines for Procurement of Services, the Board authorizes the award of certain service contracts and certain change orders to service contracts.

NOW, the Board resolves as follows:

1. As to each purchase and public work contract set forth in the annexed Schedule A, the Board declares competitive bidding to be impractical or inappropriate for the reasons specified therein and authorizes the execution of each such contract.

2. As to each request for proposals (for purchase and public work contracts) set forth in Schedule B for which it is deemed in the public interest to obtain authorization to solicit competitive proposals through a publicly advertised RFP for the reasons specified therein the Board declares it to be impractical or inappropriate to utilize a procurement process inviting sealed bids with award to the lowest responsive/responsible bidder.

3. As to each request for proposals (for purchase and public work contracts) set forth in Schedule C for which a recommendation is made to award the contract, the Board authorizes the execution of said contract.

4. The Board ratifies each action taken set forth in Schedule D for which ratification is requested.

5. The Board authorizes the execution of each of the following for which Board authorization is required: i) the miscellaneous procurement contracts set forth in Schedule E; ii) the personal service contracts set forth in Schedule F; iii) the miscellaneous service contracts set forth in Schedule G; iv) the modifications to personal/miscellaneous service contracts set forth in Schedule H; v) the contract modifications to purchase and public work contracts set forth in Schedule I; and vi) the modifications to miscellaneous procurement contracts set forth in Schedule J.

6. The Board ratifies each action taken set forth in Schedule K for which ratification is requested.



JUNE 2015

MTA LONG ISLAND RAIL ROAD

LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote

Schedule I: Modifications to Purchase Contracts and Public Work Contracts

(Staff Summaries required for individual change orders greater than \$250K. Approval without Staff Summary required for change orders greater than 15% of the adjusted contract amount which are also at least \$50K)

- | | | | |
|-----------|------------------------------------|---------------------|--------------------------------------|
| 1. | Electro-Motive Diesel, Inc. | \$38,000,000 | <i><u>Staff Summary Attached</u></i> |
| | Contract No. Various | | |

LIRR requests MTA Board approval to exercise a contract option with Electro-Motive Diesel, Inc. (EMD) to extend the period of performance of EMD's contract by an additional two years through December 2017 and increase the funding by \$38,000,000. This modification will permit the continued procurement of additional spare parts and any updates required to operate and maintain LIRR's Diesel Electric/Dual Mode (DE/DM) fleet of 45 diesel locomotives. The additional funding will cover procurements for the balance of the current contract term, which expires in December 2015, and for the two-year option period ending in December 2017.

Schedule I: Modifications to Purchase and Public Works Contracts

Staff Summary



Item Number: 1

Vendor Name (& Location) Electro-Motive Diesel, Inc. (LaGrange, IL)
Description DE/DM-30 Locomotive Parts Agreement
Contract Term (including Options, if any) December 8, 2003 - December 8, 2017 (option 2 of 5 two year extensions)
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-Competitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other:
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:
Requesting Dept/Div & Dept/Div Head Name: Maintenance of Equipment, Daniel Cleary

Contact Number	AWO/Modificaiton #
Various Contracts (BPOs)	
Original Amount:	\$58,000,000
Prior Modifications:	\$24,000,000
Prior Budgetary Increases:	- 0 -
Current Amount:	\$82,000,000
This Request:	\$38,000,000
% of This Request to Current	46%
% of Modifications (including This Request) to Original Amount:	107%

Discussion:

LIRR requests MTA Board approval to exercise a contract option with Electro-Motive Diesel, Inc. (EMD) to extend the period of performance of EMD's contract by an additional two years through December 2017 and increase the funding by \$38,000,000. This modification will permit the continued procurement of additional spare parts and any updates required to operate and maintain LIRR's Diesel Electric/Dual Mode (DE/DM) fleet of 45 diesel locomotives. The additional funding will cover procurements for the balance of the current contract term, which expires in December 2015, and for the two-year option period ending in December 2017.

In December 2003, the MTA Board approved the award of a contract to Electro-Motive Diesel, Inc. (EMD) for a ten (10) year Original Equipment Manufacturer (OEM) spare parts agreement in the amount of \$58,000,000 to enable the LIRR to repair and maintain its fleet of 45 DE/DM diesel locomotives. This agreement established fixed prices for the first year and subsequent price adjustments based on specified Producer Price Indices (PPIs) for each subsequent year. In addition, it included an option for five two-year extensions. In June 2013, The MTA Board approved exercise of the first of these five options, which increased the funding by \$24,000,000, for a new total amount of \$82,000,000. The approval of this request, will exercise the second of those five options, bringing the new total amount to \$120,000,000.

The agreement on parts permits the LIRR to add or delete parts from the original list as needed and as a result, the LIRR has increased the parts list to supply inventory for the Reliability Centered Maintenance (RCM) program and unscheduled repairs. Over the past several years, the LIRR migrated repairs to an RCM cycle to improve fleet performance. Pricing for additions to the parts list is based on a determination of fair and reasonable pricing and most favored customer pricing. These parts can only be provided by EMD, the OEM.

As of this date, LIRR has expended approximately \$79.3M against the \$82.0M amount authorized in the contract. LIRR estimates that an additional \$38.0M will be required to cover the remaining period under the original contract and the two-year option period. This amount includes expenditures under the RCM program which are necessary to replace certain Traction Motors and Engines reaching the end of their useful life. Of the \$38.0M, an estimated \$29.0M is for continued RCM and the remaining \$9.0M is required to purchase OEM material to perform unscheduled maintenance repairs and to replace other miscellaneous parts.

The requirements discussed herein are funded by LIRR's Operating budget.

JUNE 2015

MTA LONG ISLAND RAIL ROAD

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote

Schedule C: Competitive Requests for Proposals (Award of Purchase and Public Work Contracts)
(Staff Summaries required for items requiring Board approval)

- | | | | |
|-----------|---|---------------------------------------|--------------------------------------|
| 2. | Harris Corporation
Competitive RFP
Contract No. 6155 | \$70,688,209
Not-to-Exceed | <i><u>Staff Summary Attached</u></i> |
|-----------|---|---------------------------------------|--------------------------------------|

LIRR, on behalf of Metropolitan Transportation Authority Police Department (MTAPD), requests approval to award a contract to Harris Corporation in the not-to-exceed amount of \$70,688,209 to implement a Design-Build Contract for the Upgrade of the MTAPD Radio System.

Schedule C Competitive Requests for Proposals (Award 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: Dept. of Program Management, Rich Oakley <i>R. Farz w Rich Oakley</i>					
Division Head Signature & Date: <i>6/16/15</i>					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	LI Committee	6.22.15			
2	MTA Board	6.24.15			
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/Gen'l Counsel & Sec'y <i>[Signature]</i>		
4	Sr. VP/Operations <i>[Signature]</i>	1	VP/CFO <i>[Signature]</i>		

SUMMARY INFORMATION	
Vendor Name	Contract Number
Harris Corporation	6155
Description	
Total Amount	
\$70,688,209 "Not to Exceed" (Base, Allowances, + Options)	
Contract Term (Including Options, If any)	
4 Years (Base Work) + 20 Years Maintenance (Options)	
Options(s) Included in Total Amount:	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Renewal?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Procurement Type	
<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-Competitive	
Solicitation Type	
<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source	
<input checked="" type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

Narrative

I. PURPOSE/RECOMMENDATION:

LIRR, on behalf of Metropolitan Transportation Authority Police Department (MTAPD), requests approval to award a contract to Harris Corporation in the not-to-exceed amount of \$70,688,209 to implement a Design-Build Contract for the Upgrade of the MTAPD Radio System.

II. DISCUSSION:

The MTAPD is the police agency of New York's Metropolitan Transportation Authority (MTA). Officers of the MTAPD are fully empowered under the New York State Criminal Procedure Laws and are commissioned in the state of Connecticut. Its jurisdiction extends across fourteen counties in two states, covers approximately 5,000 square miles, including New York City, Long Island, southeastern New York State and southern Connecticut, serves a population of 14.4 million people, and ensures the safety and well-being of over 169 million MTA riders each year. As part of daily operations, MTAPD police officers require the use of a two-way radio system as the primary method of receiving dispatch orders, reporting information back to headquarters, and to call for emergency aid and assistance. This project provides for the upgrade and enhancement of the MTAPD radio system and associated infrastructure through strategic partnerships with local and state agencies, as well as the installation of contemporary equipment and technologies throughout the 14 counties served by the MTAPD. This project was solicited as a design-build contract under which the vendor will complete an existing 30% design (from a different vendor) and construct the system in the field at 69 sites. The solicitation included Base Work and Options (including system maintenance for 20 years).

This RFP was advertised in the New York State Contract Reporter, N.Y. Post, and the MTA webpage on March 6, 2014, and in addition 10 firms deemed capable of performing this work were sent notifications of the solicitation. Technical and cost (base work plus all options) proposals were submitted by two firms: Harris Corporation (\$72,442,457) and Motorola (\$79,898,470). The firms were invited to give oral presentations, after which a Technical Evaluation

Staff Summary



Committee (which included a member of the MTA PD) convened and technically evaluated the firms based on: Technical Proposal; Proposed Staff Technical Expertise; and Proposer's Experience. Harris and Motorola were evaluated as equally able to perform the work of this contract. Both firms were asked for "Best and Final Offers" based on clarifications and additions to the scope of work. Both firms responded: Harris proposed \$63,431,699 (including \$37,745,000 for Base Work); Motorola proposed \$80,576,169 (including \$39,921,931 for Base Work). The firms were technically re-evaluated by the TEC based on BAFO technical submissions and the technical evaluation did not change. The proposers being deemed technically comparable, the TEC advised negotiating with Harris due to the significant discrepancy in the overall pricing.

After technical discussions and clarifications with Harris, LIRR and MTA PD requested some additional elements in the proposal to enhance system performance, address constructability issues, and augment maintenance coverage. These additional elements increased Harris' price to \$70,688,209 which includes a fixed lump-sum amount of \$36.2 million, as well as \$9.56 million in allowance items (for both base work and options) to be issued if and only if the needs arise, and fixed-price options of nearly \$25 million for maintenance at 69 sites in 14 regional counties over 20 years. The final "not to exceed" amount is fair and reasonable, and is \$9.9 million less than Motorola's BAFO. Harris' responsibility has been reviewed and the firm has been found to be a responsible vendor.

III. D/M/WBE INFORMATION:

The Department of Diversity and Civil Rights has assigned this contract a 7.75% MBE and 7.75% WBE goal, which Harris has agreed to meet. Harris Corporation has not completed any MTA contracts; therefore, no assessment of the firm's MWDBE goal performance can be determined at this time.

IV. IMPACT ON FUNDING:

This non-federally-funded project is funded in the 2010 – 2014 Capital Program as project PN-16. "Maintenance" options will be operationally-funded. The project is expected to yield operational efficiencies by reducing the number of two-person patrols. The MTAPD has committed to a \$2.4 million reduction in annual operating expenses.

V. ALTERNATIVES:

LIRR does not have the ability to design, furnish and install this work. Hence, the only alternative to retaining a third-party vendor is to not undertake the work. This is not a viable alternative to this public safety project.

VI. FUTURE TASKS:

Work of a similar nature will be solicited by "Request for Proposal" for Penn Station & Atlantic Terminal in the next few months. Recommendation for award of contract will be brought to the MTA Board for approval at the end of that solicitation.

JUNE 2015

MTA LONG ISLAND RAIL ROAD

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. **East Coast Railroad Services, Inc.** **\$527,586** *Staff Summary Attached*
Contract No. 1038 **Not-to-Exceed**

LIRR requests MTA Board ratification of an Emergency, competitively bid, Miscellaneous Service contract in the not-to-exceed (NTE) amount of \$527,586 to East Coast Railroad Services, LLC. (East Coast), for the lawful disposal of creosote coated railroad ties, tie stubs, wooden third rail protection boards, telephone poles and cable reels located in rail yards throughout Nassau, Suffolk and Queens counties. The period of performance for the work to be performed is from April 17, 2015 through October 17, 2015, and includes six, one-month options for continued service to accommodate the Engineering Department's spring track program.

4. **KoneCranes Inc.** **\$53,534** *Staff Summary Attached*
Contract No. 4000066003

Pursuant to an Emergency Declaration, LIRR requests MTA Board ratification of an award to KoneCranes, Inc. in the amount of \$53,534 for the repair of stress cracks on an overhead crane at LIRR's Hillside Maintenance Complex.

LIRR declared an emergency upon discovery of stress cracks identified during a routine inspection of the overhead 15 ton Bridge Crane (equipment ID# CCO-1) located at the Hillside Maintenance Complex. This situation required immediate action that could not await competitive bidding and, in fact, had to be repaired by the certified Original Equipment Manufacturer (OEM), KoneCranes (formerly Landel). Further propagation of the cracks could have led to catastrophic structural failure of the overhead crane with the possibility of the entire structure falling to the ground. Since the crane required detailed structural repairs that required analysis of the unit's original proprietary drawings and design, the OEM was the only source for this information. Furthermore, due to the safety-sensitive nature of the overhead cranes as well as liability, any structural repairs or modifications had to be performed by the OEM. The OEM has since certified the crane, upon completion of all necessary repairs.

Schedule K: Ratification of Completed Procurement Actions (Involving Schedules E-J)

Staff Summary



Item Number: 3

Vendor Name (& Location) East Coast Railroad Services, LLC. 42 Argenio Drive New Windsor, N.Y. 12553
Description Lawful removal & disposal of creosote coated wooden railroad ties, scrap ties, 3rd rail protection boards.
Contract Term (including Options, if any) 4/17/2015 through 10/17/2015 (with 6, one-month options)
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 type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other:
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:
Requesting Dept/Div & Dept/Div Head Name: Glen Greenberg – Asst. CE-Maint Of Way

Contact Number	AWO/Modificaiton #
04000...1038	
Original Amount:	\$527,586-NTE
Prior Modifications:	\$00.00
Prior Budgetary Increases:	\$00.00
Current Amount:	\$527,586-NTE
This Request:	\$527,586-NTE
% of This Request to Current	0%
% of Modifications (including This Request) to Original Amount:	0%

Discussion:

LIRR requests MTA Board ratification of an Emergency, competitively bid, Miscellaneous Service contract in the not-to-exceed (NTE) amount of \$527,586 to East Coast Railroad Services, LLC. (East Coast), for the lawful disposal of creosote coated railroad ties, tie stubs, wooden third rail protection boards, telephone poles and cable reels located in rail yards throughout Nassau, Suffolk and Queens counties. The period of performance for the work to be performed is from April 17, 2015 through October 17, 2015, and includes six, one-month options for continued service to accommodate the Engineering Department's spring track program.

This contract was issued pursuant to a Declaration of Emergency (DOER) dated 9/19/2014, prompted by default of LIRR's current service provider, (Ecology Sanitation Corp.), for non-compliance with contract requirements. The LIRR required an interim contract for services while MNR finalizes its five-year follow-on solicitation for a joint procurement to include LIRR's future needs. These materials have been accumulating along the LIRR's Right of Way, posing a safety hazard; therefore LIRR could not await formal competitive bidding in order to secure their removal.

Previously, the LIRR participated in MNR's joint agency solicitation, resulting in the MTA's May 2010 Board approval of two separate, five-year contracts based on their geographic locations: Ecology Sanitation Corp. for the LIRR and East Coast for MNR. The LIRR at first attempted to ride MNR's contract with East Coast for these interim services, however East Coast could not honor the MNR prices in light of LIRR's geographic locations which required increased backhauling, tipping, trucking, storage and disposal fees, fuel, driver time and tolls.

The LIRR subsequently issued a Request for Expression of Interest (RFEI) to survey the market in an effort to seek more favorable pricing. The RFEI was advertised on the MTA Website, in the NYS Contract Reporter, in the NY Post, and notice was given to known M/W/DBE vendors on 12/24/2014. Fifteen contractors responded to the RFEI, none of whom were M/W/DBE certified. All 15 contractors were subsequently solicited through an informal bid process. Six bids were received and opened on 3/23/2015. Bids ranged from \$527,586 to \$2,038,408. East Coast was the low bidder at \$527,586, which was \$471,889 or 47% lower than the second lowest bidder, Thomas Novelli Contracting (\$999,475). Based on the competitive bids received, East Coast's bid price is deemed fair and reasonable. The LIRR reviewed East Coast's references and qualifications and deems them acceptable. All appropriate due diligence has been performed revealing no significant adverse information. Accordingly, East Coast is deemed the lowest responsive and responsible bidder. This contract will be funded through a combination of Federal (80%) and Operating (20%) funds, depending on the project associated with the materials to be removed, at a total not-to-exceed cost of \$527,586. DDCR waived the M/W/DBE goals.

Schedule K: Ratification of Completed Procurement Actions (Involving Schedules E-J)

Staff Summary



Long Island Rail Road

Item Number: 4

Vendor Name (& Location) KoneCranes Inc.
Description Repair of stress cracks on Overhead Crane
Contract Term (including Options, if any) N/A
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-Competitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other:

Contact Number 4000066003	Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Total Amount: \$ 53,534	
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Maintenance of Equipment – D. Cleary	
Contract Manager : Carl Cipriano/Robert Vandermark	

Discussion:

Pursuant to an Emergency Declaration, LIRR requests MTA Board ratification of an award to KoneCranes, Inc. in the amount of \$53,534 for the repair of stress cracks on an overhead crane at LIRR's Hillside Maintenance Complex.

LIRR declared an emergency upon discovery of stress cracks identified during a routine inspection of the overhead 15 ton Bridge Crane (equipment ID# CCO-1) located at the Hillside Maintenance Complex. This situation required immediate action that could not await competitive bidding and, in fact, had to be repaired by the certified Original Equipment Manufacturer (OEM), KoneCranes (formerly Landel). Further propagation of the cracks could have led to catastrophic structural failure of the overhead crane with the possibility of the entire structure falling to the ground. Since the crane required detailed structural repairs that required analysis of the unit's original proprietary drawings and design, the OEM was the only source for this information. Furthermore, due to the safety-sensitive nature of the overhead cranes as well as liability, any structural repairs or modifications had to be performed by the OEM. The OEM has since certified the crane, upon completion of all necessary repairs.

Scope of work and schedule was reviewed and approved by Plant Equipment Engineering. Proposed pricing is in line with New York State Prevailing Wages and GSA per diem rates. Base on the aforementioned, pricing is deemed to be fair and reasonable.

This contract will be funded through LIRR's Operating Budget. It is recommended that the MTA Board ratify the award to KoneCranes Inc. in the amount of \$53,534 for the overhead crane repair and certification services provided.

JUNE 2015

METRO-NORTH RAILROAD

LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Schedules Requiring Majority Vote:

G. Miscellaneous Service Contracts

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

1. Kato Engineering, Inc. \$45,857

Repair & Return of BL20 Locomotive Alternator

Approval is requested to award a non-competitive one-time miscellaneous service contract with Kato Engineering Inc., for the repair and return of a BL20 locomotive alternator. The repairs are necessary to return a locomotive to a state-of-good-repair. Kato Engineering is the Original Equipment Manufacturer (OEM) and the sole authorized maintainer of this alternator.

MNR has complied with the MTA All-Agency Procurement Guidelines and with PAL§1265-a (3) regarding the posting of advertisements in order to identify potential alternate suppliers. In addition to the advertisement, direct outreach by the MNR Procurement Department was performed and no alternate suppliers have been identified.

The total cost of this procurement is \$45,857 and its costs are deemed fair and reasonable for the level of service required. The procurement is to be funded by the MNR Operating Budget.

**2. New York State Industries for the Disabled \$1,594,778 (not-to-exceed) Staff Summary Attached
Janitorial Services Agreements for Various Metro-North Facilities & Station**

Approval is requested to award three year miscellaneous service agreements to the New York State Industries for the Disabled (NYSID) to provide comprehensive janitorial services at each of the following MNR facilities and station: Beacon, Croton-Harmon (Buildings 1 and 33), Poughkeepsie, North White Plains, Mott Haven and Campbell Hall facilities and Yankees E. 153rd St. Station. NYSID is a preferred source under section 162 of the New York State Finance Law.

NYSID's combined proposal for the above eight locations is \$1,594,778 and was reviewed by MNR Procurement to ensure that the proposed manpower and rates were adequate and correct to support the level of required cleaning services for each location. The three year cost for the above referenced MNR locations is all-inclusive of labor, cleaning supplies & equipment and waste removal/recycling services.

NYSID's pricing has been approved by New York State Office of General Services. Additionally, a market survey of costs in the cleaning industry was conducted and NYSID's costs are within prevailing market rates. This procurement is to be funded by the MNR Operating Budget.

Staff Summary

Item Number G					
Dept. & Dept. Head Name: Procurement & Material Management, Alfred Muir, Sr. Director					
Division & Division Head Name: Executive Vice President, Catherine Rinaldi					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	MNR Comm. Mtg.	6-22-15	X		
2	MTA Board Mtg.	6-24-15	X		
Internal Approvals					
Order	Approval	Order	Approval		
X	President	X	Sr. V.P. Operations		
X	V.P. Engineering	X	V.P. Finance & IT		
X	VP & General Counsel		Capital Programs		

SUMMARY INFORMATION	
Vendor Name NYSID New York State Industries for the Disabled	Contract Number MNR55555
Description Janitorial Services – Beacon, Poughkeepsie, Croton-Harmon, NWP, Yankee Stadium Station, Mott Haven & Campbell Hall Facility	
Total Amount \$1,594,778 (not-to-exceed)	
Contract Term (including Options, if any) Three years	
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 type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: NYS Preferred Source	
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

Narrative

I. PURPOSE/RECOMMENDATION:

Approval is requested to award three year miscellaneous service agreements in the total not-to-exceed amount of \$1,594,778 to the New York State Industries for the Disabled ("NYSID") member agencies to provide comprehensive janitorial services at each of the following MNR facilities and station: Beacon, Croton-Harmon Buildings #1 and #33, Poughkeepsie, North White Plains, Mott Haven and Campbell Hall facilities and Yankees E. 153rd St. Station. NYSID is a preferred source under section 162 of the New York State Finance Law.

II. DISCUSSION:

In accordance with Section 162 of the New York State Finance Law, 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 contract award to a preferred source provider such as NYSID is exempt from New York State statutory competitive procurement requirements provided, (i) it is capable of providing the service in the form, function and utility required and (ii) the price offered is as close to the prevailing market prices as is practicable.

The three year cost for the above referenced MNR locations is all-inclusive of labor, cleaning supplies & equipment and waste removal/recycling services. Additionally, floor stripping, waxing and cleaning of conference rooms, locker rooms, foyers, reception areas and restrooms is also included. NYSID has been providing janitorial services utilizing Member Agencies AHRC, NYC Chapter, NYS ARC, Jawonio, Inc., Occupations, Inc. and Westchester County ARC for MNR since 1997.

III. COST/PRICE ANALYSIS

NYSID's combined proposal for the above eight locations is \$1,594,778 and was reviewed by MNR Procurement to ensure that the proposed manpower and rates were adequate and correct to support the level of required cleaning services for each location. A market survey of costs in the cleaning industry was conducted and NYSID's costs are within prevailing market rates. Pricing includes labor, water supply for power washing equipment, waste removal and recycling, cleaning supplies

Staff Summary

and equipment, and is based on the New York State Department of Labor prevailing wage schedule. NYSID's pricing has been approved by New York State Office of General Services. Pricing shall remain firm for the three year period and costs are deemed fair and reasonable.

Listed below is NYSID's all-inclusive cost/price submittal for each location:

Beacon	\$62,404
Croton-Harmon/Bldg. #1	\$51,884
Croton-Harmon/Bldg. #33	\$51,884
Poughkeepsie	\$132,791
North White Plains	\$213,902
Yankees E. 153 rd St. Station	\$904,980
Mott Haven	\$102,317
Campbell Hall Facility	\$74,616
Total not-to-exceed	<u>\$1,594,778</u>

III. IMPACT ON FUNDING:

The total award amount for the six agreements shall not exceed \$1,594,778 over the three year period. Funding is to be provided by the MNR Operating Budget.

IV. ALTERNATIVES:

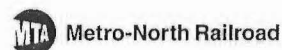
There are no recommended alternatives. MNR does not have the resources to perform these services in-house.

pricing is inclusive of all equipment, labor and supervision. Loram forces will work under the supervision and direction of the each Railroad's track supervisors along their right-of-way.

In accordance with MTA procurement guidelines, an advertisement for the subject service was placed in the New York State Contract Reporter, New York Post, El Diario, Daily Challenge, and posted on the MNR website. Six vendors were provided the solicitation and one bid was received from Loram. The award amount is based upon a unit cost that has been applied to the Railroad's estimated hours of rail grinding. Loram has certified that all the participating MTA Agencies are receiving its "Most Favored Customer" pricing for these service. Due to priority track work being accomplished during this time period and the resulting reduction in track availability, MNR has estimated that it will require fewer rail grinding services than LIRR.

The total award of this contract is not-to-exceed \$5,880,000 and will be funded by each Railroad's Operating Budget.

Schedule G: Miscellaneous Service Contracts



Item Number: G

Vendor Name (& Location) Loram Maintenance of Way, Inc. (Hamel, MN)
Description Rail Grinding Services
Contract Term (including Options, if any) Three Years
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 type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Competitive Negotiation

Contract Number 01-559	AWO/Modification #
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Total Amount: \$5,880,000	\$960,000 MNR \$4,920,000 LIRR
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	

Discussion:

Approval is requested, by Metro North Railroad (MNR) and Long Island Rail Road (LIRR) to award a three year competitively solicited, miscellaneous service contract (RFQ process, one bid received) to Loram Maintenance of Way, Inc. to provide self-propelled rail grinding machine services (equipment and personnel) at various points along the Railroads' rights-of-way. Rail grinding is an on-going program that reduces rail wear, extends the surfacing cycles, lowers fuel/power consumption and reduces the number of broken rails. Loram's pricing is inclusive of all equipment, labor and supervision. Loram forces will work under the supervision and direction of each Railroad's track supervisors along their right-of-way.

Loram's rates are fixed for all work to be completed in 2015. These fixed rates include the furnishing of all necessary equipment, labor (operators, etc.), consumables (oil, etc.), materials, tools, permits and maintenance of equipment for the duration of the contract. All rates beginning January 1, 2016, will be adjusted annually based upon the Consumer Price Index – All Urban Consumers (CPI-U).

An advertisement for the required services was placed in the New York State Contract Reporter, the New York Post, El Diario and the Daily Challenge and was posted on the MNR website. Six vendors were provided the solicitation and one bid was received from Loram. The award amount is based upon a unit cost that has been applied to the Railroads estimated hours of rail grinding. Loram has certified that the Railroads are receiving its "Most Favored Customer" pricing for these services. Due to priority track work being accomplished during this time period and the resulting reduction in track availability, MNR has estimated that it will require fewer rail grinding services than LIRR.

This negotiated three year public works contract to provide rail grinding services shall be awarded in the not-to-exceed amount of \$5,880,000 (MNR \$960,000 and LIRR \$4,920,000) and is to be funded by each Railroad's Operating Budget.

JUNE 2015

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

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

- | | | | |
|----|--|---------------------|--------------------------------------|
| 1. | URS Corporation- New York
Transportation Group, JV
Contract No. 98-0040-01R
Modification No. 34 | \$27,000,000 | <u>Staff Summary Attached</u> |
|----|--|---------------------|--------------------------------------|

In accordance with Article XIII of the MTA All-Agency Guidelines for the Procurement of Services, MTACC seeks Board approval of a modification to the Contract to extend the Contract through December 2015 and to increase the Contract amount sufficient to continue services during this extended period.

- | | | | |
|----|---|---------------------|--------------------------------------|
| 2. | Jacobs/LiRo Joint Venture
Contract No. PS819
Modification No. 13 | \$ 9,059,917 | <u>Staff Summary Attached</u> |
|----|---|---------------------|--------------------------------------|

In accordance with Article XIII of the MTA All-Agency Guidelines for the Procurement of Services, MTACC seeks Board approval of a modification to the Contract to extend the Contract through December 2015 and to increase the Contract amount sufficient to continue services during this extended period.

- | | | | |
|----|---|---------------------|--------------------------------------|
| 3. | Parsons Brinckerhoff/STV/Parsons
Transportation Group, JV
Contract No. 98-0040-01R
Modification No. 95 | \$11,880,000 | <u>Staff Summary Attached</u> |
|----|---|---------------------|--------------------------------------|

In accordance with Article XIII of the MTA All-Agency Guidelines for the Procurement of Services, MTACC seeks Board approval of a modification to the Contract to increase the Contract amount allocated to Construction Phase Services (CPS) to allow the Consultant to continue to provide CPS through December 2015.

Item Number:1

Page | 1 of 2

Vendor Name (& Location) URS Corporation – New York (New York, NY)	Contract Number 98-0001-01	AWO/Modification # 34
Description Program Management Consultant Services	Original Contract Award Amount: \$ 28,556,770 Original Board Approved Option Amount: \$ 135,535,230 Original Board Approved Contract Amount: \$ 164,092,000	
Contract Term (including Options, if any) October 5, 1998 – June 30, 2015	Prior Modifications: \$ 421,250,601	
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Prior Budgetary Increases: \$ -0-	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	Current Amount: \$ 585,342,601	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other: Modification	This Request \$ 27,000,000	
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: 4.6%	
Requesting Dept/Div & Dept/Div Head Name: East Side Access, W. Goodrich	% of Modifications (including this Request) to Original Board Approved Amount: 273.1%	

Discussion:

The work under this Contract includes program and construction management services along with general conditions work for the East Side Access (“ESA”) Project and in support of other MTACC projects. In accordance with Article XIII of the MTA All-Agency Guidelines for the Procurement of Services, Board approval is requested to extend the Contract through December 2015 and to increase the Contract amount sufficient to continue services during this extended period.

On July 29, 1998, the MTA Board approved a personal services contract with Bechtel/URS Joint Venture (the Contract has since been assigned solely to URS) to provide program management services for the East Side Access Project (“ESA”) in the amount of \$164,092,000. The Contract initially was awarded at a cost not-to-exceed \$28,556,770 for preliminary engineering for Phase I. MTACC included several options in the Contract to exercise upon the approval of the Environmental Impact Statement and an executed Full Funding Grant Agreement between the MTA and the FTA. The options provided for program management services for Phase II: Detailed Design; Phase III: Construction; and Phase IV: Start-up, Testing & Closeout along with Construction Management services and general conditions work.

MTACC has historically requested Board approval for these Modifications in one or two year increments. In October 2000, the MTA Board approved a modification (an increase of which extended the preliminary engineering phase, exercised the options for program management services for Phase II – IV and extended the overall term under this Contract to December 31, 2011) and increased the Board approved amount from \$164,092,000 to a cost not-to-exceed \$207,074,000. In February 2002, the Board approved the exercise of the remaining options under the Contract for construction management services (\$120,693,000) and general conditions work (\$50,100,000) along with establishing a 15% contingency in the amount of \$18,104,000 totaling an amount not-to-exceed of \$395,971,000.

Since 2008, there have been several changes to the ESA project that have and will impact the contract scope, value and duration. To accommodate these changes, MTACC has revised the Project's construction sequencing and extended the construction end date. Additional construction contracts were added and as a result the URS scope expanded to include some of these construction contracts and other specialized task order work. This extended the duration of the project, added additional labor, overhead and associated escalation costs.

The URS contract provides essential services for the ESA Project and MTACC's other projects. ESA currently has active construction contracts valued over \$3B and plans to award an additional \$2B of construction contracts over the next year. Many of these contracts have work performed in multiple shifts, and in some cases, periods of operation are six days per week.

URS supplements the 20 MTACC employees dedicated full time to the project by providing program management services including; design management, procurement and contract administration and project controls including; cost and schedule control, systems integration, operational readiness and office administration. URS also provides the construction management staff that serve as the authorized representative for designated third party contracts. URS also provides project-wide services in support of safety, quality, code compliance, environmental testing and third party coordination. URS provides general conditions services which include construction support typically provided by contractors, such as site access control and security, provision of work trains to support contractor needs, geotechnical instrumentation, and survey work. These services are combined under this contract for better control and efficiency reasons given the number of contractors occupying the same or adjoining work sites simultaneously and sequentially. URS also maintains key contracts which include rental of a warehouse and contracts to maintain the information network (switches, servers, etc.) from the central office to each site, copiers, software licenses, etc.

URS also provides program and construction management services for MTACC HQ and other MTACC projects under this Contract. These services include the provision of key personnel to supplement MTACC staff in the areas of project cost estimating, scheduling, risk, quality, safety, community relations, contract compliance, and claims analysis. Funding for non-ESA work comes from MTACC's administrative budget or from the MTACC project receiving the service.

MTACC evaluated the benefits and impacts of re-soliciting this Contract in 2014 and reported to the Finance Committee in March 2014 its conclusion that re-soliciting this contract would be too disruptive to the continuity of the project. Although MTACC continues to evaluate the option of re-solicitation, its determination has not changed. The re-solicitation of this contract would result in the loss of key seasoned team members and key contracts and require a costly extensive transition period.

Currently, MTACC is seeking a contract extension through December 2015 for which funding is available in the 2010 – 2014 Capital Program. MTACC intends to return to the Board for a further extension when additional funds become available.

The MTA's estimate of the cost to continue services through December 2015 is \$30M while the Consultant proposed \$31M. Negotiations were held and the parties agreed to a not-to-exceed cost of \$27,000,000 which is considered to be fair and reasonable and reflects the Contractor's agreement to hold rates and fees at their current levels for the duration of the Contract term. The breakdown of these funds is the following: \$6,451,892 for Project Management services; \$14,888,563 for Construction Management and; \$5,659,545 for General Conditions.

Item Number: 2

Vendor Name (& Location) Jacobs/LiRo Joint Venture (New York, NY)	
Description Consultant Construction Management Services for the East Side Access Project	
Contract Term (including Options, if any) 89 Months	
Option(s) included in Total Amount?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
Procurement Type	<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
Solicitation Type	<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input 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	

Contract Number	AWO/Modification #
PS819	13
Original Contract Amount:	
	\$ 74,550,734
Prior Modifications:	
	\$ 24,407,919
Prior Unallocated Board Approved Budgetary Increases:	
	\$ -0-
Current Amount:	
	\$ 98,958,653
This Request	
	\$ 9,059,317
% of This Request to Current Amount:	
	9.2 %
% of Modifications (including this Request) to Original Amount:	
	44.9 %

Discussion:

This Contract is for consultant construction management services for the East Side Access Project. In accordance with Article XIII of the MTA All-Agency Guidelines for the Procurement of Services, Board approval is requested to extend the Contract through December 2015 and to increase the Contract amount sufficient to continue services during this extended period.

This competitively negotiated and Board approved Contract was awarded to the Jacobs/E&K/LiRo Joint Venture (now known as Jacobs/LiRo Joint Venture) on January 24, 2008 for \$75M and an 84-month duration. The scope of work includes construction management services for third party and force account contracts and equipment and material procurements. The services include, among other things, acting as the MTA's Authorized Representative on a discrete number of third party contracts; overseeing and inspecting construction work; inspecting worksites for safety and quality requirements; managing the project schedule and budget; monitoring and coordinating shop drawings and requests for information; conducting progress meetings; reviewing and processing change orders; processing payments; reviewing claims; assisting in securing necessary permits; and overseeing systems installation and testing.

Since 2008, there have been several changes to the ESA project that have and will impact the contract scope, value and duration. The Project's construction sequencing has been revised and the construction end date has been extended. Additional construction contracts have been added as a result of the re-sequencing of construction work. The scope and duration of this Contract has been expanded to include some of these additional construction contracts and other specialized task order work.

Currently, MTACC is seeking a contract extension through December 2015 for which funding is available in the 2010 – 2014 Capital Program. MTACC intends to return to the Board for a further extension when additional funds become available.

The in-house estimate to continue services through December 2015 is \$9.5M. The Consultant proposed \$11.9M. Negotiations were held and the parties agreed to a not-to-exceed cost of \$9,059,917 which is considered to be fair and reasonable.

Item Number: 3

Vendor Name (& Location) Parsons Brinckerhoff/STV/Parsons Transportation Group, JV (NY)	
Description East Side Access General Engineering Consultant Services	
Contract Term (including Options, if any) March 2016	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input 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	

Contract Number	AWO/Modification #
98-0040-01R	95
Original Amount:	
\$ 140,000,000	
Prior Modifications:	
\$ 263,832,327	
Prior Budgetary Increases:	
\$ -0-	
Current Amount:	
\$ 403,832,327	
This Request	
\$ 11,880,000	
% of This Request to Current Amount:	
2.9%	
% of Modifications (including this Request) to Original Amount:	
197%	

Discussion:

This Contract is for engineering, design and construction phase services for the LIRR East Side Access (ESA) project. In accordance with Article XIII of the MTA All-Agency Guidelines for the Procurement of Services, Board approval is requested to modify the Contract to increase the Contract amount allocated to Construction Phase Services (CPS) to allow the Consultant to continue to provide CPS through December 2015.

In March 2014, the Board approved a Modification which included an increase in the CPS budget in the amount of \$18,890,316 to allow CPS to continue through June 2015. The Board was advised at that time that MTACC would come back in 2015 for additional funding for CPS for the second half of 2015.

By way of background, CPS is provided on a cost-plus-fixed-fee, level-of-effort, not-to-exceed basis. CPS are provided in support of third party or force account construction contracts/packages during construction and may include review of contractor's submissions, shop drawings and requests for information; site inspections; resolution of technical issues; preparation of supplementary drawings; and preparation of record drawings for force account packages.

At Contract inception in August 2004, the contract budget for CPS was \$20,000,000. As the construction program progressed, the amount allocated to CPS was reviewed, new CPS estimates were prepared, and the contract budget for CPS was increased accordingly. Based on the most recent Integrated Program Schedule, which includes longer construction duration and a revised contract packaging plan involving more contract packages, the current CPS estimate through program completion is \$167,219,102. By this modification, MTACC is requesting an increase to the contract budget for CPS in the amount of \$11,880,000, from \$109,597,751 to \$121,477,751 to fund CPS through December 2015. These funds will be allocated on an as-needed basis. MTACC intends to return to the Board for additional funding for CPS for 2016 and beyond when additional funds become available.



LONG ISLAND RAIL ROAD

A graphic featuring a grid of dotted lines. A large, bold, black text "MONTHLY OPERATING REPORT" is centered within the grid. The text has a slight shadow effect. The grid lines are dotted and intersect to form a series of squares.

MONTHLY OPERATING REPORT

May 2015

Patrick Nowakowski
President

06/22/15 *****

Performance Summary			2015 Data			2014 Data	
			Annual	YTD thru		YTD thru	
			Goal	May	May	May	May
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	System	Overall	94.0%	92.9%	90.9%	91.3%	91.2%
		AM Peak		93.7%	87.4%	91.9%	89.5%
		PM Peak		87.9%	85.8%	84.0%	85.0%
		Total Peak		90.9%	86.6%	88.1%	87.3%
		Off Peak Weekday		93.3%	91.2%	91.3%	91.3%
		Weekend		94.0%	95.2%	94.8%	95.4%
	Babylon Branch	Overall	93.9%	92.6%	90.7%	90.6%	90.4%
		AM Peak		94.8%	87.6%	94.1%	91.3%
		PM Peak		86.5%	85.6%	81.4%	79.8%
		Total Peak		90.9%	86.7%	88.1%	86.0%
		Off Peak Weekday		92.7%	91.3%	90.3%	91.2%
		Weekend		94.7%	95.5%	95.0%	95.4%
	Far Rockaway Branch	Overall	96.6%	95.7%	95.2%	95.7%	95.4%
		AM Peak		93.2%	88.4%	93.1%	89.9%
		PM Peak		92.8%	93.7%	92.1%	92.5%
		Total Peak		93.0%	90.8%	92.6%	91.1%
		Off Peak Weekday		96.2%	96.0%	96.0%	96.0%
		Weekend		97.0%	97.6%	98.0%	98.3%
	Huntington Branch	Overall	92.5%	91.1%	88.2%	88.6%	88.1%
		AM Peak		94.0%	85.4%	91.8%	89.3%
		PM Peak		86.8%	82.4%	79.3%	80.4%
		Total Peak		90.5%	84.0%	85.7%	85.0%
		Off Peak Weekday		88.4%	86.1%	85.5%	86.0%
		Weekend		94.8%	94.3%	94.6%	93.3%
	Hempstead Branch	Overall	96.5%	96.2%	94.7%	94.9%	94.0%
		AM Peak		96.0%	93.2%	96.2%	92.9%
		PM Peak		92.8%	90.2%	85.2%	88.3%
		Total Peak		94.5%	91.8%	91.0%	90.8%
		Off Peak Weekday		97.3%	95.2%	95.5%	94.3%
		Weekend		95.8%	96.4%	97.4%	96.4%
	Long Beach Branch	Overall	95.9%	95.0%	92.8%	91.6%	93.0%
		AM Peak		91.7%	88.6%	92.5%	91.8%
		PM Peak		91.8%	88.9%	87.5%	89.4%
		Total Peak		91.7%	88.8%	90.1%	90.6%
		Off Peak Weekday		95.5%	92.9%	89.5%	91.9%
		Weekend		97.5%	97.0%	97.2%	97.9%
	Montauk Branch	Overall	90.8%	90.4%	89.3%	88.4%	89.8%
		AM Peak		91.9%	86.6%	91.1%	86.5%
		PM Peak		88.0%	86.2%	83.4%	85.7%
		Total Peak		89.9%	86.4%	87.2%	86.1%
		Off Peak Weekday		95.1%	90.2%	90.1%	90.8%
		Weekend		83.3%	90.7%	86.3%	91.6%
	Oyster Bay Branch	Overall	94.1%	94.7%	92.3%	92.3%	91.3%
		AM Peak		95.7%	91.6%	91.2%	90.2%
		PM Peak		86.7%	82.8%	84.9%	82.4%
		Total Peak		91.5%	87.6%	88.3%	86.6%
		Off Peak Weekday		95.5%	93.2%	93.3%	92.8%
		Weekend		96.7%	96.7%	99.0%	94.9%

Performance Summary		2015 Data			2014 Data	
		Annual	YTD thru		YTD thru	
		Goal	May	May	May	May
Port Jefferson Branch	Overall	90.9%	92.5%	86.7%	88.3%	85.3%
	AM Peak		93.8%	83.2%	88.7%	82.4%
	PM Peak		86.4%	83.8%	80.3%	80.3%
	Total Peak		90.3%	83.5%	84.8%	81.4%
	Off Peak Weekday		91.3%	84.2%	85.7%	82.5%
	Weekend		97.5%	95.6%	96.8%	95.1%
Port Washington Branch	Overall	95.3%	89.4%	90.9%	91.7%	93.3%
	AM Peak		92.8%	89.1%	89.4%	89.9%
	PM Peak		81.3%	81.0%	81.5%	85.8%
	Total Peak		86.9%	84.9%	85.3%	87.8%
	Off Peak Weekday		89.9%	91.1%	92.0%	93.5%
	Weekend		91.0%	96.5%	97.6%	98.5%
Ronkonkoma Branch	Overall	91.6%	93.1%	87.6%	90.3%	88.8%
	AM Peak		92.8%	81.5%	88.4%	85.0%
	PM Peak		92.2%	86.7%	89.0%	89.0%
	Total Peak		92.5%	83.9%	88.7%	86.9%
	Off Peak Weekday		93.6%	88.7%	92.2%	88.9%
	Weekend		92.9%	90.4%	88.5%	91.4%
West Hempstead Branch	Overall	95.8%	95.5%	94.9%	94.0%	94.5%
	AM Peak		93.0%	92.6%	95.2%	94.7%
	PM Peak		88.3%	88.4%	87.3%	88.9%
	Total Peak		90.5%	90.3%	90.9%	91.5%
	Off Peak Weekday		97.4%	96.5%	96.0%	96.2%
	Weekend		97.5%	97.5%	80.0%	87.0%
Operating Statistics		Trains Scheduled	20,635	101,014	20,703	100,611
Avg. Delay per Late Train (min) excluding trains canceled or terminated			-11.4	-13.1	-11.9	-12.1
Trains Over 15 min. Late excluding trains canceled or terminated			181	1,148	333	1,571
Trains Canceled			79	697	64	434
Trains Terminated			59	329	37	296
Percent of Scheduled Trips Completed			99.3%	99.0%	99.5%	99.3%
Consist Compliance (Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)						
		AM Peak	99.2%			
		PM Peak	98.7%			
		Total Peak	99.0%			

Categories Of Delay		April	2015 Data		2014 Data		YTD 2014 Vs 2015
			May	YTD Thru May	May	YTD Thru May	
Late Train Incidents	National Rail Passenger Corp	80	95	843	80	681	162
	Capital Programs	18	14	45	33	209	(164)
	Engineering	63	214	797	275	1,031	(234)
	Penn Station Central Control	44	45	135	10	101	34
	Maintenance of Equipment	69	161	672	200	773	(101)
	* Other / Miscellaneous	211	154	1,754	337	1,057	697
	**Public	634	594	2,482	714	2,671	(189)
	Transportation	22	114	253	47	189	64
	Vandalism	12	9	89	6	70	19
	Weather and Environmental	32	25	1,910	42	1,846	64
	Maintenance of Way (Sched.)	58	43	190	62	272	(82)

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

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

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

Date	Day	DESCRIPTION OF EVENT	AM Peak			PM Peak			Off Peak			TOTAL		
			L	C	T	L	C	T	L	C	T	Late	Cxld	Term
1-May	Fri	NJ3261 disabled in "A" Interlocking				23	2		14			37	2	
4-May	Mon	Train 4202 with a rules violation in West Side Yard	36	8					6	1		42	9	
6-May	Wed	Train 107 with a trespasser strike east of Baldwin Station				3	2		9	8	2	12	10	2
6-May	Wed	Train 2350 with equipment trouble in Penn Station				11			2			13		
8-May	Fri	Train 2856 struck unauthorized vehicle east of Gibson Station				12	4		4	6	1	16	10	1
8-May	Fri	Switch trouble at Jay Interlocking				9			1			10		
14-May	Thurs	Train 1062 with equipment trouble in Jamaica				8		1	2			10		1
15-May	Fri	Multiple Amtrak caused operational issues between Harold Interlocking and PSNY	25		4				3			28		4
15-May	Fri	Train 819 with a possible rules violation in Long Beach Station	5	3					2			7	3	
18-May	Mon	Signal trouble in West Side Yard				33	5		16	2		49	7	
20-May	Wed	Inappropriate action of operator in PSCC				24			2			26		
20-May	Wed	Sperry rail defect at Neck Interlocking	6						7	6		13	6	
21-May	Thurs	Track circuit failure in Queens Interlocking	6						8			14		
22-May	Fri	Heavy holiday loading				2			8		1	10		1
23-May	Sat	Track work program - Shea to Bayside							11	2		11	2	
25-May	Mon	Inappropriate action of crew of Train 6488								1	9		1	9
28-May	Thurs	Signal trouble in West Side Yard				23	4		6			29	4	
28-May	Thurs	Heavy concert loading at Forest Hills							15			15		
29-May	Fri	Heavy concert loading at Forest Hills							15			15		
30-May	Sat	Train 6552 with equipment trouble at Queens Village							16	1	2	16	1	2
30-May	Sat	Loss of supervisory system at Brook 1, 2, East New York Interlockings							5		12	5		12
31-May	Sun	Train 8735 with equipment trouble east of Bellport							13	7	4	13	7	4
TOTAL FOR MONTH			78	11	4	148	17	1	165	34	31	391	62	36
			489											

Long Island Rail Road

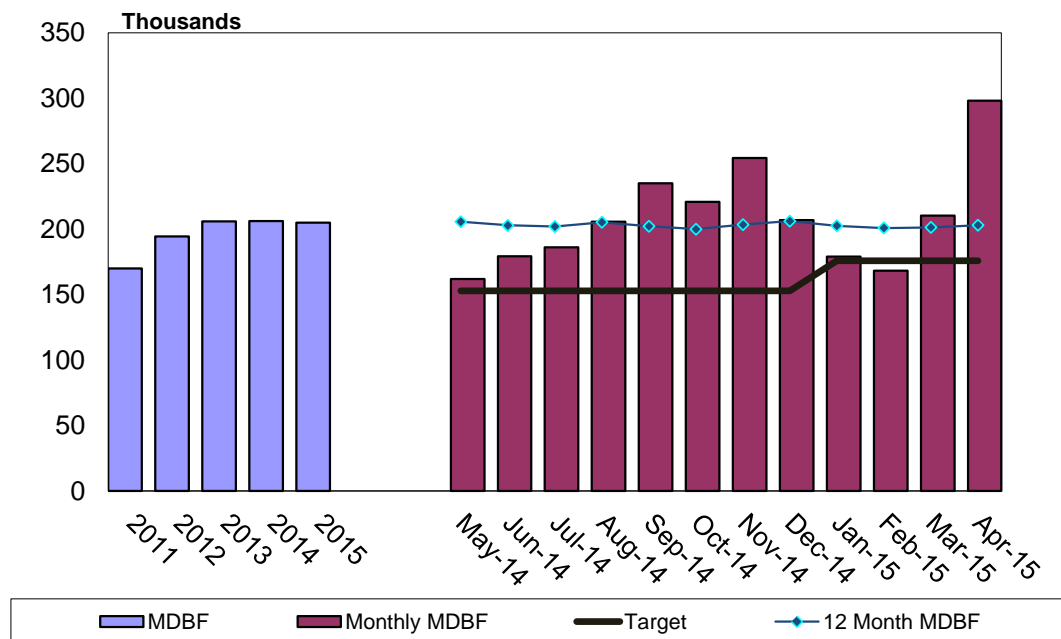
MEAN DISTANCE BETWEEN FAILURES

	Equip- ment Type	Total Fleet Size	2015 Data					2014 Data		
			MDBF Goal (miles)	April MDBF (miles)	April No. of Primary Failures	YTD MDBF thru April (miles)	12 month MDBF Rolling Avg (miles)	April MDBF (miles)	April No. of Primary Failures	YTD MDBF thru April (miles)
Mean Distance Between Failures	M-3	150	75,000	50,928	11	54,728	75,706	142,655	4	99,686
	M-7	836	400,000	1,740,356	3	644,608	524,506	464,805	11	489,044
	DM	21	20,000	68,331	1	15,946	20,089	70,892	1	31,263
	DE	24	20,000	27,648	3	24,773	23,680	87,809	1	24,840
	C-3	134	80,000	157,226	4	102,436	89,316	83,873	8	79,875
	Diesel	179	51,000	97,523	8	57,566	56,882	82,968	10	58,304
	Fleet	1,165	176,000	298,248	22	204,633	202,969	260,526	25	215,333

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

ALL FLEETS Mean Distance Between Failure

2011 - 2015





Standee Report

East Of Jamaica

East Of Jamaica			2015 Data	
			May	
			AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	0	19
		Total Standees	0	19
	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	38	2
		Total Standees	78	2
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	2	0
		Total Standees	2	0
	Long Beach Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	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	11	0
		Total Standees	11	0
	Port Jefferson Branch	Program Standees	0	0
		Add'l Standees	19	0
		Total Standees	19	0
	Port Washington Branch	Program Standees	0	0
		Add'l Standees	15	29
		Total Standees	15	29
	Ronkonkoma Branch	Program Standees	0	0
Add'l Standees		5	13	
Total Standees		5	13	
West Hempstead Branch	Program Standees	0	0	
	Add'l Standees	0	0	
	Total Standees	0	0	
System Wide PEAK			130	63

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.



Long Island Rail Road

OPERATING REPORT FOR MONTH OF MAY 2015

Standee Report

West Of Jamaica

			2015 Data	
			May	
			AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	0	34
		Total Standees	0	34
	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	2	0
		Total Standees	2	0
	Huntington Branch	Program Standees	10	0
		Add'l Standees	24	46
		Total Standees	34	46
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	2	29
		Total Standees	2	29
	Long Beach Branch	Program Standees	18	0
		Add'l Standees	23	0
		Total Standees	41	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	10	0
		Total Standees	10	0
	Port Washington Branch	Program Standees	0	0
		Add'l Standees	15	29
		Total Standees	15	29
	Ronkonkoma Branch	Program Standees	0	0
		Add'l Standees	2	9
		Total Standees	2	9
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	9	0
		Total Standees	9	0
System Wide PEAK			114	147

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.

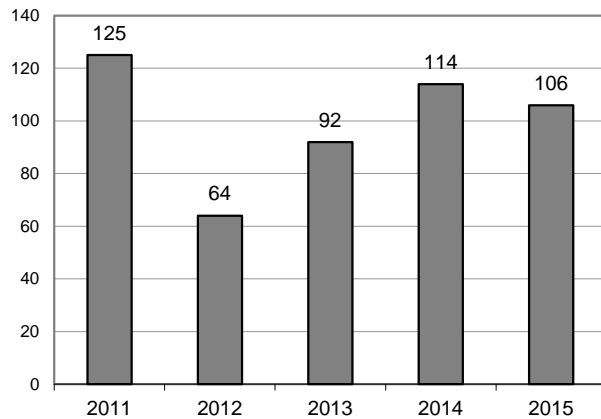
ELEVATOR AND ESCALATOR OPERATING REPORT FOR MONTH OF MAY 2014

Elevator Availability		2015		2014	
		May	Year to Date	May	Year to Date
Branch	Babylon Branch	99.40%	98.20%	95.20%	96.30%
	Far Rockaway Branch	99.40%	99.30%	98.50%	94.90%
	Hempstead Branch	98.40%	99.20%	99.50%	98.50%
	Long Beach Branch	99.70%	96.60%	99.40%	99.00%
	Port Jefferson Branch	93.90%	97.60%	98.90%	99.00%
	Port Washington Branch	99.00%	99.10%	98.70%	98.70%
	Ronkonkoma Branch	98.00%	99.00%	98.90%	98.30%
	City Terminal Stations	97.70%	97.60%	99.00%	98.90%
	Overall Average	98.19%	98.33%	98.51%	97.95%

Escalator Availability		2015		2014	
		May	Year to Date	May	Year to Date
Branch	Babylon Branch	98.70%	98.20%	98.80%	98.60%
	Far Rockaway Branch	99.30%	98.90%	99.60%	99.30%
	Hempstead Branch	99.10%	99.20%	98.90%	99.10%
	Long Beach Branch	99.20%	98.40%	99.00%	99.00%
	Port Jefferson Branch	96.40%	91.70%	97.20%	97.40%
	City Terminal	99.70%	99.10%	100.00%	98.10%
	Overall Average	98.73%	97.58%	98.92%	98.58%



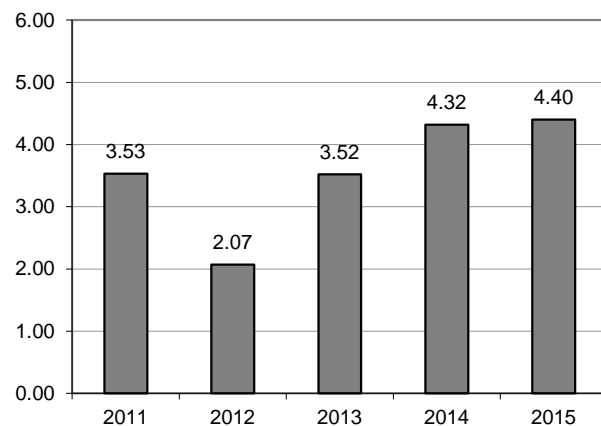
MTA Long Island Rail Road Summary of Employee Injuries through April 2015



Total Employee Injuries

Year	Total
2011	125
2012	64
2013	92
2014	114
2015	106

% change from last year: -7.0%



Employee FRA Reportable Injuries

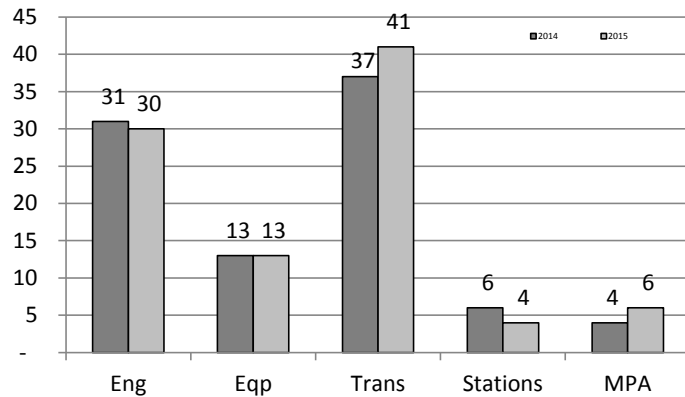
Year	Total	FRA FI*
2011	74	3.53
2012	44	2.07
2013	76	3.52
2014	91	4.32
2015	94	4.40

% change from last year: 1.9%

* Federal Railroad Administration Frequency Index

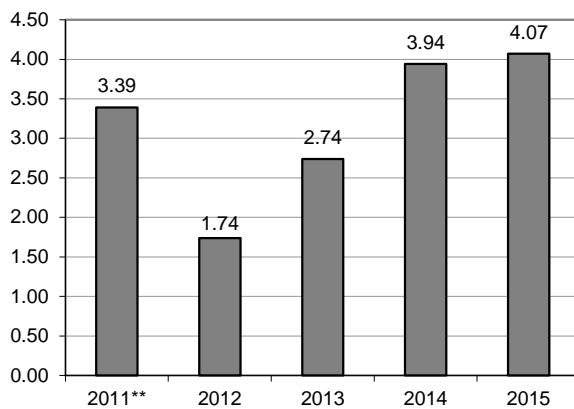
* - Injuries per 200,000 hours worked

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



**Employee Reportable Accidents
Comparison by Department**

Department	2014	2015	% Change
Engineering	31	30	-3%
Equipment	13	13	0%
Transportation	37	41	11%
Stations	6	4	-33%
MPA	4	6	50%



Employee Lost Time Injuries

Year	LT	LT FI*	LT & RD FI*
2011**	69	3.24	3.39
2012	37	1.74	1.74
2013	59	2.74	2.74
2014	83	3.94	3.94
2015	87	4.07	4.07

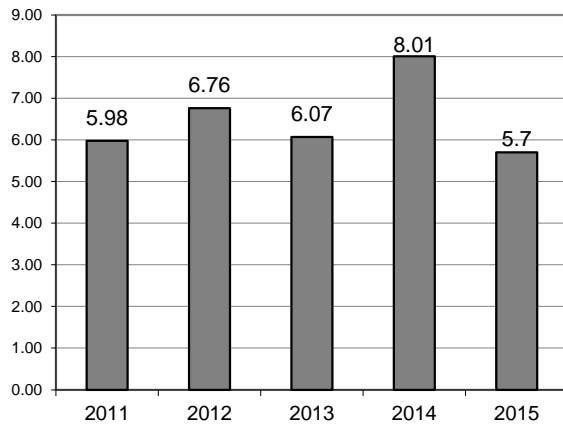
% change from last year: 3.3%

**Please note: Last year of Restricted Duty

* - Injuries per 200,000 hours worked



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

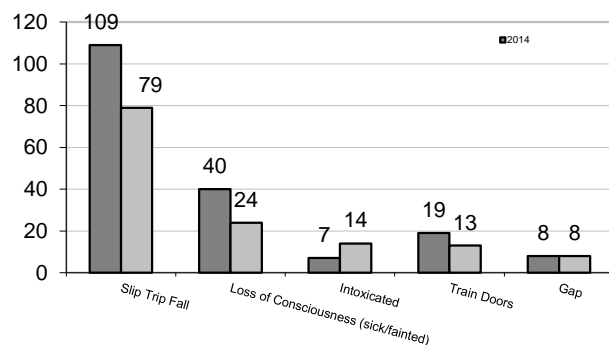


Total Customer Injuries

Year	Total	FI**
2011	152	5.98
2012	181	6.76
2013	161	6.07
2014	215	8.01
2015	155	5.70

% change from last year: -28.8%

**Injuries per 1,000,000 rides



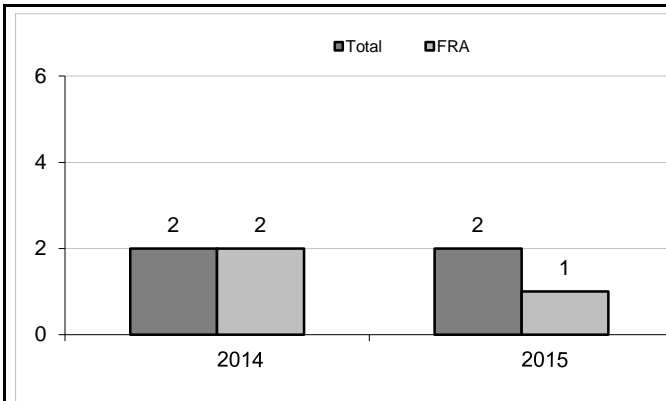
Top 5 Customer Injuries by Type

Year	Slip Trip Fall	Loss of Consciousness (sick/fainted)	Intoxicated	Escalators	Gap
2014	109	40	7	19	8
2015	79	24	14	13	8



MTA Long Island Rail Road

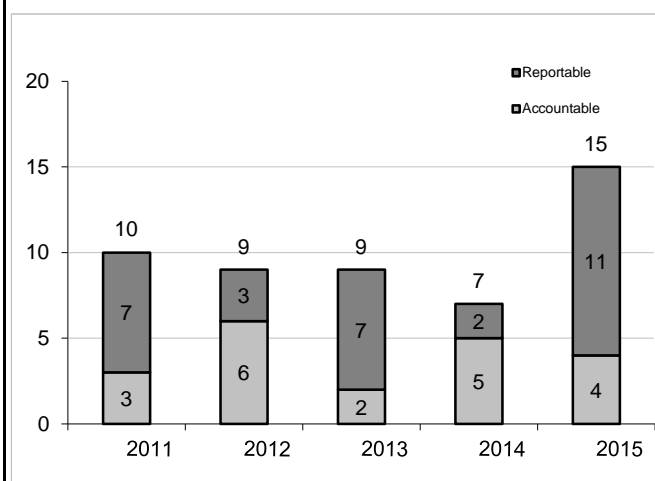
Summary of Contractor Injuries, Train Accidents & T.R.A.C.K.S. through April 2015



Contractor Injuries

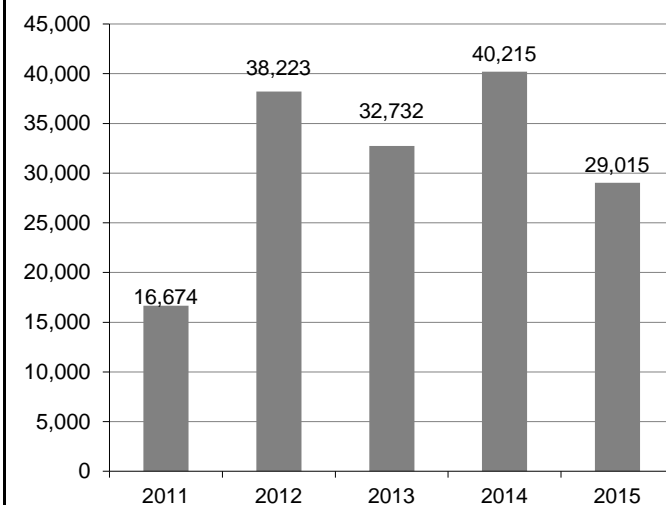
Year	Total	FRA Rpt.
2014	2	2
2015	2	1

% change from last year: 0%



Train Accidents

Year	Accountable	Reportable
2011	3	7
2012	6	3
2013	2	7
2014	5	2
2015	4	11



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

2011 - 2015 Month of April

Total Participants

Year	Total
2011	16,674
2012	38,223
2013	32,732
2014	40,215
2015	29,015

**ELEVATOR AND ESCALATOR INJURY/ENTRAPMENT REPORT
FOR MONTH OF MAY 2015**

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

Escalators	Mechanical Injury	Human Factor Injury
Hicksville	0	1

Definitions:

Mechanical includes sudden changes in speed, handrail, alignment. **Human Factor** includes lost balance, encumbrances, slip/trip/fall, pushed/shoved, intoxication, caught between, etc. **Entrapment** 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.


Memorandum



Long Island Rail Road

Date: June 22, 2015

To: Members of the LIRR Operating Committee

From: Patrick A. Nowakowski, President 

Re: Enhanced Safety Action Update

This is to update you on the LIRR's comprehensive efforts to enhance safety throughout our system:

- Our second quarter Corporate Quarterly Safety Stand-Down was held on June 10th in conjunction with Safety, Health and Wellness Fairs. Events took place at Babylon Yard, Hillside Support Facility, and Penn Station Trainmen's Room. The Stand-Down and Fair focused on many topics including Confidential Close Call Reporting, seasonal safety precautions including working in the heat, personal protective equipment, back safety, fire safety, the employee assistance program, and employee injury trends.
- The Confidential Close Call Reporting System Peer Review Team met three times since the March 29th start date for the program. They are reviewing reports, developing corrective actions for the Senior Review Team's consideration, and preparing for the next phase of expansion targeted for June 29th.
- The following progress was made on speed compliance enhancements and Positive Train Control (PTC):

Action Item	Status
Alerters	Installation is complete on all fleets.
Speed Compliance	For the period 5/1/15 through 5/31/15, there were 120 Radar Observations. Eighty-three different LIRR Engineers and one NYAR Engineer were observed. Forty-two event recorder downloads were analyzed. All results indicate compliance. <i>Please note:</i> There is a seven day window for radar observations to be entered into our Efficiency Testing System. Numbers are subject to change.
Emergency Order 29	All critical curves were completed as scheduled by 3/1/14.
PTC	The Systems Integrator (SI) has completed Preliminary Design Review and is progressing PTC Final Design elements. Wayside interface hardware First Article Inspection (FAI) and first field installation is completed. M7 Under Car equipment FAI is also completed.
Cameras	4D Security Solutions has completed the initial surveys of M7, C3, DE/DM30 and work locomotives. Tentative camera selection has been made and fleet surveys are being reviewed for final camera placement.



Long Island Rail Road

Monthly Financial Report

April 2015

MTA LONG ISLAND RAIL ROAD

April Ridership and Financial Report

Executive Summary

Ridership

- During the month of April, total ridership was 7.3 million, which was 1.7% higher than April 2014 (adjusted for same number of work days) and 1.2% above the Adopted Budget.
 - Ridership through April was 27.2 million. This was 1.3% above 2014 (adjusted for same number of calendar work days) and 0.6% lower than the 2015 Adopted Budget.
 - Through April, commutation ridership was 1.3% above 2014 (work day adjusted) and 0.1% higher than the 2015 Adopted Budget.
 - Through April, non-commutation ridership was 1.3% above 2014 and 1.5% below the Adopted Budget.
-

Revenues

- Farebox revenue through April totaling \$210.9 million was \$0.1 million below the budget due to lower ridership, partially offset by higher yield per passenger.
- Capital & Other Revenue of \$114.3 million was \$0.6 million lower than the Adopted Budget due to timing of capital activity.
- In summary, total LIRR revenue of \$325.2 million was \$0.7 million lower than the Adopted Budget.

Expenses

- Through April, total expenses of \$689.2 million were \$31.8 million less than the budget.
- Straight-time payroll spending was \$6.5 million less than budget due to the existence of vacant positions and lower vacation pay/sick leave buyout accruals. At the end of April, 235 of 7,158 positions were vacant. These vacancies consisted primarily of management/supervisory and operational hourlylies.
- Year-to-date overtime spending was \$10.8 million or 26.3% above budget. Overtime hours worked was 23.3%, or 171,100 hours higher than the budget primarily as a result of weather-related overtime, which was 105,400 hours over budget, vacancy/absentee coverage, which were 44,500 hours over budget, reimbursable overtime, which was 27,000 hours above budget and maintenance which were 24,400 hours over budget. This was partially offset by lower unscheduled service, which was 25,400 hours below budget.
- Year-to-date overtime hours increased by 7.0% in 2015 compared to 2014 due to higher vacancy/absentee coverage, reimbursable, weather-related overtime and maintenance overtime, partially offset by lower unscheduled and scheduled service.
- Other variances are primarily timing related.

Financial Performance Measures

- Through April, the Adjusted Farebox Operating Ratio was 56.4%, which is favorable to budget due to lower expenses and higher revenue.
- Through April, the Adjusted Cost per Passenger was \$14.74, which is lower than budget due to lower expenses, partially offset by lower ridership.
- Through April, the Revenue per Passenger was \$7.78, which is higher than budget.

FINANCIAL REPORT
(\$ In Millions)
For the Month Ending April 30, 2015

REVENUE

Year-to-date April **Total Revenues** (including Capital and Other Reimbursements) of \$325.2 were \$(0.7) million or (0.2)% unfavorable to budget. The month of April of \$90.6 million was favorable to budget by \$3.2 million or 3.7%.

- **Y-T-D Farebox Revenues** were \$(0.1) unfavorable to budget. The month was \$0.7 favorable to the budget due to higher ridership.
- **Y-T-D Other Operating Revenues** were \$0.2 favorable to budget. The month was \$0.7 favorable due to reimbursement of farebox revenue associated with inter-agency reimbursements, partially offset by the timing of advertising revenue.
- **Y-T-D Capital and Other Reimbursements** were \$(0.8) unfavorable to budget. The month was \$1.8 favorable to the budget due to timing of capital activity.

OPERATING EXPENSES

Year-to-date April **Total Expenses** (including depreciation and other) of \$689.2 were favorable to budget by \$31.8 or 4.4%. The total expenses for the month of \$173.3 million were favorable to budget by \$10.7 million or 5.8%.

Labor Expenses, \$(1.1) unfavorable Y-T-D; \$(0.6) unfavorable for the month.

- **Payroll**, \$6.5 favorable Y-T-D; \$1.3 favorable for the month (primarily vacant positions and lower vacation pay/sick leave buyout accruals).
- **Overtime**, \$(10.8) unfavorable Y-T-D; \$(1.9) unfavorable for the month (primarily capital project activity, maintenance and vacancy/absentee coverage, partially offset by unscheduled service and weather-related overtime).
- **Health & Welfare**, \$0.7 favorable Y-T-D; \$0.1 favorable for the month (vacant positions).
- **OPEB Current Payment**, \$1.7 favorable Y-T-D; \$0.4 favorable for the month (fewer retirees/beneficiaries).
- **Other Fringe**, \$0.8 favorable Y-T-D; \$(0.5) unfavorable for the month (primarily higher FELA Indemnity payments).

Non-Labor Expenses, \$27.1 favorable Y-T-D; \$10.0 favorable for the month.

- **Electric Power**, \$1.2 favorable Y-T-D; \$0.7 favorable for the month (lower rates and consumption).
- **Fuel**, \$2.7 favorable Y-T-D; \$0.8 favorable for the month (lower rates and consumption).
- **Insurance**, \$0.8 favorable Y-T-D; on budget for the month.
- **Claims**, \$0.1 favorable Y-T-D; \$0.1 favorable for the month (timing).
- **Maintenance and Other Operating Contracts**, \$5.0 favorable Y-T-D; \$1.2 favorable for the month (primarily timing of vegetation management, hazardous waste cleanup, security services, janitorial and custodial services and elevator/escalator maintenance).
- **Professional Services**, \$2.6 favorable Y-T-D. \$0.9 favorable for the month (primarily prior period IT software and maintenance posted in LIRR being reversed and charged to MTA IT).
- **Materials and Supplies**, \$14.3 favorable Y-T-D; \$5.9 favorable for the month (primarily timing of capital project activity, miscellaneous inventory adjustments and Reliability Centered Maintenance and modification activities).
- **Other Business Expenses**, \$0.3 favorable Y-T-D; \$0.1 favorable for the month (primarily timing).

Depreciation and Other, \$5.7 favorable Y-T-D; \$1.3 favorable for the month (favorable Depreciation).

FAREBOX OPERATING RATIO

The year-to-date Farebox Operating Ratio was 46.2%, 1.6 percentage points above March. The Farebox Operating Ratio for the month of April of 51.4% was 6.7 percentage points above the budget resulting from lower expenses and higher revenue. The adjusted year-to-date Farebox Operating Ratio was 56.4%. The adjusted Farebox Operating Ratio reflects the removal of the UAAL associated with the LIRR's closed pension plan and OPEB retiree expenses and the inclusion of Other Operating Revenue to reflect operational actions at the Rail Road.

TABLE 1

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2015 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
April 2015
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$55.780	\$56.498	\$0.718	1.3	0.000	\$0.000	\$0.000	-	\$55.780	\$56.498	\$0.718	1.3
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	3.601	4.297	0.696	19.3	0.000	0.000	0.000	-	3.601	4.297	0.696	19.3
Capital & Other Reimbursements	0.000	0.000	0.000	-	28.016	29.813	1.797	6.4	28.016	29.813	1.797	6.4
Total Revenue	\$59.381	\$60.796	\$1.415	2.4	\$28.016	\$29.813	\$1.797	6.4	\$87.397	\$90.609	\$3.212	3.7
Expenses												
<i>Labor:</i>												
Payroll	\$42.970	\$41.098	\$1.872	4.4	\$8.492	\$9.058	(\$0.566)	(6.7)	\$51.462	\$50.156	\$1.306	2.5
Overtime	8.027	8.209	(0.182)	(2.3)	2.067	3.814	(1.747)	(84.5)	10.094	12.023	(1.929)	(19.1)
Health and Welfare	7.854	7.081	0.773	9.8	1.579	2.215	(0.636)	(40.3)	9.433	9.296	0.137	1.5
OPEB Current Payment	5.151	4.712	0.439	8.5	0.000	0.000	0.000	-	5.151	4.712	0.439	8.5
Pensions	14.983	13.492	1.491	10.0	2.265	3.756	(1.491)	(65.8)	17.248	17.248	(0.000)	(0.0)
Other Fringe Benefits	11.293	11.619	(0.326)	(2.9)	1.902	2.088	(0.186)	(9.8)	13.195	13.707	(0.512)	(3.9)
Reimbursable Overhead	(2.433)	(3.672)	1.239	50.9	2.433	3.672	(1.239)	(50.9)	0.000	0.000	0.000	-
Total Labor Expenses	\$87.845	\$82.539	\$5.306	6.0	\$18.738	\$24.603	(\$5.865)	(31.3)	\$106.583	\$107.142	(\$0.559)	(0.5)
<i>Non-Labor:</i>												
Electric Power	\$8.325	\$7.587	\$0.738	8.9	\$0.062	\$0.056	\$0.006	9.5	\$8.387	\$7.643	\$0.744	8.9
Fuel	2.219	1.387	0.832	37.5	0.000	0.000	0.000	-	2.219	1.387	0.832	37.5
Insurance	2.018	2.089	(0.071)	(3.5)	0.627	0.512	0.115	18.3	2.645	2.601	0.044	1.7
Claims	0.352	0.230	0.122	34.7	0.000	0.000	0.000	-	0.352	0.230	0.122	34.7
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	5.487	4.105	1.382	25.2	1.107	1.249	(0.142)	(12.9)	6.594	5.355	1.239	18.8
Professional Service Contracts	1.845	0.990	0.855	46.3	0.391	0.297	0.094	24.1	2.236	1.287	0.949	42.5
Materials & Supplies	11.796	10.012	1.784	15.1	7.081	2.916	4.165	58.8	18.877	12.928	5.949	31.5
Other Business Expenses	1.211	0.904	0.307	25.4	0.010	0.180	(0.170)	*	1.221	1.084	0.137	11.2
Total Non-Labor Expenses	\$33.253	\$27.303	\$5.950	17.9	\$9.278	\$5.211	\$4.067	43.8	\$42.531	\$32.514	\$10.017	23.6
<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	\$121.098	\$109.842	\$11.256	9.3	\$28.016	\$29.813	(\$1.797)	(6.4)	\$149.114	\$139.656	\$9.458	6.3
<i>Depreciation</i>												
Depreciation	\$28.611	\$27.263	\$1.348	4.7	\$0.000	\$0.000	\$0.000	-	\$28.611	\$27.263	\$1.348	4.7
Other Post Employment Benefits	6.161	6.223	(0.062)	(1.0)	0.000	0.000	0.000	-	\$6.161	6.223	(0.062)	(1.0)
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	\$156.037	\$143.495	\$12.542	8.0	\$28.016	\$29.813	(\$1.797)	(6.4)	\$184.053	\$173.308	\$10.745	5.8
Net Surplus/(Deficit)	(\$96.656)	(\$82.699)	\$13.957	14.4	\$0.000	\$0.000	\$0.000	-	(\$96.656)	(\$82.699)	\$13.957	14.4
<i>Cash Conversion Adjustments</i>												
Depreciation	\$28.611	\$27.263	(\$1.348)	(4.7)	\$0.000	\$0.000	\$0.000	-	\$28.611	\$27.263	(\$1.348)	(4.7)
Operating/Capital	(4.146)	(0.471)	3.675	88.6	0.000	0.000	0.000	-	(4.146)	(0.471)	3.675	88.6
Other Cash Adjustments	(9.831)	(11.489)	(1.658)	(16.9)	0.000	0.000	0.000	-	(9.831)	(11.489)	(1.658)	(16.9)
Total Cash Conversion Adjustments	\$14.634	\$15.303	\$0.669	4.6	0.000	\$0.000	\$0.000	-	\$14.634	\$15.303	\$0.669	4.6
Net Cash Surplus/(Deficit)	(\$82.022)	(\$67.397)	\$14.625	17.8	\$0.000	\$0.000	\$0.000	-	(\$82.022)	(\$67.397)	\$14.625	17.8

TABLE 2

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2015 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
April Year-To-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
			Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)	
	Budget	Actual	Variance	Percent	Budget	Actual	Variance	Percent	Budget	Actual	Variance	Percent
Revenue												
Farebox Revenue	\$211.016	\$210.904	(\$0.112)	(0.1)	\$0.000	\$0.000	\$0.000	-	\$211.016	\$210.904	(\$0.112)	(0.1)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	15.176	15.379	0.203	1.3	0.000	0.000	0.000	-	15.176	15.379	0.203	1.3
Capital & Other Reimbursements	0.000	0.000	0.000	-	99.708	98.941	(0.767)	(0.8)	99.708	98.941	(0.767)	(0.8)
Total Revenue	\$226.192	\$226.284	\$0.092	0.0	\$99.708	\$98.941	(\$0.767)	(0.8)	\$325.900	\$325.225	(\$0.675)	(0.2)
Expenses												
<i>Labor:</i>												
Payroll	\$165.614	\$158.748	\$6.866	4.1	\$33.121	\$33.512	(\$0.391)	(1.2)	\$198.735	\$192.259	\$6.476	3.3
Overtime	34.336	42.784	(8.448)	(24.6)	6.699	9.050	(2.351)	(35.1)	41.035	51.834	(10.799)	(26.3)
Health and Welfare	31.366	28.893	2.473	7.9	6.014	7.752	(1.738)	(28.9)	37.380	36.645	0.735	2.0
OPEB Current Payment	20.604	18.912	1.692	8.2	0.000	0.000	0.000	-	20.604	18.912	1.692	8.2
Pensions	60.349	55.887	4.462	7.4	8.643	13.105	(4.462)	(51.6)	68.992	68.992	(0.000)	(0.0)
Other Fringe Benefits	46.299	45.579	0.720	1.6	7.243	7.135	0.108	1.5	53.542	52.714	0.828	1.5
Reimbursable Overhead	(10.531)	(12.154)	1.623	15.4	10.531	12.154	(1.623)	(15.4)	0.000	0.000	0.000	-
Total Labor Expenses	\$348.037	\$338.649	\$9.388	2.7	\$72.251	\$82.708	(\$10.457)	(14.5)	\$420.288	\$421.357	(\$1.069)	(0.3)
<i>Non-Labor:</i>												
Electric Power	\$34.983	\$33.741	\$1.242	3.5	\$0.248	\$0.241	\$0.007	3.0	\$35.231	\$33.982	\$1.249	3.5
Fuel	9.238	6.538	2.700	29.2	0.000	0.000	0.000	-	9.238	6.538	2.700	29.2
Insurance	8.050	8.077	(0.027)	(0.3)	2.283	1.506	0.777	34.0	10.333	9.583	0.750	7.3
Claims	1.408	1.338	0.070	5.0	0.000	0.000	0.000	-	1.408	1.338	0.070	5.0
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	22.288	17.628	4.660	20.9	4.066	3.717	0.349	8.6	26.354	21.346	5.008	19.0
Professional Service Contracts	7.474	4.948	2.526	33.8	0.933	0.815	0.118	12.7	8.407	5.763	2.644	31.5
Materials & Supplies	45.107	41.226	3.881	8.6	19.709	9.265	10.444	53.0	64.816	50.491	14.325	22.1
Other Business Expenses	4.928	4.106	0.822	16.7	0.218	0.690	(0.472)	*	5.146	4.797	0.349	6.8
Total Non-Labor Expenses	\$133.476	\$117.603	\$15.873	11.9	\$27.457	\$16.234	\$11.223	40.9	\$160.933	\$133.837	\$27.096	16.8
<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	\$481.513	\$456.252	\$25.261	5.2	\$99.708	\$98.941	\$0.767	0.8	\$581.221	\$555.194	\$26.027	4.5
<i>Depreciation</i>												
Depreciation	\$114.444	\$108.531	\$5.913	5.2	\$0.000	\$0.000	\$0.000	-	\$114.444	\$108.531	\$5.913	5.2
Other Post Employment Benefits	24.644	24.826	(0.182)	(0.7)	0.000	0.000	0.000	-	24.644	24.826	(0.182)	(0.7)
Environmental Remediation	0.668	0.667	0.001	0.2	0.000	0.000	0.000	-	0.668	0.667	0.001	0.2
Total Expenses	\$621.269	\$590.276	\$30.993	5.0	\$99.708	\$98.941	\$0.767	0.8	\$720.977	\$689.217	\$31.760	4.4
Net Surplus/(Deficit)	(\$395.077)	(\$363.992)	\$31.085	7.9	\$0.000	\$0.000	\$0.000	-	(\$395.077)	(\$363.992)	\$31.085	7.9
<i>Cash Conversion Adjustments</i>												
Depreciation	\$114.444	\$108.531	(\$5.913)	(5.2)	\$0.000	\$0.000	\$0.000	-	\$114.444	\$108.531	(\$5.913)	(5.2)
Operating/Capital	(7.324)	(1.822)	5.502	75.1	0.000	0.000	0.000	-	(7.324)	(1.822)	5.502	75.1
Other Cash Adjustments	0.886	21.487	20.601	*	0.000	0.000	0.000	-	0.886	21.487	20.601	*
Total Cash Conversion Adjustments	\$108.006	\$128.196	\$20.190	18.7	\$0.000	\$0.000	\$0.000	-	\$108.006	\$128.196	\$20.190	18.7
Net Cash Surplus/(Deficit)	(\$287.071)	(\$235.796)	\$51.275	17.9	\$0.000	\$0.000	\$0.000	0.0	(\$287.071)	(\$235.796)	\$51.275	17.9

TABLE 3

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2015 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL: ACCRUAL BASIS

April 2015					Year-to-Date April 2015		
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.	0.718	1.3	Higher ridership \$0.696 and higher yield per passenger \$0.022.	(0.112)	(0.1)	Lower ridership \$(1.241), partially offset by higher yield per passenger \$1.129.
Other Operating Revenue	Non Reimb.	0.696	19.3	Reimbursement of farebox revenue associated with inter-agency reimbursements, partially offset by the timing of advertising revenue and miscellaneous revenue.	0.203	1.3	Reimbursement of farebox revenue associated with inter-agency reimbursements, partially offset by the timing of advertising revenue and miscellaneous revenue.
Capital & Other Reimbursements	Reimb.	1.797	6.4	Timing of capital project activity	(0.767)	(0.8)	Timing of capital project activity
Expenses							
Payroll	Non Reimb.	1.872	4.4	Vacant positions and lower vacation pay accruals.	6.866	4.1	Vacant positions and lower vacation pay accruals.
	Reimb.	(0.566)	(6.7)	Primarily due to timing of project activity.	(0.391)	(1.2)	Primarily due to timing of project activity.
Overtime	Non Reimb.	(0.182)	(2.3)	Higher vacancy/absentee coverage and higher maintenance overtime, partially offset by lower unscheduled service overtime and weather-related overtime.	(8.448)	(24.6)	Higher weather-related overtime, vacancy/absentee coverage and maintenance, partially offset by lower scheduled/unscheduled service overtime.
	Reimb.	(1.747)	(84.5)	Timing of East Side Access project schedule and other capital project activity.	(2.351)	(35.1)	Timing of East Side Access project schedule and other capital project activity.
Health and Welfare	Non Reimb.	0.773	9.8	Vacant positions.	2.473	7.9	Vacant positions.
	Reimb.	(0.636)	(40.3)	Primarily due to timing of project activity.	(1.738)	(28.9)	Primarily due to timing of project activity.
OPEB Current Payment	Non Reimb.	0.439	8.5	Fewer retirees/beneficiaries.	1.692	8.2	Fewer retirees/beneficiaries.

TABLE 3

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2015 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL: ACCRUAL BASIS

April 2015					Year-to-Date April 2015		
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Pensions	Non Reimb.	1.491	10.0	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.	4.462	7.4	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.
	Reimb.	(1.491)	(65.8)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.	(4.462)	(51.6)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.
Other Fringe Benefits	Non Reimb.	(0.326)	(2.9)	Higher FELA Indemnity payments.	0.720	1.6	Lower FELA Indemnity payments.
	Reimb.	(0.186)	(9.8)	Primarily due to timing of project activity.	0.108	1.5	Primarily due to timing of project activity.
Electric Power	Non Reimb.	0.738	8.9	Lower consumption, rates and accrual adjustments.	1.242	3.5	Lower rates, partially offset by higher consumption.
	Reimb.	0.006	9.5		0.007	3.0	
Fuel	Non Reimb.	0.832	37.5	Lower rates and consumption.	2.700	29.2	Lower rates and consumption.
Insurance	Non Reimb.	(0.071)	(3.5)	Timing of invoices.	(0.027)	(0.3)	Force Account Insurance associated with project activity.
	Reimb.	0.115	18.3	Force Account Insurance associated with project activity.	0.777	34.0	
Claims	Non Reimb.	0.122	34.7	Decrease in reserves and payments.	0.070	5.0	Decrease in reserves and payments.

TABLE 3

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2015 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL: ACCRUAL BASIS

April 2015					Year-to-Date April 2015		
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.	1.382	25.2	Primarily timing of vegetation management, elevator/escalator maintenance and hazardous waste maintenance, partially offset by higher payments for joint facilities.	4.660	20.9	Primarily timing of vegetation management, elevator/escalator maintenance, security, facility maintenance, HVAC maintenance and bus and transfer services (emergency and non-emergency), partially offset by higher payments for joint facilities.
	Reimb.	(0.142)	(12.9)	Primarily due to timing of project activity.	0.349	8.6	Primarily due to timing of project activity.
Professional Service Contracts	Non Reimb.	0.855	46.3	Prior period IT software and maintenance posted in LIRR being reversed and charged to MTA IT.	2.526	33.8	Timing of MTA chargebacks and various other professional service contracts.
	Reimb.	0.094	24.1	Primarily due to timing of project activity.	0.118	12.7	Primarily due to timing of project activity.
Materials & Supplies	Non Reimb.	1.784	15.1	Primarily due to lower material usage for MU Car Shop (Reliability Centered Maintenance program for Shunt and Pressure Transducer/damper and M7 modifications drop sash window), lower material usage for Diesel Car Shop (delay RCM for 15 yr. engine overhaul and C3 lower voltage power supply), lower M3 axles ground brush and M7 axles and bearing unit in Wheel Shop and delay in M7 propulsion, partially offset by Truck Shop (Mechanical Traction System Assembly and Anti-Roll Bar Link Assembly) and higher material usage for MU Fleet cleaning.	3.881	8.6	Primarily due to lower material usage for MU Car Shop (RCM for Shunt and Pressure Transducer/damper and M7 modifications drop sash window), lower material usage for Diesel Car Shop (delay RCM for 15 yr. engine overhaul and C3 lower voltage power supply), lower M3 axles ground brush and M7 axles and bearing unit in Wheel Shop and delay in M7 propulsion, partially offset by Truck Shop (Mechanical Traction System Assembly and Anti-Roll Bar Link Assembly) and higher material usage for MU Fleet cleaning.
	Reimb.	4.165	58.8	Primarily due to timing of project activity.	10.444	53.0	Primarily due to timing of project activity.

TABLE 3

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2015 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL: ACCRUAL BASIS

April 2015					Year-to-Date April 2015		
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.	0.307	25.4	Timing of miscellaneous expenses.	0.822	16.7	Timing of miscellaneous expenses.
	Reimb.	(0.170)	*	Primarily due to timing project activity.	(0.472)	*	Primarily due to timing project activity.
Depreciation	Non Reimb.	1.348	4.7	Certain assets being fully depreciated.	5.913	5.2	Based on certain capital assets being fully depreciated.
Other Post Employment Benefits	Non Reimb.	(0.062)	(1.0)	Primarily due to timing.	(0.182)	(0.7)	Primarily due to timing.

Table 4

MTA LONG ISLAND RAIL ROAD FEBRUARY FINANCIAL PLAN - 2015 ADOPTED BUDGET CASH RECEIPTS and EXPENDITURES April 2015 (\$ in millions)								
	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$57.655	\$59.134	\$1.479	2.6	\$218.516	\$217.702	(\$0.814)	(0.4)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	2.932	3.272	0.340	11.6	12.603	19.178	6.575	52.2
Capital & Other Reimbursements	13.316	8.900	(4.416)	(33.2)	76.057	80.989	4.932	6.5
Total Receipts	\$73.903	\$71.306	(\$2.597)	(3.5)	\$307.176	\$317.870	\$10.694	3.5
Expenditures								
<i>Labor:</i>								
Payroll	\$52.719	\$51.628	\$1.091	2.1	\$195.925	\$191.834	\$4.091	2.1
Overtime	12.049	14.651	(2.602)	(21.6)	41.568	51.401	(9.833)	(23.7)
Health and Welfare	9.433	8.579	0.854	9.0	37.379	38.065	(0.686)	(1.8)
OPEB Current Payment	5.151	4.420	0.731	14.2	20.604	20.287	0.317	1.5
Pensions	17.248	12.066	5.182	30.0	68.992	41.181	27.811	40.3
Other Fringe Benefits	13.122	12.507	0.615	4.7	53.898	49.583	4.315	8.0
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	\$109.722	\$103.851	\$5.871	5.4	\$418.366	\$392.350	\$26.016	6.2
<i>Non-Labor:</i>								
Electric Power	\$8.387	\$8.139	\$0.248	3.0	\$35.231	\$34.812	\$0.419	1.2
Fuel	2.219	0.854	1.365	61.5	9.238	6.643	2.595	28.1
Insurance	4.114	0.320	3.794	92.2	14.417	11.802	2.615	18.1
Claims	0.219	0.125	0.094	43.1	0.876	0.330	0.546	62.4
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	6.594	5.064	1.530	23.2	26.355	26.415	(0.060)	(0.2)
Professional Service Contracts	2.621	1.972	0.649	24.8	7.697	7.146	0.551	7.2
Materials & Supplies	18.953	15.329	3.624	19.1	69.580	61.663	7.917	11.4
Other Business Expenses	1.221	1.361	(0.140)	(11.5)	4.987	5.209	(0.222)	(4.4)
Total Non-Labor Expenditures	\$44.328	\$33.165	\$11.163	25.2	\$168.381	\$154.020	\$14.361	8.5
<i>Other Expenditure Adjustments:</i>								
Other	\$1.875	\$1.591	\$0.284	15.1	\$7.500	\$5.976	\$1.524	20.3
Total Other Expenditure Adjustments	\$1.875	\$1.591	\$0.284	15.1	\$7.500	\$5.976	\$1.524	20.3
Total Expenditures	\$155.925	\$138.607	\$17.318	11.1	\$594.247	\$552.346	\$41.901	7.1
Cash Timing and Availability Adjustment	0.000	(0.095)	(0.095)	-	0.000	(1.320)	(1.320)	-
Net Cash Deficit (excludes opening balance)	(\$82.022)	(\$67.397)	\$14.625	17.8	(\$287.071)	(\$235.796)	\$51.275	17.9
Subsidies								
MTA	82.022	52.833	(29.189)	(35.6)	287.071	235.804	(51.267)	(17.9)

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2015 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN FEBRUARY BUDGET AND ACTUAL CASH BASIS

Table 5

Generic Revenue or Expense Category	April 2015			Year-to-Date as of April 30, 2015		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Receipts						
Farebox Revenue	1.479	2.6	Higher advance sales impact \$0.912, higher ridership \$0.696 and higher yields \$0.022, partially offset by lower Metrocard/AirTrain sales \$(0.151).	(0.814)	(0.4)	Lower ridership \$(1.241) and lower Metrocard/AirTrain sales \$(0.912), partially offset by higher yields \$1.129 and higher advance sales impact \$0.210.
Other Operating Revenue	0.340	11.6	Primarily due to the timing of intercompany receipts and miscellaneous revenue, partially offset by the timing of rental revenues.	6.575	52.2	Primarily due to the timing of rental revenue and intercompany receipts.
Capital and Other Reimbursements	(4.416)	(33.2)	Timing of activity and reimbursement for capital and other reimbursements.	4.932	6.5	Timing of activity and reimbursement for capital and other reimbursements.
Expenditures						
Labor:						
Payroll	1.091	2.1	Primarily due to vacant positions.	4.091	2.1	Primarily due to vacant positions, partially offset by the timing of the retroactive wage payments.
Overtime	(2.602)	(21.6)	Primarily due to higher project overtime, maintenance and vacancy /absentee coverage, partially offset by lower unscheduled and weather-related overtime.	(9.833)	(23.7)	Primarily due to higher weather-related overtime, vacancy/absentee coverage, project and maintenance overtime, partially offset by lower scheduled/unscheduled service.
Health and Welfare	0.854	9.0	Primarily due to timing of payments and vacant positions.	(0.686)	(1.8)	Primarily due to timing of payments, partially offset by vacant positions.
OPEB Current Payment	0.731	14.2	Primarily due to fewer retirees/beneficiaries and timing of payments.	0.317	1.5	Primarily due to fewer retirees/beneficiaries, partially offset by the timing of payments.
Pensions	5.182	30.0	Primarily due to accelerated December 2014 payments.	27.811	40.3	Primarily due to accelerated December 2014 payments.

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2015 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN FEBRUARY BUDGET AND ACTUAL CASH BASIS

Table 5

Generic Revenue or Expense Category	April 2015			Year-to-Date as of April 30, 2015		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Other Fringe Benefits	0.615	4.7	Primarily the timing of FELA payments.	4.315	8.0	Primarily the timing of FELA payments and lower Railroad Retirement payments.
Non-Labor:						
Electric Power	0.248	3.0	Primarily due to lower rates and consumption, partially offset by the timing of payments.	0.419	1.2	Primarily due to lower rates and wayside, partially offset by higher consumption and the timing of payments.
Fuel	1.365	61.5	Primarily due to lower rates and the timing of payments.	2.595	28.1	Primarily due to lower rates the timing of payments.
Insurance	3.794	92.2	Timing of insurance premium payments.	2.615	18.1	Timing of insurance premium payments.
Claims	0.094	43.1	Timing of payment for claims.	0.546	62.4	Timing of payment for claims.
Maintenance and Other Operating Contracts	1.530	23.2	Timing of payments.	(0.060)	(0.2)	Timing of payments.
Professional Service Contracts	0.649	24.8	Primarily the timing of payments for MTA Chargeback services.	0.551	7.2	Timing of payments for MTA Chargeback services and payments for consulting services, partially offset by IT consulting service payments which have yet to be reimbursed.
Materials and Supplies	3.624	19.1	Primarily the timing of program, production plan, and operating funded capital material and supplies.	7.917	11.4	Primarily the timing of program, production plan, and operating funded capital material and supplies.
Other Business Expenses	(0.140)	(11.5)	Timing of payments.	(0.222)	(4.4)	Timing of payments.
Other Expenditure Adjustments	0.284	15.1	Lower Metrocard/AirTrain pass through payments.	1.524	20.3	Lower Metrocard/AirTrain pass through payments.

Table 6

MTA LONG ISLAND RAIL ROAD FEBRUARY FINANCIAL PLAN - 2015 ADOPTED BUDGET CASH CONVERSION (CASH FLOW ADJUSTMENTS) April 2015 (\$ in millions)								
	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$1.875	\$2.635	\$0.760	40.5	\$7.500	\$6.798	(\$0.702)	(9.4)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	(0.669)	(1.025)	(0.356)	(53.2)	(2.573)	3.798	6.371	*
Capital & Other Reimbursements	(14.700)	(20.913)	(6.213)	(42.3)	(23.651)	(17.952)	5.699	24.1
Total Receipts	(\$13.494)	(\$19.303)	(\$5.809)	(43.0)	(\$18.724)	(\$7.355)	\$11.369	60.7
Expenditures								
<i>Labor:</i>								
Payroll	(\$1.257)	(\$1.472)	(\$0.215)	(17.1)	\$2.810	\$0.425	(\$2.385)	(84.9)
Overtime	(1.955)	(2.629)	(0.674)	(34.5)	(0.533)	0.433	0.966	*
Health and Welfare	0.000	0.717	0.717	-	0.001	(1.420)	(1.421)	*
OPEB Current Payment	0.000	0.292	0.292	-	0.000	(1.375)	(1.375)	-
Pensions	0.000	5.182	5.182	-	0.000	27.812	27.812	-
Other Fringe Benefits	0.073	1.200	1.127	*	(0.356)	3.131	3.487	*
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	(\$3.139)	\$3.290	\$6.429	*	\$1.922	\$29.007	\$27.085	*
<i>Non-Labor:</i>								
Electric Power	\$0.000	(\$0.496)	(\$0.496)	-	\$0.000	(\$0.830)	(\$0.830)	-
Fuel	0.000	0.533	0.533	-	0.000	(0.105)	(0.105)	-
Insurance	(1.469)	2.281	3.750	*	(4.084)	(2.219)	1.865	45.7
Claims	0.133	0.105	(0.028)	(21.0)	0.532	1.008	0.476	89.6
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	0.000	0.290	0.290	-	(0.001)	(5.070)	(5.069)	*
Professional Service Contracts	(0.385)	(0.685)	(0.300)	(78.0)	0.710	(1.383)	(2.093)	*
Materials & Supplies	(0.076)	(2.401)	(2.325)	*	(4.764)	(11.172)	(6.408)	*
Other Business Expenses	0.000	(0.277)	(0.277)	-	0.159	(0.412)	(0.571)	*
Total Non-Labor Expenditures	(\$1.797)	(\$0.651)	\$1.146	63.8	(\$7.448)	(\$20.183)	(\$12.735)	*
<i>Other Expenditure Adjustments:</i>								
Other	(\$1.875)	(\$1.591)	\$0.284	15.1	(\$7.500)	(\$5.976)	\$1.524	20.3
Total Other Expenditure Adjustments	(\$1.875)	(\$1.591)	\$0.284	15.1	(\$7.500)	(\$5.976)	\$1.524	20.3
Total Expenditures before Depreciation	(\$6.811)	\$1.048	\$7.859	*	(\$13.026)	\$2.848	\$15.874	*
Depreciation Adjustment	\$28.611	\$27.263	(\$1.348)	(4.7)	\$114.444	\$108.531	(\$5.913)	(5.2)
Other Post Employment Benefits	6.161	6.223	0.062	1.0	24.644	24.826	0.182	0.7
Environmental Remediation	0.167	0.167	(0.000)	(0.2)	0.668	0.667	(0.001)	(0.2)
Total Expenditures	\$28.128	\$34.701	\$6.573	23.4	\$126.730	\$136.871	\$10.141	8.0
Cash Timing and Availability Adjustment	0.000	(0.095)	(0.095)	-	0.000	(1.320)	(1.320)	-
Total Cash Conversion Adjustments	\$14.634	\$15.303	\$0.669	4.6	\$108.006	\$128.196	\$20.190	18.7

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

	April 2015						April 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	32,598	\$1.878	32,694	\$1.876	(97)	\$0.001	140,234	\$8.082	131,882	\$7.594	8,352	\$0.489
					-0.3%	0.1%					6.0%	6.0%
<u>Unscheduled Service</u>	15,019	\$0.888	8,686	\$0.457	6,334	\$0.432	57,945	\$3.411	32,543	\$1.370	25,402	\$2.041
					42.2%	48.6%					43.8%	59.8%
<u>Programmatic/Routine Maintenance</u>	46,178	\$2.522	53,451	\$2.930	(7,273)	(\$0.408)	183,371	\$9.914	207,781	\$11.319	(24,409)	(\$1.404)
					-15.7%	-16.2%					-13.3%	-14.2%
<u>Unscheduled Maintenance</u>	486	\$0.028	1,077	\$0.062	(591)	(\$0.034)	2,200	\$0.127	4,715	\$0.271	(2,515)	(\$0.145)
					*	*					*	*
<u>Vacancy/Absentee Coverage</u>	42,631	\$2.324	49,907	\$2.765	(7,275)	(\$0.440)	151,000	\$8.340	195,503	\$10.944	(44,503)	(\$2.604)
					-17.1%	-18.9%					-29.5%	-31.2%
<u>Weather Emergencies</u>	4,862	\$0.292	1,027	\$0.058	3,835	\$0.235	71,665	\$4.088	177,120	\$10.134	(105,456)	(\$6.046)
					78.9%	80.3%					*	*
<u>Safety/Security/Law Enforcement</u> ²	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	0	\$0.000
											0.0%	0.0%
<u>Other</u> ³	1,699	\$0.094	2,513	\$0.062	(813)	\$0.032	6,799	\$0.374	7,733	\$1.153	(934)	(\$0.779)
					-47.9%	34.3%					-13.7%	*
NON-REIMBURSABLE OVERTIME	143,474	\$8.027	149,354	\$8.209	(5,881)	(\$0.182)	613,213	\$34.336	757,277	\$42.784	(144,064)	(\$8.448)
					-4.1%	-2.3%					-23.5%	-24.6%
REIMBURSABLE OVERTIME	37,564	\$2.067	60,601	\$3.814	(23,036)	(\$1.747)	120,899	\$6.699	147,937	\$9.050	(27,038)	(\$2.351)
					-61.3%	-84.5%					-22.4%	-35.1%
TOTAL OVERTIME	181,038	\$10.094	209,955	\$12.023	(28,917)	(\$1.929)	734,112	\$41.035	905,214	\$51.834	(171,102)	(\$10.799)
					-16.0%	-19.1%					-23.3%	-26.3%

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
2015 February Financial Plan
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	April 2015			April Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u>	(97)	\$0.001		8,352	\$0.489	Lower than anticipated holiday overtime within Maintenance of Equipment and Transportation.
	-0.3%	0.1%		6.0%	6.0%	
<u>Unscheduled Service</u>	6,334	\$0.432	Lower than forecasted outside of assignment penalty payments.	25,402	\$2.041	Lower than forecasted outside of assignment penalty payments.
	42.2%	48.6%		43.8%	59.8%	
<u>Programmatic/Routine Maintenance</u>	(7,273)	(\$0.408)	Primarily attributed to replacement of concrete ties and Belmont park high level platform. Also attributed to timber installation, troubleshoot program maintenance, frog/guard rail installation, high rail track inspections and hand tie installation.	(24,409)	(\$1.404)	Attributed to an increase in Sperry activity, boutet welding in field, timber installation, frog/guard rail installation, high rail track inspections, hand tie installation, storm protection to preempt track hazards resulting from inclement weather conditions and replacement of concrete ties and Belmont park high level platform replacement.
	-15.7%	-16.2%		-13.3%	-14.2%	
<u>Unscheduled Maintenance</u>	(591)	(\$0.034)	Attributed to residual costs from New York & Atlantic Railway derailment at Wyandanch.	(2,515)	(\$0.145)	Attributed to an increase in emergencies system wide as well as New York & Atlantic Railway derailment at Wyandanch and West Side Yard derailment.
	*	*		*	*	
<u>Vacancy/Absentee Coverage</u>	(7,275)	(\$0.440)	Primarily due to open jobs in Maintenance of Equipment. There are an average of 46.6 open jobs in this department.	(44,503)	(\$2.604)	Primarily due to open jobs in Maintenance of Equipment. There are an average of 48.2 open jobs in this department. Availability in Maintenance of Equipment and Stations are unfavorable to budget.
	-17.1%	-18.9%		-29.5%	-31.2%	
<u>Weather Emergencies</u>	3,835	\$0.235	Lower than budgeted weather related expenses.	(105,456)	(\$6.046)	Higher than budgeted weather related expenses.
	78.9%	80.3%		*	*	
<u>Safety/Security/Law Enforcement</u>						
<u>Other</u>	(813)	\$0.032	Due to double time impact and higher rated crafts.	(934)	(\$0.779)	Due to double time impact and higher rated crafts.
	-47.9%	34.3%		-13.7%	*	
NON-REIMBURSABLE OVERTIME	(5,881)	(\$0.182)		(144,064)	(\$8.448)	
	-4.1%	-2.3%		-23.5%	-24.6%	
REIMBURSABLE OVERTIME						
	(23,036)	(\$1.747)	Over-run attributed to 2015 annual track program, latest project schedule for East Rail Yard, East Side Access and timing of reimbursable chargebacks.	(27,038)	(\$2.351)	Over-run attributed to latest project schedule for Positive train control, East Rail Yard, East Side Access and timing of reimbursable chargebacks.
	-61.3%	-84.5%		-22.4%	-35.1%	
TOTAL OVERTIME	(28,917)	(\$1.929)		(171,102)	(\$10.799)	
	-16.0%	-19.1%		-23.3%	-26.3%	

* Exceeds 100%

METROPOLITAN TRANSPORTATION AUTHORITY - LONG ISLAND RAIL ROAD
2015 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 - 2015 BUDGET
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and DEPARTMENT
NON-REIMBURSABLE and REIMBURSABLE
END-of-MONTH APRIL 2015

			Favorable/ (Unfavorable)
	Budget	Actual	Variance
Administration			
Executive VP	5	6	(1)
Labor Relations	18	18	0
Procurement & Logistics (excl. Stores)	83	82	1
Human Resources	32	31	1
Sr VP Administration	2	1	1
Strategic Investments	34	30	4
President	4	4	0
VP & CFO	5	2	3
Information Technology	0	0	0
Controller	46	41	5
Management & Budget	21	19	2
Process Re-Engineering	7	7	0
VP - East Side Access & Special Projects	38	35	3
Market Dev. & Public Affairs	70	69	1
Gen. Counsel & Secretary	31	30	1
Diversity Management	2	2	0
Security	13	13	0
System Safety	36	24	12
Training	60	58	2
Service Planning	23	22	1
Sr. VP Operations	2	2	-
Total Administration	532	496	36
Operations			
Train Operations	2,127	2,072	55
Customer Services	299	294	5
Total Operations	2,426	2,366	60
Maintenance			
Engineering	1,862	1,799	63
Equipment	2,111	2,045	66
Procurement (Stores)	93	93	-
Total Maintenance	4,066	3,937	129
Engineering/Capital			
Department of Project Management	134	124	10
Total Engineering/Capital	134	124	10
Baseline Total Positions	7,158	6,923	235
<i>Non-Reimbursable</i>	6,083	6,042	41
<i>Reimbursable</i>	1,075	881	194
Total Full-Time	7,158	6,923	235
Total Full-Time-Equivalents			

Note: Totals may not add due to rounding

**MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2015 BUDGET
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
NON-REIMBURSABLE and REIMBURSABLE
END-OF-MONTH APRIL 2015**

Explanation of Variances
NON-REIMBURSABLE POSITIONS - Favorable 41 positions due to Engineering workforce allocated to project activity and vacant positions in the Equipment, Engineering and Train Service Departments along with vacancies company-wide.
REIMBURSABLE POSITIONS - Favorable 194 positions primarily due to the timing of project activity and vacant positions.

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2015 BUDGET
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and OCCUPATION
END-of-MONTH APRIL 2015

	Budget	Actual	Favorable/ (Unfavorable) Variance
Administration			
Managers/Supervisors	319	279	40
Professional, Technical, Clerical	213	217	(4)
Operational Hourlies			-
Total Administration	532	496	36
Operations			
Managers/Supervisors	304	290	14
Professional, Technical, Clerical	185	183	2
Operational Hourlies	1,937	1,893	44
Total Operations	2,426	2,366	60
Maintenance			
Managers/Supervisors	782	711	71
Professional, Technical, Clerical	287	270	17
Operational Hourlies	2,997	2,956	41
Total Maintenance	4,066	3,937	129
Engineering/Capital			
Managers/Supervisors	93	87	6
Professional, Technical, Clerical	41	37	4
Operational Hourlies	-	-	-
Total Engineering/Capital	134	124	10
Total Positions			
Managers/Supervisors	1,498	1,367	131
Professional, Technical, Clerical	726	707	19
Operational Hourlies	4,934	4,849	85
Total Positions	7,158	6,923	235

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2015 BUDGET
RIDERSHIP
(In Thousands)

RIDERSHIP	April 2015					Year-To-Date April 2015			
	Budget	Actual	Favorable/ (Unfavorable) Variance		%	Budget	Actual	Favorable/ (Unfavorable) Variance	%
Monthly	4.157	4.190	0.034	0	0.8%	15.754	15.770	0.016	0.1%
Weekly	0.155	0.165	0.010	0	6.5%	0.618	0.611	(0.007)	-1.1%
Total Commutation	4.311	4.355	0.044	0	1.0%	16.372	16.381	0.009	0.1%
One-Way Full Fare	0.675	0.684	0.009	0	1.3%	2.533	2.496	(0.037)	-1.5%
One-Way Off-Peak	1.412	1.403	(0.009)	0	-0.7%	5.383	5.154	(0.229)	-4.3%
All Other	0.825	0.872	0.047	0	5.7%	3.076	3.172	0.096	3.1%
Total Non-Commutation	2.912	2.959	0.046	0	1.6%	10.991	10.822	(0.170)	-1.5%
Total	7.224	7.314	0.090	0	1.2%	27.364	27.203	(0.161)	-0.6%

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2015 ADOPTED BUDGET
MONTHLY PERFORMANCE INDICATORS
April 2015

		MONTH			VARIANCE	
		Actual	Adopted	Actual	vs.	vs.
		<u>2015</u>	<u>Budget</u>	<u>2014</u>	<u>Budget</u>	<u>2014</u>
Farebox Operating Ratio						
	Standard ⁽¹⁾	51.4%	44.7%	49.1%	6.7%	2.3%
	Adjusted ⁽²⁾	63.1%	54.0%	58.7%	9.0%	4.4%
Cost Per Passenger						
	Standard ⁽¹⁾	\$15.08	\$17.34	\$15.18	\$2.25	\$0.10
	Adjusted ⁽²⁾	\$13.18	\$15.21	\$13.25	\$2.03	\$0.07
Passenger Revenue/Passenger ⁽³⁾		\$7.76	\$7.75	\$7.45	\$0.01	\$0.31
		YEAR-TO-DATE			VARIANCE	
		Actual	Adopted	Actual	vs.	vs.
		<u>2015</u>	<u>Budget</u>	<u>2014</u>	<u>Budget</u>	<u>2014</u>
Farebox Operating Ratio						
	Standard ⁽¹⁾	46.2%	43.3%	46.3%	2.9%	-0.1%
	Adjusted ⁽²⁾	56.4%	53.0%	57.1%	3.5%	-0.7%
Cost Per Passenger						
	Standard ⁽¹⁾	\$16.84	\$17.86	\$16.53	\$1.03	(\$0.31)
	Adjusted ⁽²⁾	\$14.74	\$15.61	\$14.34	\$0.86	(\$0.40)
Passenger Revenue/Passenger ⁽³⁾		\$7.78	\$7.74	\$7.64	\$0.04	\$0.14

(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

APRIL 2015

APRIL 2015 RIDERSHIP & REVENUE REPORT **MTA LONG ISLAND RAIL ROAD**

EXECUTIVE SUMMARY

April Ridership and Revenue (millions)

	April 2015	% Change vs. 2014
Total Rail Ridership	7.314	+ 1.7% ▲
Commutation Ridership	4.355	+ 1.9% ▲
Non-Commutation Ridership	2.959	+ 1.5% ▲
Rail Revenue	\$56.5	+ 5.8% ▲

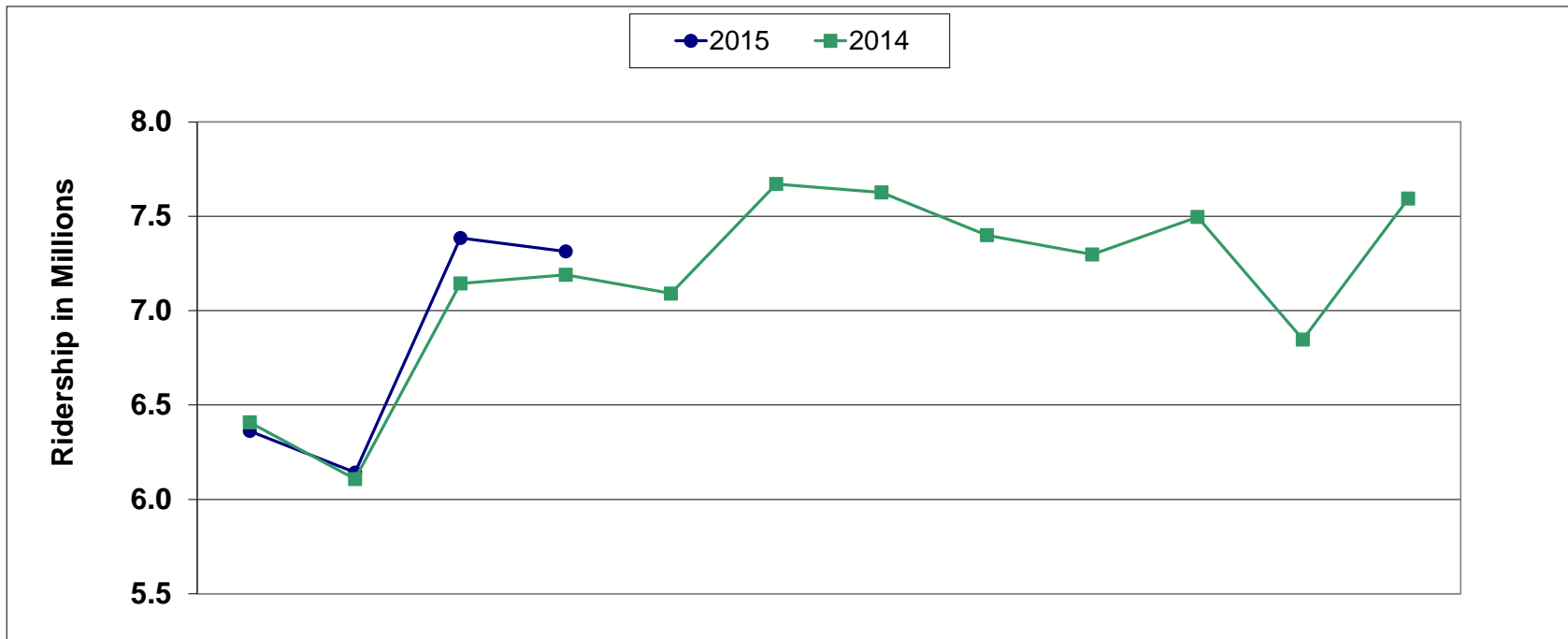
In April 2015, total ridership experienced an increase of +1.7% compared to last year. Both Commutation and Non-Commutation markets showed ridership increases, +1.9% and +1.5%, respectively. One of the factors that influenced ridership comparisons favorably was the improved weather conditions (warmer temperatures and less rain occurring this April compared to April 2014). Also, sporting events such as this year's NY Rangers and NY Nets playoff games contributed to additional ridership compared to last year, while ridership for Met's Opening Day went up 15% this year (+5,662 customers compared to +4,925 customers from last year's opening day). April's Leisure travel ridership increased 12.2% compared to last year.

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

	April 2015	% Change vs. 2014	Comparison to Budget
Total Rail Ridership	27.203	+ 1.3% ▲	- 0.6% ▼
Commutation Ridership	16.381	+ 1.3% ▲	+ 0.1% ▲
Non-Commutation Ridership	10.822	+ 1.3% ▲	- 1.5% ▼
Rail Revenue	\$210.9	+ 3.1% ▲	- 0.1% ▼

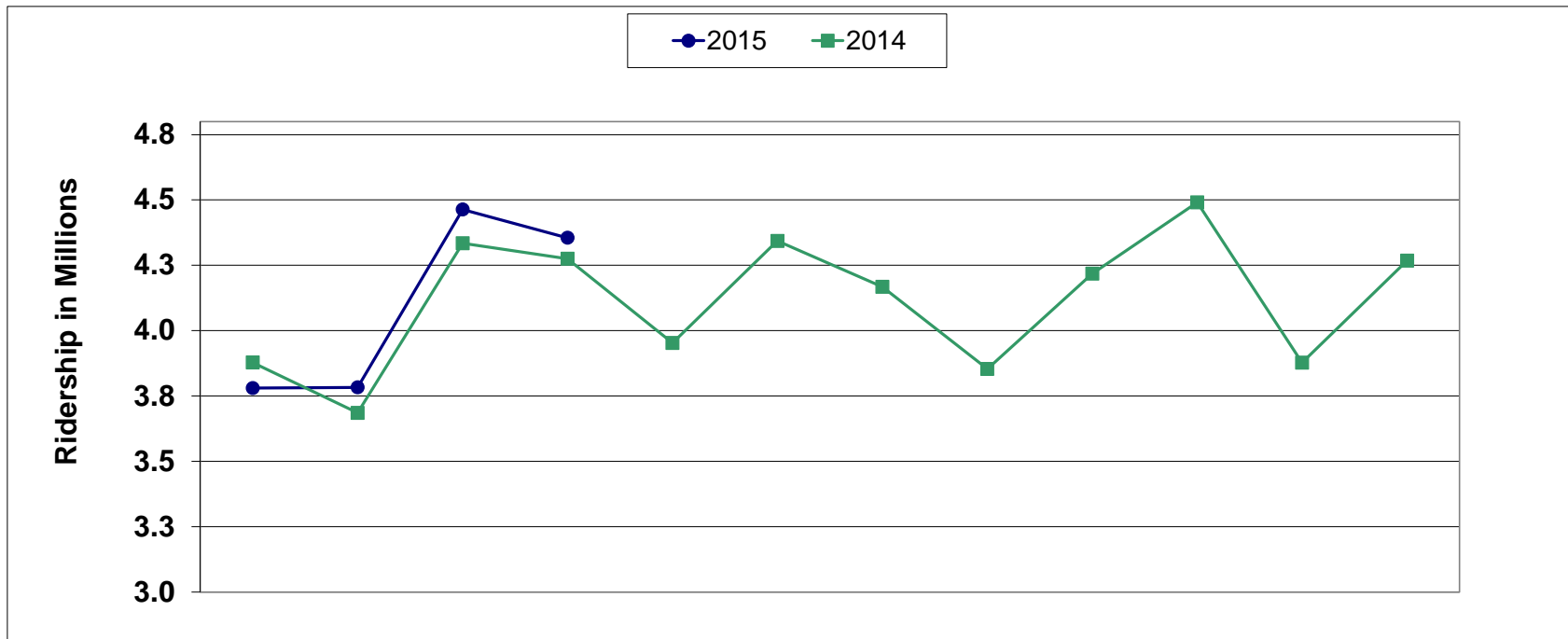
APRIL RIDERSHIP

●April's Total Ridership was 1.7% above '14 and 1.2% above Budget.

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APRIL COMMUTATION RIDERSHIP

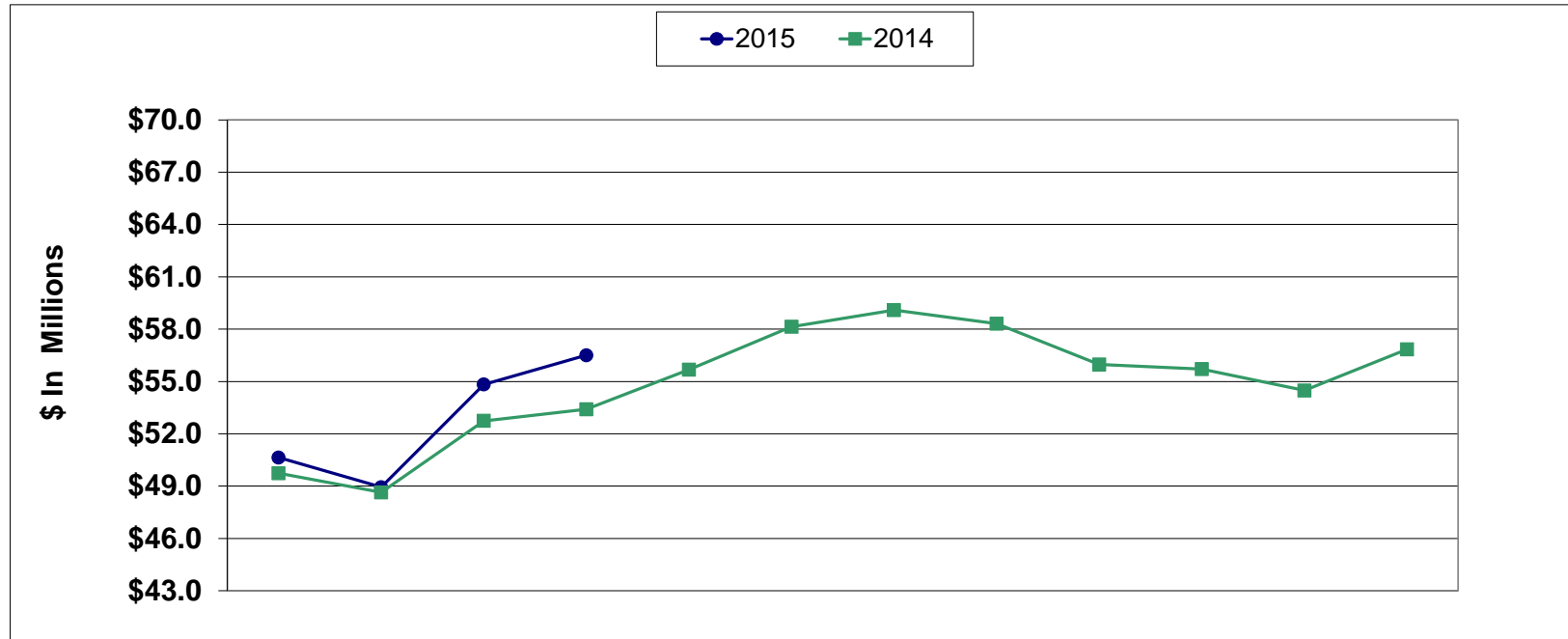
- April's Commutation Ridership was 1.9% above '14 and 1.0% above Budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2015	3.8	3.8	4.5	4.4									16.4
2014	3.9	3.7	4.3	4.3	4.0	4.3	4.2	3.9	4.2	4.5	3.9	4.3	16.2
PCT CHG.	-2.5%	2.7%	3.0%	1.9%									1.3%

APRIL REVENUE

- April's Total Revenue was 5.8% above '14 and 1.3% above Budget*.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2015	\$50.6	\$48.9	\$54.8	\$56.5									\$210.9
2014	\$49.7	\$48.6	\$52.7	\$53.4	\$55.7	\$58.1	\$59.1	\$58.3	\$56.0	\$55.7	\$54.5	\$56.8	\$204.5
PCT CHG.	1.8%	0.6%	4.0%	5.8%									3.1%

*Fare increase was implemented in March 22, 2015.

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

TICKET TYPE/SERVICE	APRIL 2015	APRIL 2014	CHANGE VS. 2014	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	4,355,116	4,275,362	79,754	1.9%
NON-COMMUTATION RIDERSHIP	2,958,728	2,914,415	44,313	1.5%
TOTAL RIDERSHIP	7,313,844	7,189,777	124,067	1.7%

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

TICKET TYPE/SERVICE	APRIL 2015	APRIL 2014	CHANGE VS. 2014	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	16,381,330	16,172,610	208,719	1.3%
NON-COMMUTATION RIDERSHIP	10,821,591	10,677,631	143,960	1.3%
TOTAL RIDERSHIP	27,202,921	26,850,241	352,679	1.3%

* 2014 ridership numbers were adjusted using 2015 factors.

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

HIGHLIGHTS

PN-TQ,TR: HICKSVILLE IMPROVEMENTS PROJECT

Project Budget: \$121.19M [\$68.77M for Station Improvements & \$52.42M for North Track Siding]

Milestone: Design Completion

Design for the rehabilitation of Hicksville Station and for the new North Track Siding [NTS] is complete. At Hicksville Station, project work will include platform replacement, installation of 2 new hydraulic elevators and 2 escalators accessible from the plaza area; rehabilitation of the substructure; new aluminum stairs and handrails; new platform canopies and waiting rooms; lighting, electrical, communication, and heating systems; a new security CCTV system; and improvements to the general station environment. The new fully electrified North Track Siding [NTS] will be located west of Hicksville Station. The new NTS will improve Main Line service with the ability to increase peak trains, provide added capacity and operational flexibility, and reduce congestion in the area. Work includes construction of a new retaining wall, duct bank systems, prewired signal hut and case, and new signal components. Project construction is planned to commence in the 4th Quarter 2015.

PN-2E: NEW ELEVATORS AND ADA STATION IMPROVEMENTS AT FLUSHING MAIN STREET

Project Budget: \$16.44M

Milestone: Design Completion

Design of 2 new elevators and station improvements at the Flushing Main Street Station is complete. The new elevators, one for each platform, will provide ADA-compliant accessibility from street level to the platforms and improve vertical circulation. Project work will also include a new westbound entrance on Main Street, and a new Ticket Office. Site and platform improvements include a new plaza area, new platform access stairs, shelter sheds, railings, lighting, signage, CCTV cameras, and tactile edge warning strips. This project will enhance station access and provide an ADA accessible entry to this busy Downtown Flushing transit hub.

PN-L7: ATLANTIC AVENUE TUNNEL CABLE REPLACEMENT [SOGRI]

Project Budget: \$5.10M

Milestone: Beneficial Use

Replacement of the existing communication cables and life safety equipment in the Atlantic Avenue Tunnel between Jamaica and the Atlantic Terminal is complete. Project work included replacement of the copper cable infrastructure, installation of new fiber optic cable, and installation of new call boxes at all exit hatches. This project contributes to the LIRR's efforts to modernize network communications, signal and substation supervisory / SCADA traffic, and vital radio communications.

PN-NB: PROGRAM DEVELOPMENT [MURRAY HILL ELEVATORS]

Project Budget for Murray Hill Design: \$0.59M

Milestone: Contract Award

A Design Contract for the design of 2 new elevators, along with associated platform and street level improvements, to support ADA compliance at Murray Hill Station in Queens on the Port Washington Branch was issued to Dewberry Engineers, Inc for \$519,685. Murray Hill is an "open cut" station with two 4-car platforms below street level. Design includes 2 new stretcher-size hydraulic elevators, along with associated platform and street level improvements to support ADA compliance and improve safety at the station. Project work also includes elevator shafts, machine rooms, associated cut-back and reinstallation of retaining walls, tactile warning strips, lighting, CCTV cameras, and signage. Design Completion is planned for the 1st Quarter 2016.

PN-TT: ELLISON AVENUE BRIDGE REPLACEMENT

Project Budget: \$17.50M

Milestone: Bridge Demolished

Ellison Avenue Bridge, which spans the LIRR's Main Line tracks in the Village of Westbury, was demolished during a 48-hour suspension of train service between Hicksville and Mineola over the weekend of May 16 and 17. Although the service suspension primarily affected the Port Jefferson and Ronkonkoma Branches, all LIRR branches experienced revised departure and arrival times for weekend trains. Special weekend timetables were available for all branches and customers were advised to use south shore or Port Washington branches if possible.

Buses and LIRR personnel were available between Hicksville and Mineola and other local stations to assist LIRR customers. The LIRR took advantage of the 48-hour service suspension by performing other critical work during the outage including switch improvements in Hicksville, drainage work, and replacement of the School Street grade crossing in Westbury.

L506996Q [PN-6Q]: HIGH SECURITY FENCING AND GATES AT 5 LIRR YARD LOCATIONS

Project Budget: \$2.68M

Milestone: Contract Award

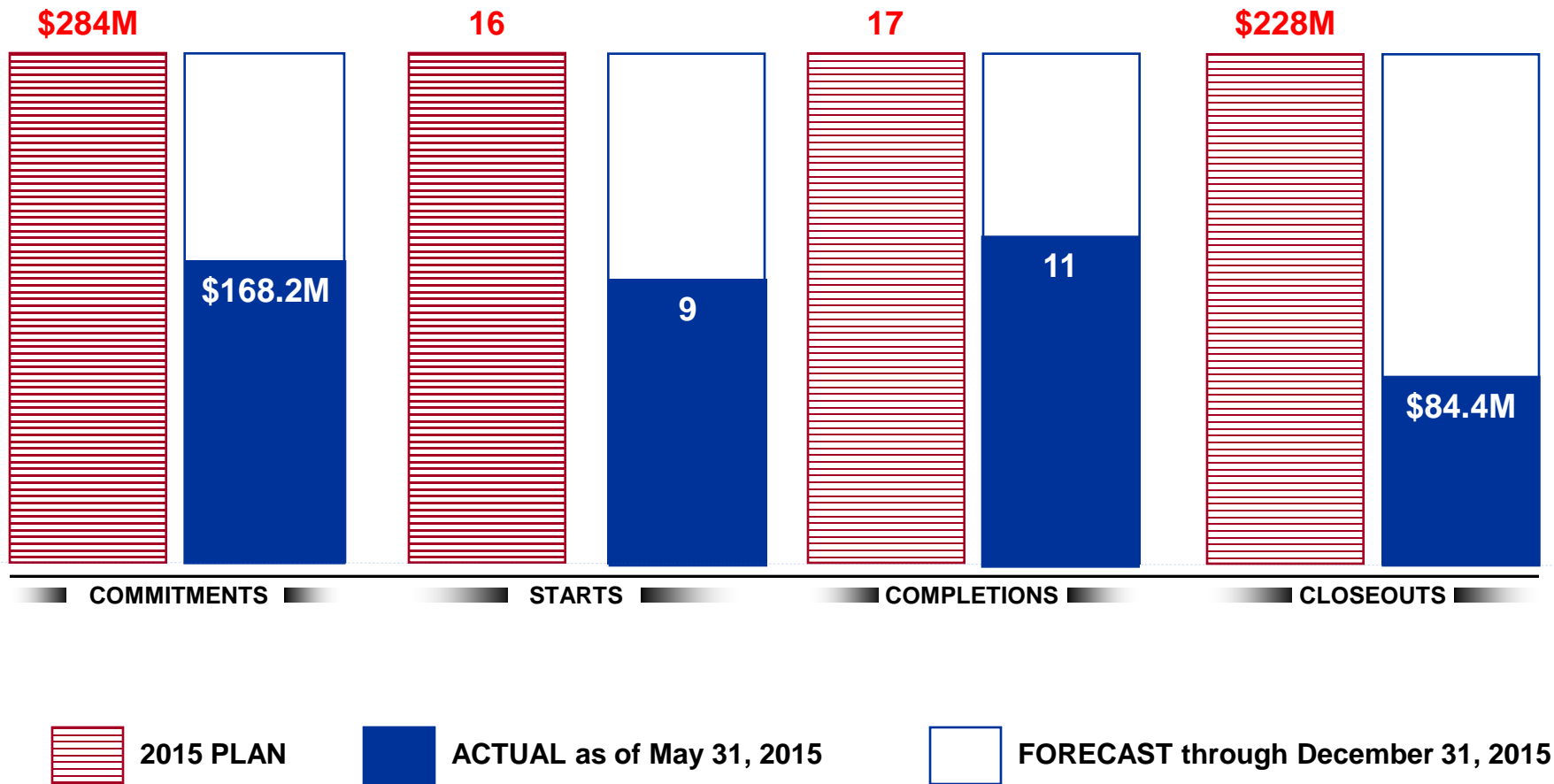
Five [5] contracts to Residential Fencing have been awarded with a total combined project budget of \$2,680,000. This is a new project funded through the utilization of remaining ARRA funds from NYC Transit projects. The project consists of the installation of High Security Fencing and Gates along the perimeter of 5 LIRR Yards located in Speonk, Shea, Farmingdale, Valley Stream, and Medford. This project will greatly enhance the overall security of the LIRR.

The installation of High Security Fencing and Gates will reduce the potential for damage or vandalism to equipment that is stored in yards and improve the public's safety. Each yard is a critical part of the LIRR infrastructure used to maintain LIRR rolling stock as part of the LIRR's continuing counterterrorism efforts to protect the riding public and its assets against potential threats and / or attacks.

MENTORING ACTIVITIES

- Woodside / Merrick Elevator Replacement: Site work at Woodside and Merrick continued.
- Jamaica HR Building Improvements: Work completed.
- Harold Tower Rehabilitation: Work completed.
- Sandy Roof Replacement [Hillside] and Shelter Shed Replacement [Westbury]: Submittals continued.
- Long Beach Branch Equipment Platforms: Phase 1 Submittals continued. Phase 2 Procurement commenced.
- Hillside Support Facility HVAC / Fire Alarm: Submittals commenced.
- Hillside Support Facility Building 2 Roof Replacement and Lightning Protection: Procurement continued.
- Hillside Simulator Building Roof Replacement and Lightning Replacement: Procurement continued.
- Hicksville Siding Electrical Ductbank: Procurement continued.
- Suffolk Paving: Procurement continued.
- Nassau, Queens, and Brooklyn Paving: Procurement continued.
- New ADA Railings at Flushing Main Street: Procurement commenced.
- Improvements to Babylon Employee Facility: Procurement commenced.
- Mineola Overpass Painting: Procurement commenced.

2015 LIRR Capital Program Goals





Metro-North Railroad

Operations Report

June 2015

Performance Summary			2015 Data			2014 Data	
			Annual Goal	May	YTD thru May	May	YTD thru May
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	System	Overall	93.0%	93.0%	91.7%	91.1%	90.7%
		AM Peak	93.0%	91.9%	86.5%	83.2%	86.6%
		AM Reverse Peak	93.0%	95.4%	91.6%	91.8%	91.8%
		PM Peak	93.0%	96.8%	95.3%	94.8%	90.7%
		Total Peak	93.0%	94.4%	90.8%	89.1%	89.0%
		Off Peak Weekday	92.0%	90.4%	91.0%	91.4%	90.1%
		Weekend	92.0%	95.1%	94.1%	93.5%	94.5%
	Hudson Line	Overall	93.0%	93.8%	93.3%	90.2%	91.6%
		AM Peak	93.0%	92.7%	88.0%	84.4%	89.7%
		AM Reverse Peak	93.0%	97.3%	96.1%	92.5%	91.6%
		PM Peak	93.0%	98.7%	97.9%	93.0%	89.9%
		Total Peak	93.0%	95.8%	93.1%	89.1%	90.0%
		Off Peak Weekday	92.0%	91.6%	93.4%	88.9%	90.6%
		Weekend	92.0%	94.3%	93.6%	94.1%	95.5%
	Harlem Line	Overall	93.0%	93.3%	92.4%	94.5%	93.3%
		AM Peak	93.0%	93.4%	87.5%	87.9%	89.5%
		AM Reverse Peak	93.0%	95.3%	92.0%	96.0%	95.5%
		PM Peak	93.0%	95.3%	94.8%	97.6%	94.1%
		Total Peak	93.0%	94.5%	91.2%	93.0%	92.3%
		Off Peak Weekday	92.0%	90.8%	92.3%	94.3%	92.3%
		Weekend	92.0%	95.7%	94.5%	97.5%	97.1%
	New Haven Line	Overall	93.0%	92.3%	90.2%	88.9%	88.2%
		AM Peak	93.0%	90.1%	84.8%	78.9%	82.4%
		AM Reverse Peak	93.0%	94.5%	88.8%	87.6%	88.7%
		PM Peak	93.0%	96.8%	93.9%	93.7%	88.6%
		Total Peak	93.0%	93.5%	89.1%	86.0%	85.8%
		Off Peak Weekday	92.0%	89.6%	88.9%	90.6%	88.1%
		Weekend	92.0%	95.2%	94.0%	90.1%	92.0%
Operating Statistics							
Trains Scheduled				19,355	94,624	19,330	93,541
Avg. Delay per Late Train (min) <i>excluding trains canceled or terminated</i>				11.0	12.1	11.9	13.0
Trains Over 15 min. Late <i>excluding trains canceled or terminated</i>			1,800	194	1,441	245	1,660
Trains Canceled			220	13	195	33	308
Trains Terminated			220	25	188	49	257
Percent of Scheduled Trips Completed			99.7%	99.8%	99.6%	99.6%	99.4%
Consist Compliance <i>(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)</i>	System	Overall	99.8%	99.7%	99.6%	98.0%	98.7%
		AM Peak	99.8%	99.8%	99.2%	96.3%	97.5%
		AM Reverse Peak	99.8%	100.0%	99.9%	100.0%	99.8%
		PM Peak	99.8%	98.7%	98.4%	95.9%	97.6%
		Total Peak	99.8%	99.4%	99.0%	96.6%	98.5%
		Off Peak Weekday	99.8%	99.8%	99.8%	99.0%	99.2%
		Weekend	99.8%	99.9%	99.9%	98.5%	99.3%
	Hudson Line	AM Peak	99.8%	99.9%	99.9%	99.8%	99.3%
		PM Peak	99.8%	99.9%	99.6%	99.7%	99.7%
	Harlem Line	AM Peak	99.8%	99.6%	99.0%	99.3%	99.0%
		PM Peak	99.8%	98.1%	98.6%	99.0%	99.5%
	New Haven Line	AM Peak	99.8%	100.0%	99.0%	91.3%	95.3%
		PM Peak	99.8%	98.4%	97.5%	90.7%	95.0%

SYSTEM Category of Delay

Delay Minutes / Delay Threshold	% Total	April	2015 Data YTD thru May		2014 Data YTD thru May		YTD 2015 Vs 2014
Maintenance of Way	55.3%	1,381	1,344	7,832	1,934	8,868	-1,036
Maintenance of Equipment	8.2%	217	200	2,462	426	2,198	264
Transportation	4.5%	144	110	507	69	1,531	-1,024
Capital Projects	0.2%	4	6	22	16	34	-12
Weather and Environmental	1.4%	42	34	1,906	233	2,278	-372
Police	9.8%	92	238	877	178	864	13
Customers	6.6%	175	161	636	137	558	78
Other	13.8%	73	336	822	269	1,373	-551
3rd Party Operations	0.0%	40	1	48	2	6	42
TOTAL	100.0%	2,168	2,430	15,112	3,264	17,710	-2,598

HUDSON LINE	% Total	April	YTD thru May		YTD thru May		YTD 2015 Vs 2014
Maintenance of Way	55.6%	278	272	1,423	368	1,523	-100
Maintenance of Equipment	7.8%	58	38	452	126	442	10
Transportation	5.3%	34	26	89	25	428	-339
Capital Projects	0.0%	0	0	0	2	4	-4
Weather and Environmental	0.0%	14	0	369	102	614	-245
Police	8.4%	9	41	115	39	219	-104
Customers	10.4%	54	51	164	69	192	-28
Other	12.3%	32	60	290	50	239	51
3rd Party Operations	0.2%	0	1	1	0	0	1
TOTAL	100.0%	479	489	2,903	781	3,661	-758

HARLEM LINE	% Total	April	YTD thru May		YTD thru May		YTD 2015 Vs 2014
Maintenance of Way	56.8%	383	477	2,348	278	2,028	320
Maintenance of Equipment	5.2%	44	44	637	74	421	216
Transportation	4.5%	32	38	130	18	454	-324
Capital Projects	0.0%	0	0	0	0	0	0
Weather and Environmental	2.6%	6	22	526	89	685	-159
Police	7.5%	22	63	262	74	221	41
Customers	5.2%	48	44	155	10	70	85
Other	18.1%	10	152	308	29	261	47
3rd Party Operations	0.0%	0	0	0	0	0	0
TOTAL	100.0%	545	840	4,366	572	4,140	226

NEW HAVEN LINE	% Total	April	YTD thru May		YTD thru May		YTD 2015 Vs 2014
Maintenance of Way	54.1%	719	595	4,061	1,288	5,317	-1,256
Maintenance of Equipment	10.6%	116	117	1,372	226	1,336	36
Transportation	4.3%	78	47	288	26	648	-360
Capital Projects	0.5%	4	6	22	14	30	-8
Weather and Environmental	1.1%	23	12	1,012	42	978	34
Police	12.2%	62	134	499	65	424	75
Customers	6.0%	73	66	317	58	297	20
Other	11.2%	30	123	224	190	874	-650
3rd Party Operations	0.0%	40	0	46	2	6	40
TOTAL	100.0%	1,145	1,100	7,841	1,911	9,910	-2,069



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		
			L	C	T	L	C	T	L	C	T	L	C	T
05/04	Mon	Brush fire near track 2 north of CP121 interlocking between Hartsdale and White Plains.	0	0	0	0	0	0	2	0	0	15	0	4
05/06	Wed	A truck struck the overpass at Tomac Ave in Old Greenwich, restricted speed on all tracks from Cat. 342 to Cat. 344.	5	0	0	2	0	0	0	0	0	6	0	0
05/07	Thu	Delays due to a brush fire at CP271.	0	0	0	0	0	0	3	0	0	4	2	2
05/08	Fri	Brush fires between tracks 2 and 4 at MP17.4 and east of Port Chester Station near track 3 at Cat 237.	0	0	0	0	0	0	2	0	0	31	0	0
05/13	Wed	Congestion due to bridge strike at Mamaroneck Avenue, restricted speed in effect.	7	0	0	1	0	0	4	0	0	7	0	0
05/13	Wed	Rough ride on track 1 between 78th and 72nd Street, causing congestion from CP5 to CP1.	24	0	0	4	0	0	0	0	0	10	0	0
05/14	Thu	Congestion from CP113 to CP123 account track condition, switch failure and disabled equipment.	0	0	0	0	0	0	20	0	0	18	0	0
05/20	Wed	Delays due to inability to turn traffic east on track 1 between CP223 and CP217.	0	0	0	0	0	0	3	0	0	9	1	0
05/21	Thu	Train 853 terminated on track 4 at 125th Street account unable to take power.	0	0	0	0	0	0	2	0	1	10	0	0
05/22	Fri	Congestion into GCT account police activity on Lower Level track 105, suspicious package on train 1529.	35	0	0	1	0	0	0	0	0	4	0	0
05/22	Fri	Heavy travel due to Yankee game.	0	0	0	0	0	0	0	0	0	33	0	0

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

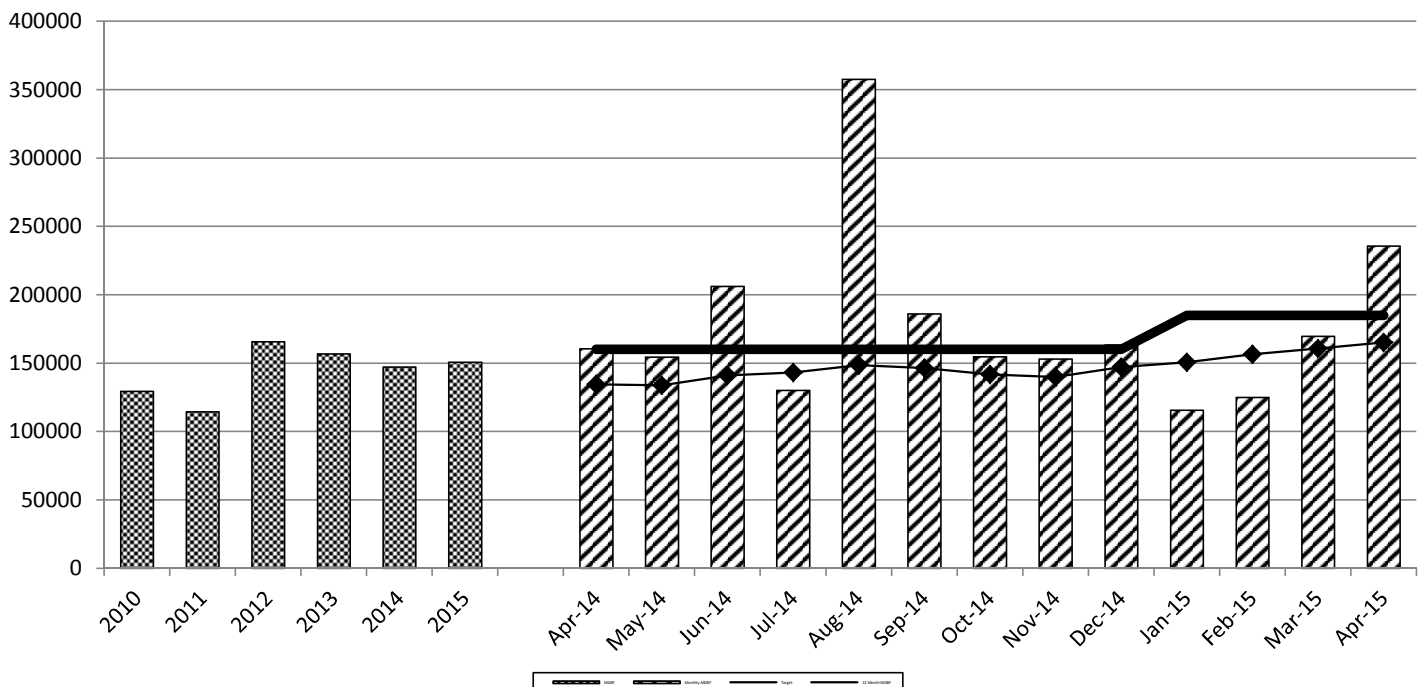
Date	Day	DESCRIPTION OF EVENT	Number of Late Trains											
			AM Peak			AM Reverse			PM Peak			Off Peak		
			L	C	T	L	C	T	L	C	T	L	C	T
05/26	Tue	Congestion from CP223 to CP217 and CP215 to CP212 account 4WBK1 track circuit down.	2	0	0	3	0	0	2	0	0	6	0	0
05/27	Wed	Train 1534 struck a trespasser on track 4 east of Fairfield Station at Cat. 728.	0	0	0	0	0	0	1	0	0	6	1	4
05/27	Wed	The 1ATK track circuit at CP123 on track 1, 4WBK1 track circuit and 2WBK1 were down.	3	0	0	5	0	0	9	0	0	15	0	0
05/28	Thu	A truck struck bridge at Locust Avenue, MP 23.71, in Rye, NY.	0	0	0	0	0	0	1	0	0	10	0	0
TOTAL FOR MONTH			76	0	0	16	0	0	49	0	1	184	4	10
												340		

	Equip- ment Type	Total Fleet Size	2015 Data						2014 Data		
			MDBF Goal (miles)	Apr MDBF (miles)	Primary Failure Goal	Apr No. of Primary Failures	YTD MDBF thru Apr (miles)	12 month MDBF Rolling Avg (miles)	Apr MDBF (miles)	Apr No. of Primary Failures	YTD MDBF thru Apr (miles)
Mean Distance Between Failures	M246	68	40,000	95,804	6	3	29,358	35,634	34,536	15	26,740
	M8	390	280,000	250,315	10	10	256,392	250,721	189,492	11	174,095
	M3	140	135,000	336,523	2	0	139,143	149,450	353,919	0	146,321
	M7	336	460,000	342,208	4	6	303,117	355,897	674,194	3	370,124
	Coach	213	295,000	285,607	5	5	231,700	320,024	276,677	5	159,371
	P-32	31	35,000	37,655	5	5	22,952	23,651	26,751	7	22,897
	BL-20	12	13,000	37,421	3	0	15,258	16,821	27,550	0	16,435
	Fleet	1190	185,000	235,658	35	29	150,748	165,093	160,418	41	111,143
	M2/4/6/8		185,000	214,659	16	13	145,943	149,097	100,095	26	79,885
	M3/7		320,000	398,296	6	6	260,953	298,795	792,167	3	302,983
	Diesel/Coach		120,000	165,373	13	10	97,695	112,905	133,183	12	84,903

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

ALL FLEETS

Mean Distance Between Failures 2010 - 2015



West of Hudson Performance Summary			2015 Data			2014 Data	
			Annual Goal	May	YTD thru May	May	YTD thru May
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	West of Hudson Total	Overall	95.5%	96.4%	93.6%	98.2%	94.7%
		AM Peak	95.5%	96.8%	93.4%	97.6%	93.8%
		PM Peak	95.5%	96.9%	92.0%	98.5%	94.5%
		Total Peak	95.5%	96.9%	92.7%	98.1%	94.2%
		Off Peak Weekday	95.5%	96.5%	94.0%	98.4%	95.1%
		Weekend	95.5%	95.7%	94.1%	98.2%	94.6%
	Pascack Line	Overall	96.5%	96.4%	93.7%	98.8%	95.3%
	Valley Line	AM Peak	96.5%	96.3%	94.4%	97.6%	95.3%
		PM Peak	96.5%	96.4%	91.2%	99.3%	94.8%
		Total Peak	96.5%	96.3%	92.9%	98.4%	95.0%
		Off Peak Weekday	96.5%	97.3%	94.3%	99.1%	95.3%
		Weekend	96.5%	95.1%	93.7%	98.8%	95.7%
	Port Jervis Line	Overall	95.0%	96.4%	93.4%	97.4%	93.7%
		AM Peak	95.0%	97.5%	92.2%	97.6%	91.9%
		PM Peak	95.0%	97.5%	93.0%	97.6%	94.2%
		Total Peak	95.0%	97.5%	92.6%	97.6%	93.1%
		Off Peak Weekday	95.0%	95.4%	93.4%	97.3%	94.8%
		Weekend	95.0%	96.8%	94.8%	97.1%	92.7%
Operating Statistics	Trains Scheduled			1,678	8,263	1,703	8,280
	Avg. Delay per Late Train (min) <small>excluding trains canceled or terminated</small>			22.0	19.1	14.8	19.2
	Trains Over 15 min. Late <small>excluding trains canceled or terminated</small>		200	29	203	6	167
	Trains Canceled		60	5	42	3	42
	Trains Terminated		60	5	28	2	17
	Percent of Scheduled Trips Completed		99.4%	99.4%	99.2%	99.7%	99.3%

MAY 2015 STANDEE REPORT

East of Hudson

East of Hudson			MAY 2014	YTD 2014	MAY 2015	YTD 2015	
Daily Average AM Peak	Hudson Line	Program Standees	0	0	0	0	
		Add'l Standees	0	1	0	0	
		Total Standees	0	1	0	0	
	Harlem Line	Program Standees	0	0	0	0	
		Add'l Standees	18	4	4	22	
		Total Standees	18	4	4	22	
	New Haven Line	Program Standees	0	0	0	0	
		Add'l Standees	81	82	0	17	
		Total Standees	81	82	0	17	
	EAST OF HUDSON TOTAL - AM PEAK		99	87	4	39	
	Daily Average PM Peak	Hudson Line	Program Standees	0	0	0	0
			Add'l Standees	7	3	3	3
Total Standees			7	3	3	3	
Harlem Line		Program Standees	0	0	0	0	
		Add'l Standees	5	5	35	29	
		Total Standees	5	5	35	29	
New Haven Line		Program Standees	0	0	0	0	
		Add'l Standees	15	63	19	47	
		Total Standees	15	63	19	47	
EAST OF HUDSON TOTAL - PM PEAK		27	71	57	79		

West of Hudson

West of Hudson			MAY 2014	YTD 2014	MAY 2015	YTD 2015
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
		Total 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
		Total Standees	0	0	0	0
	WEST OF HUDSON TOTAL - PM PEAK		0	0	0	0

Definitions

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

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

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

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

ELEVATOR AND ESCALATOR OPERATING REPORT

FOR MONTH OF May 2015

Elevator Availability	2015		2014	
	May	Year to Date	May	Year to Date
Grand Central Terminal	99.37%	98.63%	98.79%	97.88%
Harlem	99.75%	99.67%	99.60%	99.76%
Hudson	99.88%	99.77%	99.87%	99.61%
New Haven	99.77%	99.91%	95.29%	99.01%
Overall Average	99.69%	99.50%	99.06%	99.06%

Escalator Availability	2015		2014	
	May	Year to Date	May	Year to Date
Grand Central Terminal	98.08%	98.23%	94.92%	89.52%
White Plains	100.00%	99.70%	100.00%	100.00%
Overall Average	99.04%	98.97%	94.76%	94.76%



Metro-North Railroad

Financial Report June 2015



FINANCIAL STATEMENTS
MONTH ENDED: APRIL 2015

OFFICE OF VICE PRESIDENT OF FINANCE & INFORMATION SYSTEMS

**MTA METRO-NORTH RAILROAD
APRIL 2015 FINANCIAL AND RIDERSHIP REPORT
EXECUTIVE SUMMARY**

April YTD financial results were favorable with a net operating deficit that was \$11.3 million or 4.0% lower than the Adopted Budget. Results for the month were also favorable to the budget by \$6.9 million reflecting the recognition of \$1.5 million in YTD interagency fare revenue from NYCT.

Through April, Operating Revenues were \$0.8 million higher than the Adopted Budget reflecting the interagency revenue noted above and higher GCT net retail revenue due to increased tenant rents and lower management expenses partially offset by lower non-commutation ridership due to the impact of adverse winter weather in the first quarter of the year. Total Expenses through April were \$10.5 million lower than projected due to the timing of contracted services for maintenance and professional services (\$8.2 million), unfilled positions (\$5.4 million) and lower prices for fuel (\$2.8 million). These decreases were partially offset by the non-hazardous environmental remediation costs for the Harmon Shop Improvements capital project (\$3.3 million), the asset write-off of two M-7 cars related to the Commerce St. collision (\$2.9 million), and higher overtime expenses primarily related to inclement weather coverage (\$2.2 million).

YTD Reimbursable Capital program expenditures (and reimbursements) were \$3.3 million lower than Budget due to revised timing of several budgeted projects (Positive Train Control, Component Change Out Shop, and Cyclical Track Program).

Ridership

Total ridership through April of 26.7 million was 1.0% below the Adopted Budget primarily due to severe winter weather events.

East of Hudson

- YTD Ridership of 26.2 million was 1.1% lower than the Adopted Budget and 0.9% higher than 2014.
- April ridership of 7.1 million was slightly below the Adopted Budget.
- YTD Commutation ridership was 0.8% lower than the Adopted Budget but 0.6% higher for the month. April YTD commutation was 0.3% higher than 2014.
- YTD Non-commutation ridership was 1.6% lower than the Adopted Budget and 1.2% lower than the Adopted Budget for the month. Compared to 2014, YTD non-commutation was 1.8% higher than the Adopted Budget.

West of Hudson

- YTD Ridership was higher than the Adopted Budget by 2.2%. April ridership was 2.9% higher than the Adopted Budget. Compared to 2014, YTD ridership was 5.2% higher.

Revenue and Reimbursements

Total YTD Revenue and Reimbursements through April was \$282.8 million, 0.9% lower than the Adopted Budget:

- Farebox Revenue of \$207.1 million was \$2.0 million lower than the Adopted Budget due to adverse winter weather conditions.
- Other Operating Revenue of \$20.7 million was \$2.8 million higher than the Adopted Budget due to the recognition of interagency revenue from NYCT and higher GCT net retail revenue noted above.
- Capital and Other Reimbursements of \$55.1 million were \$3.3 million lower than the Adopted Budget due to project timing previously discussed.

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

Total YTD Non-Reimbursable and Reimbursable expenses of \$449.3 million through April were \$13.6 million (2.9%) lower than the Adopted Budget:

- \$12.8 million was attributable to lower non-labor costs primarily due to reduced contractual services expenditures and timing differences in capital project activity.
- Total Labor costs were 0.2% below the Adopted Budget.

Financial Performance Measures

The YTD performance indicators reflect lower overall expenses:

- Adjusted Farebox Operating Ratio of 61.0% through April was 2.7% higher than the Adopted Budget
- Adjusted Cost per Passenger of \$14.50 for the period was \$0.45 lower than the Adopted Budget
- Revenue per Passenger of \$7.99 for the period was slightly above the Adopted Budget.

**MTA METRO-NORTH RAILROAD
APRIL 2015 FINANCIAL REPORT
YEAR-TO-DATE ACTUAL VERSUS ADOPTED BUDGET**

REVENUE

Total Revenue and reimbursements were \$2.5 million (0.9 %) lower than the Adopted Budget through April:

- **Farebox Revenue** – YTD was lower than the Adopted Budget by \$2.0 million, primarily due to the impact of a temporary system-wide suspension of service related to Winter Storm Juno on January 26th-27th, adverse weather events and the Commerce Street grade crossing collision on non-commutation ridership. For the month, revenue was slightly below the Adopted Budget.
- **Other Operating Revenue** – YTD was higher than the Adopted Budget by \$2.8 million primarily due to the recognition of interagency fare revenue from NYCT and higher GCT net retail revenue (increased tenant rents and lower management expenses). For the month, revenue was \$2.0 million above the Adopted Budget.
- **Capital and Other Reimbursements** – YTD was lower by \$3.3 million due to timing differences/rescheduling of capital projects (Positive Train Control, Component Change Out Shop, and Cyclical Track Program). For the month, reimbursements were \$1.2 million above the Adopted Budget.

EXPENSES

Total Expenses – YTD expenses of \$550.1 million were \$13.8 million (2.4%) lower than the Adopted Budget. For the month, expenses were \$3.8 million (2.7 %) lower than the Adopted Budget.

- **Labor expenses** (*including fringes and overhead recoveries*) – YTD expenses of \$319.5 million were \$0.8 million lower than the Adopted Budget primarily due to unfilled positions largely offset by higher overtime requirements. For the month, expenses were \$0.8 million (1.0%) lower than the Adopted Budget.
- **Non-Labor Expenses** were \$129.8 million YTD; \$12.8 million lower than Adopted Budget and \$2.2 million lower for the month:
 - **Electric Power** – Lower rates and usage drove favorable results compared to the Adopted Budget (\$0.2 million year-to-date and \$0.5 million for the month).
 - **Fuel** – YTD was \$2.8 million below the Adopted Budget primarily due to a lower diesel fuel price per gallon partly offset by higher than budgeted usage. For the month, expenses were \$1.2 million lower than the Adopted Budget
 - **Maintenance & Other Operating Contracts** – YTD was \$5.2 million below the Adopted Budget primarily due to timing differences for maintenance contracts and locomotive overhauls as well as a prior year adjustment for MTA Police services. For the month, expenses were \$0.1 million higher than the Adopted Budget.
 - **Professional Services** – YTD and the month were \$3.9 million and \$1.3 million, respectively, below the Adopted Budget primarily due to timing differences for engineering services, legal fees, advertising and reimbursable project activity.
 - **Materials & Supplies** – YTD was \$3.3 million below the Adopted Budget primarily due to timing differences in reimbursable project activity (Component Change-Out Shop, Cyclical Track Program and Positive Train Control). For the month, expenses were \$0.6 million higher than the Adopted Budget.
 - **Other Business Expenses** – YTD was higher than the Adopted Budget by \$3.5 million, primarily due to the asset write-off of two M-7 cars related to the Commerce Street grade crossing collision and the timing of CSX track rights reimbursements. For the month, expenses were \$0.1 million higher than the Adopted Budget.

Depreciation and Other Non-Cash Liability Adjustments – \$0.2 million lower than the Adopted Budget due to lower capitalization of assets largely offset by the recognition of non-hazardous environmental remediation costs for the Harmon Shop Improvements capital project.

CASH DEFICIT

The Cash Deficit through April of \$140.9 million was \$28.2 million favorable to the Adopted Budget primarily due to lower expenses partly offset by the timing of capital reimbursements.

MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2015 ADOPTED BUDGET
ACCRUAL STATEMENT OF OPERATIONS by CATEGORY
April 2015
(\$ in millions)

SCHEDULE I - A

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$56.154	\$55.970	(\$0.184)	(0.3)	\$0.000	\$0.000	\$0.000	-	\$56.154	\$55.970	(\$0.184)	(0.3)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	4.515	6.560	2.045	45.3	0.000	0.000	0.000	-	4.515	6.560	2.045	45.3
<i>Capital & Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	10.325	9.882	(0.443)	(4.3)	10.325	9.882	(0.443)	(4.3)
CDOT	0.000	0.000	0.000	-	4.667	6.388	1.721	36.9	4.667	6.388	1.721	36.9
Other	0.000	0.000	0.000	-	1.875	1.810	(0.065)	(3.5)	1.875	1.810	(0.065)	(3.5)
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	16.866	18.080	1.213	7.2	16.866	18.080	1.213	7.2
Total Revenue/Receipts	\$60.669	\$62.531	\$1.861	3.1	\$16.866	\$18.080	\$1.213	7.2	\$77.536	\$80.610	\$3.074	4.0
Expenses												
<i>Labor:</i>												
Payroll	\$39.999	\$38.781	\$1.218	3.0	\$4.387	\$4.076	\$0.310	7.1	\$44.386	\$42.857	\$1.529	3.4
Overtime	7.070	7.148	(0.078)	(1.1)	1.352	1.730	(0.378)	(28.0)	8.422	8.878	(0.456)	(5.4)
Health and Welfare	8.120	7.821	0.299	3.7	1.241	1.205	0.036	2.9	9.361	9.026	0.335	3.6
OPEB Current Payment	2.099	2.053	0.046	2.2	0.000	0.000	0.000	-	2.099	2.053	0.046	2.2
Pensions	7.071	6.795	0.276	3.9	0.713	0.795	(0.083)	(11.6)	7.783	7.590	0.193	2.5
Other Fringe Benefits	8.923	8.778	0.146	1.6	1.007	1.107	(0.099)	(9.9)	9.930	9.884	0.046	0.5
Reimbursable Overhead	(5.177)	(4.279)	(0.898)	(17.4)	4.503	4.464	0.039	0.9	(0.675)	0.185	(0.860)	*
Total Labor	\$68.104	\$67.096	\$1.008	1.5	\$13.201	\$13.376	(\$0.175)	(1.3)	\$81.306	\$80.472	\$0.833	1.0
<i>Non-Labor:</i>												
Electric Power	\$7.573	\$7.099	\$0.474	6.3	\$0.000	\$0.005	(\$0.005)	-	\$7.573	\$7.104	\$0.469	6.2
Fuel	2.462	1.222	1.240	50.4	0.000	0.000	0.000	-	2.462	1.222	1.240	50.4
Insurance	1.626	1.642	(0.015)	(0.9)	0.377	0.379	(0.002)	(0.5)	2.004	2.021	(0.017)	(0.9)
Claims	0.093	0.032	0.061	65.6	0.000	0.000	0.000	-	0.093	0.032	0.061	65.6
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	8.710	7.376	1.334	15.3	0.847	2.305	(1.459)	*	9.556	9.681	(0.125)	(1.3)
Professional Service Contracts	3.262	2.555	0.707	21.7	1.018	0.385	0.633	62.2	4.280	2.940	1.340	31.3
Materials & Supplies	6.157	6.523	(0.366)	(5.9)	1.376	1.610	(0.234)	(17.0)	7.533	8.133	(0.600)	(8.0)
Other Business Expenses	1.759	1.917	(0.158)	(9.0)	0.048	0.019	0.029	60.0	1.807	1.936	(0.129)	(7.1)
Total Non-Labor	\$31.642	\$28.366	\$3.276	10.4	\$3.665	\$4.703	(\$1.038)	(28.3)	\$35.308	\$33.069	\$2.238	6.3
<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.	\$99.747	\$95.462	\$4.285	4.3	\$16.866	\$18.080	(\$1.213)	(7.2)	\$116.613	\$113.542	\$3.072	2.6
Depreciation	19.290	18.826	0.464	2.4	0.000	0.000	0.000	-	19.290	18.826	0.464	2.4
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	0.264	0.000	0.264	100.0	0.000	0.000	0.000	-	0.264	0.000	0.264	100.0
Total Expenses	\$124.994	\$119.981	\$5.012	4.0	\$16.866	\$18.080	(\$1.213)	(7.2)	\$141.860	\$138.061	\$3.799	2.7
Net Surplus/(Deficit)	(\$64.324)	(\$57.451)	\$6.874	10.7	\$0.000	\$0.000	(\$0.000)	-	(\$64.324)	(\$57.451)	\$6.874	10.7
<i>Cash Conversion Adjustments:</i>												
Depreciation	19.290	18.826	(0.464)	(2.4)	0.000	0.000	0.000	-	19.290	18.826	(0.464)	(2.4)
Operating/Capital	(2.834)	(2.269)	0.565	19.9	0.000	0.000	0.000	-	(2.834)	(2.269)	0.565	19.9
Other Cash Adjustments	4.386	(4.338)	(8.725)	*	0.000	0.000	0.000	-	4.386	(4.338)	(8.725)	*
Total Cash Conversion Adjustments	\$20.842	\$12.219	(\$8.623)	(41.4)	\$0.000	\$0.000	\$0.000	-	\$20.842	\$12.219	(\$8.623)	(41.4)
Net Cash Surplus/(Deficit)	(\$43.482)	(\$45.232)	(\$1.750)	(4.0)	\$0.000	\$0.000	(\$0.000)	-	(\$43.482)	(\$45.232)	(\$1.750)	(4.0)

-- Results are preliminary and subject to audit review.

-- Differences are due to rounding.

* Variance exceeds 100%.

MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2015 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
April Year-To-Date
(\$ in millions)

SCHEDULE I - B

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$209.088	\$207.055	(\$2.032)	(1.0)	\$0.000	\$0.000	\$0.000	-	\$209.088	\$207.055	(\$2.032)	(1.0)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	17.914	20.722	2.808	15.7	0.000	0.000	0.000	-	17.914	20.722	2.808	15.7
<i>Capital & Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	36.135	32.404	(3.732)	(10.3)	36.135	32.404	(3.732)	(10.3)
CDOT	0.000	0.000	0.000	-	15.704	17.430	1.726	11.0	15.704	17.430	1.726	11.0
Other	0.000	0.000	0.000	-	6.485	5.218	(1.266)	(19.5)	6.485	5.218	(1.266)	(19.5)
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	58.324	55.052	(3.273)	(5.6)	58.324	55.052	(3.273)	(5.6)
Total Revenue/Receipts	\$227.002	\$227.778	\$0.776	0.3	\$58.324	\$55.052	(\$3.273)	(5.6)	\$285.326	\$282.829	(\$2.497)	(0.9)
Expenses												
<i>Labor:</i>												
Payroll	\$157.781	\$152.424	\$5.358	3.4	\$15.283	\$15.204	\$0.079	0.5	\$173.065	\$167.627	\$5.437	3.1
Overtime	29.482	31.688	(2.206)	(7.5)	4.089	5.892	(1.802)	(44.1)	33.571	37.579	(4.008)	(11.9)
Health and Welfare	32.266	31.493	0.773	2.4	4.175	4.310	(0.135)	(3.2)	36.441	35.803	0.638	1.7
OPEB Current Payment	8.395	8.275	0.121	1.4	0.000	0.000	0.000	-	8.395	8.275	0.121	1.4
Pensions	28.077	27.130	0.947	3.4	2.412	2.833	(0.421)	(17.4)	30.489	29.963	0.526	1.7
Other Fringe Benefits	35.724	35.589	0.135	0.4	3.403	4.149	(0.746)	(21.9)	39.128	39.739	(0.611)	(1.6)
Reimbursable Overhead	(15.119)	(13.803)	(1.317)	(8.7)	14.346	14.352	(0.006)	(0.0)	(0.774)	0.549	(1.323)	*
Total Labor	\$276.606	\$272.796	\$3.810	1.4	\$43.709	\$46.739	(\$3.030)	(6.9)	\$320.315	\$319.535	\$0.780	0.2
<i>Non-Labor:</i>												
Electric Power	\$31.834	\$31.634	\$0.201	0.6	\$0.000	\$0.021	(\$0.021)	-	\$31.834	\$31.655	\$0.179	0.6
Fuel	9.303	6.468	2.835	30.5	0.000	0.000	0.000	-	9.303	6.468	2.835	30.5
Insurance	6.505	6.040	0.466	7.2	1.072	0.999	0.073	6.8	7.578	7.039	0.539	7.1
Claims	0.380	0.075	0.305	80.3	0.000	0.000	0.000	-	0.380	0.075	0.305	80.3
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	35.454	30.402	5.052	14.2	3.131	3.021	0.110	3.5	38.585	33.423	5.162	13.4
Professional Service Contracts	12.263	9.112	3.151	25.7	2.322	1.587	0.735	31.6	14.586	10.700	3.886	26.6
Materials & Supplies	24.717	26.690	(1.972)	(8.0)	7.896	2.590	5.306	67.2	32.613	29.280	3.333	10.2
Other Business Expenses	7.504	11.073	(3.568)	(47.6)	0.194	0.093	0.101	51.9	7.698	11.166	(3.468)	(45.0)
Total Non-Labor	\$127.962	\$121.493	\$6.469	5.1	\$14.615	\$8.312	\$6.303	43.1	\$142.577	\$129.806	\$12.772	9.0
<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.	\$404.568	\$394.289	\$10.279	2.5	\$58.324	\$55.052	\$3.273	5.6	\$462.892	\$449.341	\$13.551	2.9
Depreciation	77.159	74.512	2.646	3.4	0.000	0.000	0.000	-	77.159	74.512	2.646	3.4
OPEB Obligation	22.772	22.772	0.000	0.0	0.000	0.000	0.000	-	22.772	22.772	0.000	0.0
Environmental Remediation	1.057	3.496	(2.439)	*	0.000	0.000	0.000	-	1.057	3.496	(2.439)	*
Total Expenses	\$505.556	\$495.070	\$10.486	2.1	\$58.324	\$55.052	\$3.273	5.6	\$563.880	\$550.121	\$13.759	2.4
Net Surplus/(Deficit)	(\$278.554)	(\$267.292)	\$11.262	4.0	\$0.000	\$0.000	(\$0.000)	-	(\$278.554)	(\$267.292)	\$11.262	4.0
<i>Cash Conversion Adjustments:</i>												
Depreciation	77.159	74.512	(2.646)	(3.4)	0.000	0.000	0.000	-	77.159	74.512	(2.646)	(3.4)
Operating/Capital	(14.255)	(4.885)	9.370	65.7	0.000	0.000	0.000	-	(14.255)	(4.885)	9.370	65.7
Other Cash Adjustments	46.607	56.789	10.181	21.8	0.000	0.000	0.000	-	46.607	56.789	10.181	21.8
Total Cash Conversion Adjustments	\$109.511	\$126.416	\$16.905	15.4	\$0.000	\$0.000	\$0.000	-	\$109.511	\$126.416	\$16.905	15.4
Net Cash Surplus/(Deficit)	(\$169.044)	(\$140.876)	\$28.168	16.7	\$0.000	\$0.000	(\$0.000)	-	(\$169.044)	(\$140.876)	\$28.168	16.7

-- Results are preliminary and subject to audit review.

-- Differences are due to rounding.

* Variance exceeds 100%.

MTA METRO-NORTH RAILROAD
ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY
EXPLANATION OF VARIANCE BETWEEN ADOPTED BUDGET AND ACTUAL RESULTS
FEBRUARY FINANCIAL PLAN - 2015 ADOPTED BUDGET
APRIL 2015
(\$ 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
		\$	%		\$	%	
OTHER OPERATING REVENUE	Non-Reimb	\$2.045	45.3%	Primarily due to the recognition of interagency fare revenue from NYCT and higher GCT digital advertising.	\$2.808	15.7%	Primarily due to the recognition of interagency fare revenue from NYCT and higher net GCT revenues due to increased tenant rents and lower management expenses.
CAPITAL AND OTHER REIMBURSEMENTS	Reimb	\$1.213	7.2%	Higher reimbursements reflect increased monthly activity and capital project expenditures.	(\$3.273)	(5.6%)	Lower reimbursements reflect scheduling changes in capital project expenditures.
PAYROLL	Non-Reimb	\$1.218	3.0%	Primarily due to unfilled positions.	\$5.358	3.4%	Primarily due to unfilled positions.
	Reimb	\$0.310	7.1%	Primarily reflects timing of the CT Track Program and lower project activity on Positive Train Control.	\$0.079	0.5%	
OVERTIME	Non-Reimb	(\$0.078)	(1.1%)		(\$2.206)	(7.5%)	Primarily due to increased coverage requirements resulting from adverse winter weather conditions, both snow and temperature related, during the first quarter of the year.
	Reimb	(\$0.378)	(28.0%)	Reflects higher than budgeted expenses for the GCT Turnouts/Switch Renewal and CT Track Program.	(\$1.802)	(44.1%)	Reflects higher than budgeted expenses for the GCT Turnouts/Switch Renewal, C29 and CT Track Program as well as higher activity on Miscellaneous I&C HH project.
OTHER FRINGE BENEFITS	Reimb	(\$0.099)	(9.9%)	Reflects higher than budgeted expenses for the CT Track Program and GCT Turnouts/Switch Renewal.	(\$0.746)	(21.9%)	Reflects higher than budgeted expenses for the C29, NHL Fleet and Bridge program, CT Track program and GCT Turnouts/Switch Renewal.
REIMBURSABLE OVERHEAD	Non-Reimb	(\$0.898)	(17.4%)	The non-reimbursable and reimbursable variances reflect lower activity on Hurricane Sandy Infrastructure and the NH Component Change Out Shop. These were partially offset by higher activity on Positive Train Control and GCT Turnouts/Switch Renewal.	(\$1.317)	(8.7%)	The non-reimbursable and reimbursable variances reflect lower activity on the Cyclical Track Program, NH Component Change Out Shop, Hurricane Sandy Infrastructure and Positive Train Control. These were partially offset by higher activity on the GCT Turnouts/Switch Renewal.
	Reimb	\$0.039	0.9%		(\$0.006)	(0.0%)	
ELECTRIC POWER	Non-Reimb	\$0.474	6.3%	Primarily due to lower consumption and rates.	\$0.201	0.6%	
FUEL	Non-Reim	\$1.240	50.4%	Lower diesel fuel price per gallon and lower usage.	\$2.835	30.5%	Lower diesel fuel price per gallon partly offset by higher than budgeted usage.
INSURANCE	Non-Reimb	(\$0.015)	(0.9%)		\$0.466	7.2%	Reflects a refund for Station Liability Insurance from prior year premium audits.
	Reimb	(\$0.002)	(0.5%)		\$0.073	6.8%	Reflects lower project activity.

MTA METRO-NORTH RAILROAD
ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY
EXPLANATION OF VARIANCE BETWEEN ADOPTED BUDGET AND ACTUAL RESULTS
FEBRUARY FINANCIAL PLAN - 2015 ADOPTED BUDGET
APRIL 2015
(\$ 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
		\$	%		\$	%	
CLAIMS	Non-Reimb	\$0.061	65.6%	Primarily due to lower claim payments for the period.	\$0.305	80.3%	Primarily due to lower claims payments and reimbursements for administrative fees from FMTAC.
MAINTENANCE AND OTHER OPERATING CONTRACTS	Non-Reimb	\$1.334	15.3%	Primarily reflects a prior period adjustment for MTA Police services and the timing of expenses for maintenance contracts.	\$5.052	14.2%	Reflects timing of expenses for maintenance contracts and locomotive overhauls as well as a prior period adjustment for MTA Police services.
	Reimb	(\$1.459)	*	Reflects higher activity for GCT Leaks Remediation and Hurricane Sandy Tree Removal and higher than budgeted expenses for Positive Train Control.	\$0.110	3.5%	Reflects timing of the East of Hudson Overhead Bridge Program partially offset by higher than budgeted expenses for Positive Train Control.
PROFESSIONAL SERVICE CONTRACTS	Non-Reimb	\$0.707	21.7%	Favorable variance primarily reflects the timing of expenses for 2014 Meadowlands service, advertising, training and engineer services.	\$3.151	25.7%	Favorable variance reflects the timing of expenses for engineer services, legal fees, advertising and training.
	Reimb	\$0.633	62.2%	Primarily reflects timing of the NHL EMU Fleet Replacement and the NH Component Change out program.	\$0.735	31.6%	Primarily reflects timing of the NHL EMU Fleet Replacement and the NHL - Component Change out program.
MATERIAL AND SUPPLIES	Non-Reimb	(\$0.366)	(5.9%)	Primarily reflects the rescheduling of Bridgeport derailment repairs resulting from earlier than anticipated completion of FRA inspections on damaged equipment.	(\$1.972)	(8.0%)	Primarily reflects the rescheduling of Bridgeport derailment repairs resulting from earlier than anticipated completion of FRA inspections on damaged equipment and higher material usage for track infrastructure improvements, adverse weather repairs and the CSX derailment.
	Reimb	(\$0.234)	(17.0%)	Primarily reflects higher activity for the C&S Infrastructure Renovation and Hurricane Sandy - Tree Removal. Partially offset by timing of the Hurricane Sandy Infrastructure project.	\$5.306	67.2%	Reflects lower activity for the NH Component Change Out Shop, Cyclical Track Program and the timing of Positive Train Control.
OTHER BUSINESS EXPENSES	Non-Reimb	(\$0.158)	(9.0%)	Primarily due to the timing of track rights reimbursements partially offset by lower NJT Subsidy payments and miscellaneous expenses.	(\$3.568)	(47.6%)	Primarily reflects the write-off of two M-7 cars related to the Commerce Street collision and the timing of track rights reimbursements.
	Reimb	\$0.029	60.0%	Reflects minor variances across several projects.	\$0.101	51.9%	Reflects minor variances across several projects.

MTA METRO-NORTH RAILROAD
 ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY
 EXPLANATION OF VARIANCE BETWEEN ADOPTED BUDGET AND ACTUAL RESULTS
 FEBRUARY FINANCIAL PLAN - 2015 ADOPTED BUDGET
 APRIL 2015
 (\$ 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
		\$	%		\$	%	
ENVIRONMENTAL REMEDIATION	Non-Reimb	\$0.264	100.0%	Timing of projects requiring remediation.	(\$2.439)	*	Reflects the recognition of non-hazardous environmental abatement and disposal costs associated with demolition and excavation activities required as part of the Harmon Shop Improvements capital program project.
OPERATING CAPITAL	Non-Reim	\$0.565	19.9%	Reflects lower activity for the following projects: Cameras/Audios for M8 And Non-M8 Fleet, Furniture for CCO SHOP in NH and M of W Equipment Replacement. These decreases were partially offset by higher activity than anticipated on the Demolition of Carey's Hole Space project.	\$9.370	65.7%	Reflects lower activity for the following projects: Autonomous Track Geometry Measurement System, Cameras/Audios for M8 And Non-M8 Fleet, Vehicle Fleet Replacement and GP 35 Locomotive Overhauls. These decreases were partially offset by higher than anticipated payment of prior year project carryover costs.

* Variance exceeds 100%.

MTA Metro-North Railroad
February Financial Plan - 2015 Adopted Budget
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

NON-REIMBURSABLE OVERTIME	April					April Year-to-Date				
	Adopted Budget		Actuals		Var. - Fav./(Unfav)	Adopted Budget		Actuals		Var. - Fav./(Unfav)
	Hours	\$	Hours	\$	Hours \$	Hours	\$	Hours	\$	Hours \$
<u>Scheduled Service</u> ¹	48,326	\$ 3.097	42,524	\$ 2.544	5,802 \$ 0.553 12.0% 17.9%	198,202	\$ 12.701	197,646	\$ 11.662	556 \$ 1.039 0.3% 8.2%
<u>Unscheduled Service</u>	0	\$ -	0	\$ -	0 \$ - - -	0	\$ -	0	\$ -	0 \$ - - -
<u>Programmatic/Routine Maintenance</u>	44,593	\$ 2.286	44,497	\$ 2.437	96 \$ (0.151) 0.2% -6.6%	159,240	\$ 8.163	149,164	\$ 8.181	10,075 \$ (0.017) 6.3% -0.2%
<u>Unscheduled Maintenance</u>	819	\$ 0.042	1,280	\$ 0.069	(462) \$ (0.027) -56.4% -64.3%	4,193	\$ 0.215	11,748	\$ 0.637	(7,555) \$ (0.422) - -
<u>Vacancy/Absentee Coverage</u> ²	25,270	\$ 1.295	25,476	\$ 1.348	(206) \$ (0.052) -0.8% -4.0%	90,763	\$ 4.653	100,936	\$ 5.308	(10,174) \$ (0.655) -11.2% -14.1%
<u>Weather Emergencies</u>	6,827	\$ 0.350	49	\$ 0.003	6,779 \$ 0.347 99.3% 99.2%	73,150	\$ 3.750	103,371	\$ 5.607	(30,221) \$ (1.857) -41.3% -49.5%
<u>Safety/Security/Law Enforcement</u> ³	0	\$ -	0	\$ -	0 \$ - - -	0	\$ -	0	\$ -	0 \$ - - -
<u>Other</u> ⁴	0	\$ -	0	\$ 0.748	0 \$ (0.748) - -	0	\$ -	0	\$ 0.292	0 \$ (0.292) - -
Subtotal	125,835	\$ 7.070	113,826	\$ 7.148	12,009 \$ (0.078) 9.5% -1.1%	525,547	\$ 29.482	562,865	\$ 31.687	(37,318) \$ (2.205) -7.1% -7.5%
REIMBURSABLE OVERTIME	26,367	\$ 1.352	32,308	\$ 1.730	(5,941) \$ (0.378) -22.5% -28.0%	79,765	\$ 4.090	105,307	\$ 5.892	(25,542) \$ (1.802) -32.0% -44.0%
TOTAL OVERTIME	152,202	\$ 8.422	146,134	\$ 8.878	6,068 \$ (0.456) 4.0% -5.4%	605,312	\$ 33.572	668,172	\$ 37.579	(62,860) \$ (4.007) -10.4% -11.9%

Totals may not add due to rounding.

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

* Exceeds 100%

¹ Includes Service Delay and Tour Length related overtime.

² Excludes T&E crew coverage (included in Scheduled Service category)

³ Not Applicable

⁴ Reflects timing differences related to payroll and calendar cutoff dates.

MTA Metro-North Railroad
February Financial Plan - 2015 Adopted Budget
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	April			April Year To Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u> ¹	5,802	\$0.553	Higher staff availability due to newly graduating conductor classes available for service coverage as well as lower than anticipated attrition.	556	\$1.039	Primarily due to higher staff availability due to newly graduating conductor classes available for service coverage as well as lower than anticipated attrition.
	12.0%	17.9%		0.3%	8.2%	
<u>Unscheduled Service</u>	0	\$0.000		0	\$0.000	
	-	-		-	-	
<u>Programmatic/Routine Maintenance</u>	96	(\$0.151)	Primarily due to higher requirements for viaduct repairs, station enhancements and rolling stock maintenance.	10,075	(\$0.017)	
	0.2%	-6.6%		6.3%	-0.2%	
<u>Unscheduled Maintenance</u>	(462)	(\$0.027)	Primarily due to residual coverage for the CSX derailment.	(7,555)	(\$0.422)	Primarily due to coverage for the CSX derailment.
	-56.4%	-64.3%		*	*	
<u>Vacancy/Absentee Coverage</u> ²	(206)	(\$0.052)		(10,174)	(\$0.655)	Primarily due to vacation, sick and vacancy coverage for M of E must-fill positions.
	-0.8%	-4.0%		-11.2%	-14.1%	
<u>Weather Emergencies</u>	6,779	\$0.347	No severe weather events for the month.	(30,221)	(\$1.857)	Primarily due to increased coverage requirements resulting from adverse winter weather conditions, both snow and temperature related, during the first quarter of the year.
	99.3%	99.2%		-41.3%	-49.5%	
<u>Safety/Security/Law Enforcement</u> ³	0	\$0.000		0	\$0.000	
	-	-		-	-	
<u>Other</u> ⁴	0	(\$0.748)	Reflects timing differences related to payroll and calendar cutoff dates.	0	(\$0.292)	Reflects timing differences related to payroll and calendar cutoff dates.
	-	-		-	-	
Subtotal	12,009	(\$0.078)		(37,318)	(\$2.205)	
	9.5%	-1.1%		-7.1%	-7.5%	
REIMBURSABLE OVERTIME	(5,941)	(\$0.378)	Reflects higher than budgeted expenses for the GCT Turnouts/Switch Renewal and CT Track Program.	(25,542)	(\$1.802)	Reflects higher than budgeted expenses for the GCT Turnouts/Switch Renewal, C29 and CT Track Program as well as higher activity on Miscellaneous I&C HH project.
	-22.5%	-28.0%		-32.0%	-44.0%	
TOTAL OVERTIME	6,068	(\$0.456)		(62,860)	(\$4.007)	

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 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>	Reflects timing differences related to payroll and calendar cutoff dates.
<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 - 2015 ADOPTED BUDGET
CASH RECEIPTS AND EXPENDITURES
(\$ in millions)

SCHEDULE III

	April 2015				Year-to-Date			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Receipts	\$56.771	\$57.342	\$0.571	1.0	\$211.161	\$209.508	(\$1.653)	(0.8)
Toll Receipts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Receipts	6.418	3.564	(2.854)	(44.5)	22.612	22.322	(0.290)	(1.3)
<i>Capital & Other Reimbursements:</i>								
MTA	8.322	3.868	(4.454)	(53.5)	46.660	17.245	(29.415)	(63.0)
CDOT	4.548	5.622	1.074	23.6	16.827	18.839	2.012	12.0
Other	1.411	2.426	1.015	71.9	5.339	4.810	(0.529)	(9.9)
Total Capital and Other Reimbursements	14.282	11.916	(2.366)	(16.6)	68.826	40.894	(27.932)	(40.6)
Total Receipts	\$77.471	\$72.822	(\$4.649)	(6.0)	\$302.600	\$272.724	(\$29.876)	(9.9)
Expenditures								
<i>Labor:</i>								
Payroll	\$47.226	\$43.157	\$4.069	8.6	\$161.248	\$158.123	\$3.125	1.9
Overtime	9.383	9.489	(0.106)	(1.1)	32.447	34.197	(1.750)	(5.4)
Health and Welfare	10.304	19.661	(9.357)	(90.8)	41.029	41.384	(0.355)	(0.9)
OPEB Current Payment	2.099	2.016	0.083	3.9	8.395	8.192	0.203	2.4
Pensions	7.949	0.292	7.657	96.3	31.796	2.768	29.028	91.3
Other Fringe Benefits	9.557	9.753	(0.196)	(2.1)	40.494	38.677	1.817	4.5
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	\$86.518	\$84.368	\$2.150	2.5	\$315.409	\$283.341	\$32.068	10.2
<i>Non-Labor:</i>								
Electric Power	\$7.685	\$7.524	\$0.161	2.1	\$32.357	\$28.919	\$3.438	10.6
Fuel	2.391	2.190	0.201	8.4	9.018	7.844	1.174	13.0
Insurance	1.623	1.725	(0.102)	(6.3)	9.507	8.068	1.439	15.1
Claims	0.083	0.281	(0.198)	*	5.445	1.895	3.550	65.2
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	6.824	7.964	(1.140)	(16.7)	33.659	25.927	7.732	23.0
Professional Service Contracts	4.363	1.395	2.968	68.0	18.522	9.925	8.597	46.4
Materials & Supplies	7.642	8.485	(0.843)	(11.0)	32.351	32.592	(0.241)	(0.7)
Other Business Expenditures	3.823	4.122	(0.299)	(7.8)	15.376	15.089	0.287	1.9
Total Non-Labor	\$34.435	\$33.686	\$0.749	2.2	\$156.234	\$130.259	\$25.975	16.6
<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	\$120.953	\$118.054	\$2.899	2.4	\$471.643	\$413.600	\$58.043	12.3
Net Cash Deficit (excludes Opening Cash Balance)	(\$43.482)	(\$45.232)	(\$1.750)	(4.0)	(\$169.044)	(\$140.876)	\$28.168	16.7
Subsidies								
MTA	34.207	29.529	(4.678)	(13.7)	115.126	98.457	(16.669)	(14.5)
CDOT	9.275	16.998	7.723	83.3	53.918	39.421	(14.497)	(26.9)
Total Subsidies	\$43.482	\$46.527	\$3.045	7.0	\$169.044	\$137.878	(\$31.166)	(18.4)
Cash Timing and Availability Adjustment	\$0.000	(\$1.295)	(\$1.295)	-	\$0.000	\$2.998	\$2.998	-

-- Results are preliminary and subject to audit review.

-- Differences are due to rounding.

* Variance exceeds 100%.

MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2015 BUDGET
CASH RECEIPTS AND EXPENDITURES
EXPLANATION OF VARIANCE BETWEEN BUDGET AND ACTUAL RESULTS
(\$ in millions)

\$ Detail

Generic Receipt or Expense Category	April Month vs Budget			Year-To-Date as of April 30, 2015		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
OTHER OPERATING REVENUE	(2.854)	(44.5%)	Timing of MTA-LaSalle charges.	(0.290)	(1.3%)	
CAPITAL AND OTHER REIMBURSEMENTS:						
MTA	(4.454)	(53.5%)	Lower cash receipts due to timing of payments combined with lower capital related project activity.	(29.414)	(63.0%)	Lower cash receipts due to lower capital related project activity combined with timing of payments.
CDOT	1.074	23.6%	Higher cash receipts due to higher capital related project activity partially offset by timing of payments.	2.012	12.0%	Higher cash receipts due to timing of payments.
OTHER	1.015	71.9%	Higher cash receipts due to timing of payments partially offset by lower capital related project activity.	(0.529)	(9.9%)	Lower cash receipts due to lower capital related project activity partially offset by timing payments.
PAYROLL	4.069	8.6%	Position vacancies, lower payroll taxes associated with vacancies, revised scheduling of capital projects and lower retiree payouts.	3.125	1.9%	
OVERTIME	(0.106)	(1.1%)		(1.750)	(5.4%)	Adverse weather events, vacancy/absentee coverage for must fill positions and unscheduled maintenance primarily due to the CSX derailment.
HEALTH & WELFARE	(9.357)	(90.8%)	Timing of quarterly payments for Connecticare and Dental/Vision.	(0.356)	(0.9%)	
PENSIONS	7.657	96.3%	Timing of April payment made in prior month.	29.028	91.3%	Timing of pension obligation payments made in prior month.
OTHER FRINGE BENEFITS	(0.196)	(2.1%)		1.817	4.5%	Lower Tier I payments driven by vacancies.
ELECTRIC POWER	0.161	2.1%		3.438	10.6%	Timing of payments.
FUEL	0.201	8.4%	Lower rates for heating fuel and for non-revenue vehicles.	1.173	13.0%	Lower rates for heating fuel and for non-revenue vehicles.
INSURANCE	(0.102)	(6.3%)	Timing of quarterly premium for All Agency Property partially offset by Station Liability and Force Account insurance premiums.	1.439	15.1%	Timing of premiums paid for Station Liability, Force Account and Excess Liability partially offset by All Agency Property.
CLAIMS	(0.198)	*	Higher miscellaneous passenger injury settlement payments.	3.549	65.2%	Timing of settlement payments related to the Spuyten Duyvil and New Haven Line incidents.
MAINTENANCE & OTHER OPERATING CONTRACTS	(1.140)	(16.7%)	Timing of lease payments for 420 Lexington Ave. partially offset by lower spend on maintenance & repairs.	7.732	23.0%	Timing of spend on MTA police, maintenance & repairs and capital related projects (Vehicle Replacement and Overhead Bridge Program) partially offset by timing of lease payments for 420 Lexington Ave.

MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2015 BUDGET
CASH RECEIPTS AND EXPENDITURES
EXPLANATION OF VARIANCE BETWEEN BUDGET AND ACTUAL RESULTS
(\$ in millions)

\$ Detail

Generic Receipt or Expense Category	April Month vs Budget			Year-To-Date as of April 30, 2015		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
PROFESSIONAL SERVICE CONTRACTS	2.968	68.0%	Refund of overpayment of New Haven Line Consolidated Services and timing of payments for engineering services.	8.597	46.4%	Timing of quarterly New Haven Line BSC costs, refund of New Haven Line Consolidated Services and lower capital related projects (Camera/Audio for Fleet and NHL EMU Fleet Replacement).
MATERIALS & SUPPLIES	(0.843)	(11.0%)	Timing of materials placed into inventory.	(0.242)	(0.7%)	
OTHER BUSINESS EXPENSES	(0.299)	(7.8%)	Higher spend on capital related projects (mostly New Haven Independent Wheel True Shop Project).	0.287	1.9%	
MTA SUBSIDY RECEIPTS	(4.678)	(13.7%)	Higher CDOT subsidy partially offset by higher net cash deficit and impact of utilization of cash balances.	(16.668)	(14.5%)	Lower net cash deficit and impact of utilization of cash balances partially offset by lower CDOT subsidy receipts.
CDOT SUBSIDY RECEIPTS	7.723	83.3%	Payment of YTD calendarization adjustment partially offset by CDOT share of prior month deficit.	(14.496)	(26.9%)	Payment timing differences and lower retroactive wage adjustment payments partially offset by deficit adjustment for estimate to actual for prior months.
TOTAL SUBSIDY RECEIPTS	3.045	7.0%		(31.166)	(18.4%)	

* Variance exceeds 100%

MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2015 ADOPTED BUDGET
CASH CONVERSION (CASH FLOW ADJUSTMENT)
(\$ in millions)

	April 2015				Year-to-Date			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$0.617	\$1.372	\$0.755	*	\$2.073	\$2.453	\$0.379	18.3
Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	1.903	(2.996)	(4.900)	*	4.698	1.600	(3.098)	(65.9)
<i>Capital & Other Reimbursements:</i>								
MTA	(2.003)	(6.014)	(4.011)	*	0.000	0.000		
CDOT	(0.119)	(0.766)	(0.647)	*	10.524	(15.159)	(25.683)	*
Other	(0.463)	0.616	1.080	*	1.123	1.409	0.286	25.5
Total Capital and Other Reimbursements	(2.585)	(6.164)	(3.579)	*	(1.146)	(0.408)	0.737	64.4
Total Revenue/Receipts	(\$0.065)	(\$7.788)	(\$7.723)	*	\$17.274	(\$10.105)	(\$27.379)	*
Expenditures								
<i>Labor:</i>								
Payroll	(\$2.841)	(\$0.300)	\$2.541	89.4	\$11.817	\$9.504	(\$2.312)	(19.6)
Overtime	(0.961)	(0.611)	0.350	36.4	1.124	3.382	2.258	*
Health and Welfare	(0.944)	(10.635)	(9.692)	*	(4.587)	(5.581)	(0.993)	(21.6)
OPEB Current Payment	(0.000)	0.037	0.000		(0.000)	0.083	0.083	*
Pensions	(0.166)	7.298	7.464	*	(1.307)	27.195	28.502	*
Other Fringe Benefits	0.374	0.131	(0.243)	(65.0)	(1.366)	1.062	2.428	*
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	(0.675)	0.185	0.860	*	(0.774)	0.549	1.323	*
Total Labor	(\$5.212)	(\$3.896)	\$1.317	25.3	\$4.906	\$36.194	\$31.288	*
<i>Non-Labor:</i>								
Electric Power	(\$0.112)	(\$0.420)	(\$0.308)	*	(\$0.523)	\$2.736	\$3.259	*
Fuel	0.071	(0.968)	(1.039)	*	0.285	(1.376)	(1.661)	*
Insurance	0.381	0.296	(0.085)	(22.3)	(1.929)	(1.029)	0.900	46.7
Claims	0.009	(0.249)	(0.258)	*	(5.065)	(1.820)	3.245	64.1
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	2.732	1.717	(1.015)	(37.1)	4.926	7.496	2.569	52.2
Professional Service Contracts	(0.083)	1.545	1.628	*	(3.936)	0.775	4.711	*
Materials & Supplies	(0.109)	(0.352)	(0.243)	*	0.263	(3.312)	(3.575)	*
Other Business Expenses	(2.017)	(2.186)	(0.170)	(8.4)	(7.678)	(3.923)	3.755	48.9
Total Non-Labor	\$0.872	(\$0.617)	(\$1.489)	*	(\$13.657)	(\$0.453)	\$13.203	96.7
<i>Other Adjustments:</i>								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures Adjustments before Non-Cash Liability Adjs.	(\$4.340)	(\$4.512)	(\$0.172)	(4.0)	(\$8.751)	\$35.741	\$44.492	*
Depreciation	19.290	18.826	(0.464)	(2.4)	77.159	74.512	(2.646)	(3.4)
OPEB Obligation	5.693	5.693	0.000	0.0	22.772	22.772	0.000	0.0
Environmental Remediation	0.264	0.000	(0.264)	(100.0)	1.057	3.496	2.439	*
Total Expenditures Adjustments	\$20.907	\$20.007	(\$0.900)	(4.3)	\$92.237	\$136.521	\$44.284	48.0
Total Cash Conversion Adjustments	\$20.842	\$12.219	(\$8.623)	(41.4)	\$109.511	\$126.416	\$16.905	15.4

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

MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2015 ADOPTED BUDGET
UTILIZATION
(in millions)

	<u>Month of April</u>		<u>Variance</u>		<u>Year-to-Date April</u>		<u>Variance</u>	
	<u>Budget</u>	<u>Actual</u>	<u>Fav (Unfav)</u>		<u>Budget</u>	<u>Actual</u>	<u>Fav (Unfav)</u>	
			<u>Amount</u>	<u>%</u>			<u>Amount</u>	<u>%</u>
<u>Farebox Revenue</u>								
Harlem Line	\$16.748	\$16.657	(\$0.091)	-0.5	\$62.964	\$61.948	(\$1.016)	-1.6
Hudson Line	\$12.322	\$12.205	(\$0.117)	-1.0	\$44.846	\$44.573	(\$0.273)	-0.6
New Haven Line	\$27.046	\$27.076	\$0.031	0.1	\$101.133	\$100.408	(\$0.726)	-0.7
Total Farebox Revenue	\$56.116	\$55.939 ⁽¹⁾	(\$0.178)	-0.3	\$208.943	\$206.929 ⁽¹⁾	(\$2.014)	-1.0
<u>Ridership</u>								
Harlem Line	2.347	2.331	(0.016)	-0.7	8.812	8.638	(0.173)	-2.0
Hudson Line	1.403	1.398	(0.005)	-0.4	5.125	5.089	(0.036)	-0.7
New Haven Line	3.396	3.406	0.010	0.3	12.534	12.449	(0.084)	-0.7
Total Ridership East of Hudson	7.146	7.135	(0.011)	-0.2	26.471	26.177	(0.294)	-1.1
West of Hudson	0.144	0.148	0.004	2.9	0.542	0.554	0.012	2.2
Total Ridership	7.290	7.283	(0.007)	-0.1	27.013	26.730	(0.282)	-1.0

(1) Excludes West of Hudson Mail & Ride revenue totaling \$0.032 million for the month and \$0.127 million year-to-date.

East of Hudson:

East of Hudson ridership for the month reflected a decrease of 0.2% or 11K rides as compared to the Adopted Budget:

- Harlem Line was 0.7% lower due to less than projected non-commutation growth
- Hudson was 0.4% lower due to less than projected non-commutation growth
- New Haven Line reflected an increase of 0.3% due higher than projected commutation growth
- Compared to April 2014, East of Hudson ridership was up by 1.7%

YTD East of Hudson ridership was 1.1% or 294K rides below the Adopted Budget:

- Harlem Line was 2.0% lower as a result of the February 3rd Commerce Street collision with an estimated impact of 38K fewer rides
- Both the Hudson Line and the New Haven Line were both 0.7% lower, respectively, reflecting the service suspension in January from Winter Storm Juno and multiple adverse weather events
- Compared to YTD April 2014, East of Hudson ridership was up by 0.9%

Commutation ridership as compared to the Adopted Budget was:

- 0.6% higher for the month, mainly increased ridership on the New Haven Line
- 0.8% lower YTD reflecting lower year to date ridership on Harlem Line and New Haven Line
- Compared to YTD April 2014, commutation ridership was 0.3% higher

Non-commutation ridership as compared to the Adopted Budget was:

- 1.2% lower for the month due to lower than projected growth on all three east of Hudson lines
- 1.6 % lower YTD reflecting the impacts of the severe winter weather, the Valhalla collision on the Harlem Line and lower than projected growth across all three east of Hudsonlines
- Compared to YTD April 2014, non-commutation ridership was 1.8% higher

West of Hudson:

West of Hudson ridership as compared to the Adopted Budget was:

- 2.9% higher for the month and 2.2% higher YTD
- Commutation ridership was 2.3% higher YTD
- Non-commutation ridership was 2.0% higher YTD
- Compared to 2014, April YTD ridership was 5.2% higher reflecting progressive growth over the projected ridership

MTA METRO-NORTH RAILROAD
2015 ADOPTED BUDGET VS. ACTUALS
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
April 30, 2015

<u>Department</u>	<u>Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>
Administration			
President	4	4	0
Labor Relations (1)	8	10	(2)
Safety (2)	49	40	9
COS/Corporate & Public Affairs	18	16	2
Legal	18	18	0
Claims Services	14	12	2
Environmental Compliance & Svce	8	7	1
VP Administration (1)	2	-	2
VP Human Resources	6	4	2
Human Resources	29	29	0
Training (2)	70	55	15
Employee Relations & Diversity	5	5	-
VP Planning	2	2	-
Operations Planning & Analysis	19	16	3
Capital Planning & Programming	16	13	3
GCT & Corporate Development	32	32	-
Long Range Planning	8	7	1
VP Finance & Information Systems	6	1	5
Controller (3)	80	71	10
Budget	18	17	1
Customer Service	50	44	6
Procurement & Material Mgmt	32	28	4
Total Administration	492	430	63
Operations			
Operations Administration (2)(3)	66	55	11
Transportation (4)(5)	1,463	1,474	(11)
Customer Service (3)	240	229	11
GCT & Corporate Development	38	32	6
Metro-North West (6)	32	38	(7)
Total Operations	1,839	1,828	11
Maintenance			
GCT & Corporate Development (3)	170	161	9
Maintenance of Equipment (2)(3)	1,669	1,632	37
Maintenance of Way (2)	1,958	1,860	99
Procurement & Material Mgmt (7)	121	123	(3)
Total Maintenance	3,918	3,776	142
Engineering/Capital			
Construction Management (3)	43	34	9
Engineering & Design (3)	67	60	7
Total Engineering/Capital	110	94	16
Total Positions	6,359	6,128	231
Non-Reimbursable	5,726	5,666	60
Reimbursable	632	461	171
Total Full-Time	6,358	6,127	231
Total Full-Time-Equivalents (of part-time positions)	1	1	-

(1) Variance reflects the consolidation of the Labor Relations (-2 position) and VP Administration (+2 positions) departments which results in no vacant positions.

(2) Variance reflects new vacant positions.

(3) Variance reflects existing vacant positions.

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

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

(6) Metro-North West unfavorable variance is due to the transfer of Operation Services T&E staff to perform flag work.

(7) Variance reflects earlier hiring of positions than planned. (Paid positions are within authorized levels.)

MTA METRO-NORTH RAILROAD
2015 ADOPTED BUDGET VS. ACTUALS
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
April 30, 2015

FUNCTION/OCCUPATION	Budget	Actual	Favorable (Unfavorable) Variance
Administration (1)			
Managers/Supervisors	161	138	23
Professional, Technical, Clerical	331	292	39
Operational Hourlies	-	-	-
Total Administration	492	430	63
Operations (1)			
Managers/Supervisors	150	137	12
Professional, Technical, Clerical	250	220	30
Operational Hourlies	1,439	1,470	(32)
Total Operations	1,839	1,828	11
Maintenance (1)			
Managers/Supervisors	541	493	48
Professional, Technical, Clerical	525	515	10
Operational Hourlies	2,853	2,768	85
Total Maintenance	3,918	3,776	142
Engineering/Capital			
Managers/Supervisors	51	42	9
Professional, Technical, Clerical	59	52	7
Operational Hourlies	-	-	-
	110	94	16
Public Safety			
Managers/Supervisors	-	-	-
Professional, Technical, Clerical	-	-	-
Operational Hourlies	-	-	-
Total Public Safety	-	-	-
Total Positions			
Managers/Supervisors	903	810	92
Professional, Technical, Clerical	1,165	1,079	86
Operational Hourlies	4,292	4,238	53
Total Positions	6,359	6,128	231

Notes

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

**MTA METRO-NORTH RAILROAD
2015 ADOPTED BUDGET VS. ACTUALS**

April 30, 2015

Agency-wide (Non-Reimbursable and Reimbursable)	Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<i>Functional Classification:</i>				
Operations (1)	1,839	1,828	11	Reflects vacancies in Operations Administration and Customer Service (custodians and ticket sellers).
Maintenance (1)	3,918	3,776	142	Reflects vacancies in Maintenance of Way (trackmen, mechanics, vehicle & machine operators and signal maintainers) and Maintenance of Equipment (electricians, carmen, machinists and sheetmetal workers) of which 70% are under active recruitment. Vacancies are driven by a high degree of internal transfers in filling open jobs which has extended the time of reducing vacant positions.
Administration (1)	492	430	63	Vacancies reflects timing differences in hiring newly created positions in the Training and Safety departments of which 55% are under active recruitment.
Engineering / Capital	110	94	16	Reflects vacancies in Engineering & Design and Construction Management (structural and construction engineers) driven by high attrition and salary constraints for external hires.
Total Agency-wide Headcount	6,359	6,128	231	
Non-Reimbursable	5,726	5,666	60	
Reimbursable	632	461	171	

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
FEBRUARY FINANCIAL PLAN - 2015 ADOPTED BUDGET
MONTHLY PERFORMANCE INDICATORS *
APRIL 2015

	MONTH			VARIANCE	
	2015	BUDGET	2014	BUDGET	2014
Farebox Operating Ratio					
Standard ⁽¹⁾	59.2%	57.4%	59.8%	1.8%	-0.6%
Adjusted ⁽²⁾	68.3%	64.2%	67.6%	4.1%	0.7%
Cost per Passenger					
Standard ⁽¹⁾	\$13.40	\$13.84	\$12.87	\$0.44	(\$0.53)
Adjusted ⁽²⁾	\$13.15	\$13.58	\$12.62	\$0.43	(\$0.53)
Passenger Revenue/Passenger ⁽³⁾	\$7.93	\$7.94	\$7.70	(\$0.01)	\$0.23
	YEAR-TO-DATE			VARIANCE	
	2015	BUDGET	2014	BUDGET	2014
Farebox Operating Ratio					
Standard ⁽¹⁾	54.1%	52.4%	56.3%	1.7%	-2.2%
Adjusted ⁽²⁾	61.0%	58.3%	63.2%	2.7%	-2.2%
Cost per Passenger					
Standard ⁽¹⁾	\$14.78	\$15.23	\$13.98	\$0.45	(\$0.80)
Adjusted ⁽²⁾	\$14.50	\$14.95	\$13.66	\$0.45	(\$0.84)
Passenger Revenue/Passenger ⁽³⁾	\$7.99	\$7.98	\$7.88	\$0.01	\$0.11

(1) Standard Farebox Operating Ratio and Cost Per Passenger indicators reflect MTA-wide adopted calculations that exclude non-cash liability adjustments: Depreciation, Other Post Employment Benefits, Environmental Remediation (GASB-49), and the NHL share of MTA Police and Business Service Center costs.

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

(3) Includes Bar Car Services.

* Includes East and West of Hudson revenues and expenses.



Metro-North Railroad

Ridership Report June 2015

APRIL 2015 RIDERSHIP & REVENUE REPORT

MTA METRO-NORTH RAILROAD

EXECUTIVE SUMMARY

April Ridership and Revenue (millions)

	April 2015	% Change vs. 2014
Total Rail Ridership	7.283	+1.7% ▲
Commutation Ridership	4.297	+1.5% ▲
Non-Commutation Ridership	2.986	+2.1% ▲
Connecting Service Ridership	0.050	+7.3% ▲
Total MNR System Ridership	7.333	+1.8% ▲
Rail Revenue	\$57.2	+4.9% ▲

Key Factors Impacting April Ridership

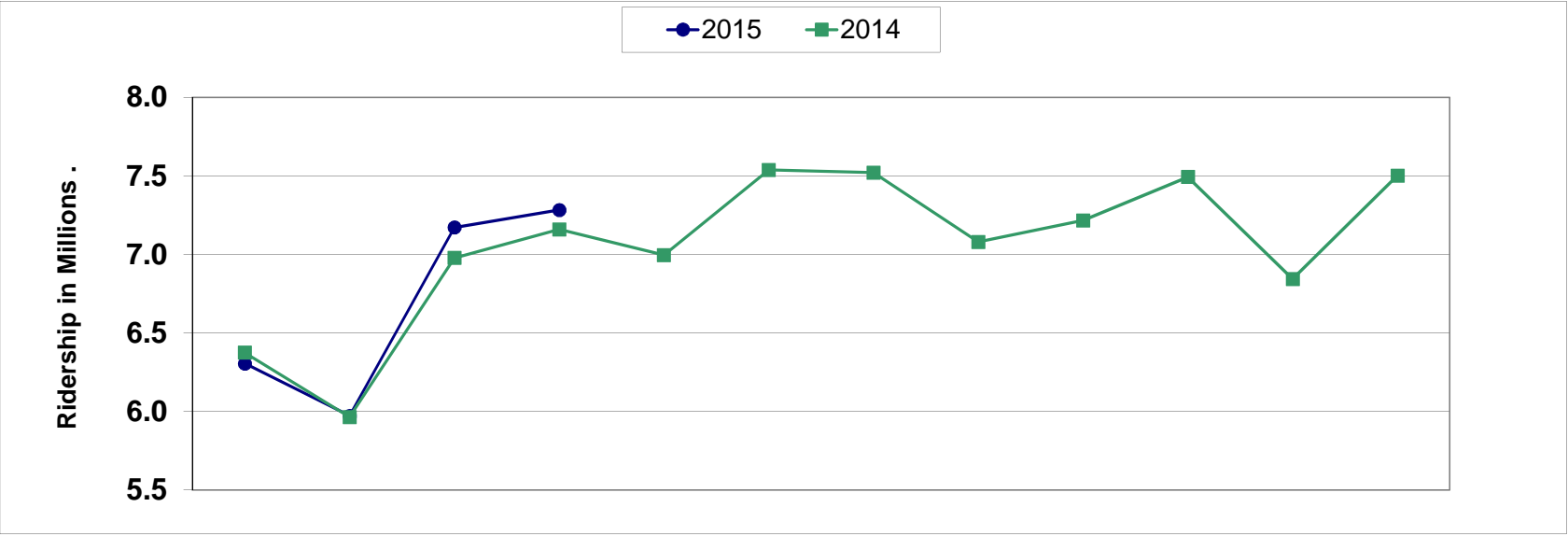
- Although the 2.1% rail Non-Commutation ridership increase was significantly less than the 4.5% increase in March, the March increase reflects the impact of the March 2014 Harlem gas explosion which resulted in a 5% decrease in non-commutation ridership vs. March 2013.

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

	YTD 2015	% Change vs. 2014	Comparison to Budget
Total Rail Ridership	26.730	+1.0% ▲	-1.0% ▼
Commutation Ridership	16.054	+0.4% ▲	-0.7% ▼
Non-Commutation Ridership	10.676	+1.8% ▲	-1.6% ▼
Connecting Service Ridership	0.177	+5.4% ▲	+4.5% ▲
Total MNR System Ridership	26.907	+1.0% ▲	-1.0% ▼
Rail Revenue	\$211.5	+2.5% ▲	-0.9% ▼

APRIL RAIL RIDERSHIP⁽¹⁾

- April's Total Rail Ridership was 1.7% above 2014 and 0.1% below budget.

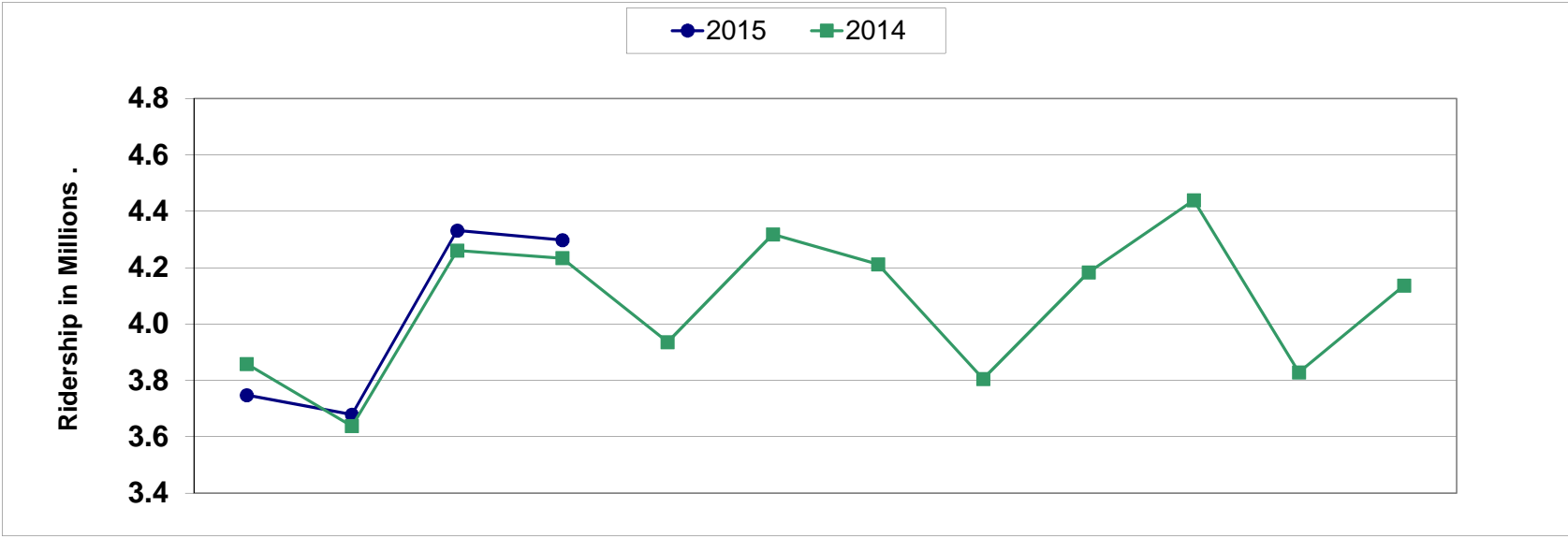


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2015	6.3	6.0	7.2	7.3									26.7
2014	6.4	6.0	7.0	7.2	7.0	7.5	7.5	7.1	7.2	7.5	6.8	7.5	26.5
PCT CHG.	-1.1%	0.1%	2.8%	1.7%									1.0%

1) Includes East and West of Hudson.

APRIL RAIL COMMUTATION RIDERSHIP ⁽¹⁾

- April's Rail Commutation Ridership was 1.5% above 2014 and 0.6% above budget.

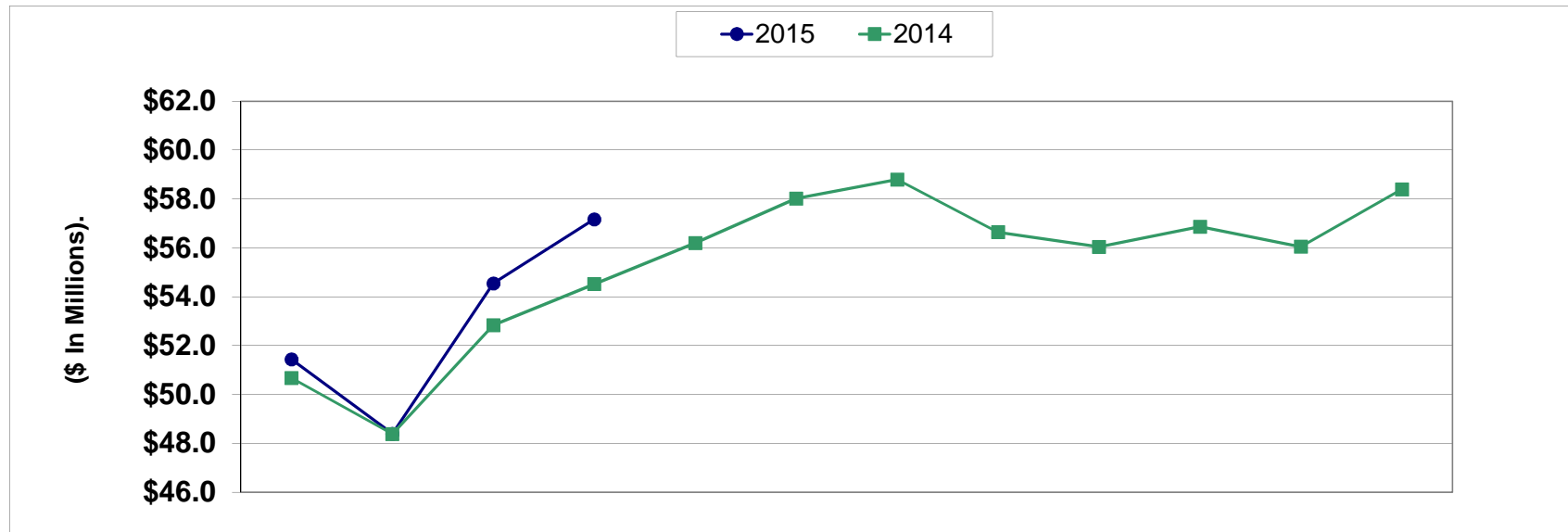


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2015	3.7	3.7	4.3	4.3									16.1
2014	3.9	3.6	4.3	4.2	3.9	4.3	4.2	3.8	4.2	4.4	3.8	4.1	16.0
PCT CHG.	-2.9%	1.1%	1.7%	1.5%									0.4%

1) Includes East and West of Hudson.

APRIL RAIL REVENUE⁽¹⁾

- April's Total Rail Revenue was 4.9% above 2014 and 0.3% below budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2015	\$51.4	\$48.4	\$54.5	\$57.2									\$211.5
2014	\$50.7	\$48.4	\$52.8	\$54.5	\$56.2	\$58.0	\$58.8	\$56.6	\$56.0	\$56.9	\$56.0	\$58.4	\$206.4
PCT CHG.	1.5%	0.0%	3.2%	4.9%									2.5%

1) Includes East and West of Hudson.

MTA METRO-NORTH RAILROAD RIDERSHIP SUMMARY APRIL 2015

TICKET TYPE/SERVICE	APRIL 2015 ACTUAL	APRIL 2015 BUDGET	VARIANCE VS. BUDGET		APRIL 2014 RESTATE ⁽¹⁾	CHANGE FROM 2014	
			AMOUNT	PERCENT		AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP							
East of Hudson	4,208,429	4,184,379	24,050	0.6%	4,147,845	60,584	1.5%
West of Hudson	88,823	87,717	1,106	1.3%	85,420	3,403	4.0%
Total Rail Commutation Ridership	4,297,252	4,272,096	25,156	0.6%	4,233,265	63,987	1.5%
RAIL NON-COMMUTATION RIDERSHIP							
East of Hudson	2,926,320	2,961,479	(35,159)	-1.2%	2,870,871	55,449	1.9%
West of Hudson	59,461	56,389	3,072	5.4%	54,882	4,579	8.3%
Total Rail Non-Commutation Ridership	2,985,781	3,017,868	(32,087)	-1.1%	2,925,753	60,028	2.1%
TOTAL RAIL RIDERSHIP							
East of Hudson	7,134,749	7,145,858	(11,109)	-0.2%	7,018,716	116,033	1.7%
West of Hudson	148,284	144,106	4,178	2.9%	140,302	7,982	5.7%
TOTAL RAIL RIDERSHIP	7,283,033	7,289,964	(6,931)	-0.1%	7,159,018	124,015	1.7%
CONNECTING SERVICES RIDERSHIP ⁽²⁾	50,062	47,021	3,041	6.5%	46,636	3,426	7.3%
TOTAL MNR SYSTEM RIDERSHIP	7,333,095	7,336,985	(3,890)	-0.1%	7,205,654	127,441	1.8%

Notes:

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

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

MTA METRO-NORTH RAILROAD RIDERSHIP SUMMARY 2015 YEAR-TO-DATE

TICKET TYPE/SERVICE	2015 YTD ACTUAL	2015 YTD BUDGET	VARIANCE VS. BUDGET		2014 YTD RESTATE ⁽¹⁾	CHANGE FROM 2014	
			AMOUNT	PERCENT		AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP							
East of Hudson	15,720,978	15,841,438	(120,460)	-0.8%	15,672,964	48,014	0.3%
West of Hudson	333,434	325,873	7,561	2.3%	316,303	17,131	5.4%
Total Rail Commutation Ridership	16,054,412	16,167,311	(112,899)	-0.7%	15,989,267	65,145	0.4%
RAIL NON-COMMUTATION RIDERSHIP							
East of Hudson	10,455,867	10,629,311	(173,444)	-1.6%	10,275,599	180,268	1.8%
West of Hudson	220,153	215,911	4,242	2.0%	209,766	10,387	5.0%
Total Rail Non-Commutation Ridership	10,676,020	10,845,222	(169,202)	-1.6%	10,485,365	190,655	1.8%
TOTAL RAIL RIDERSHIP							
East of Hudson	26,176,845	26,470,749	(293,904)	-1.1%	25,948,563	228,282	0.9%
West of Hudson	553,587	541,784	11,803	2.2%	526,069	27,518	5.2%
TOTAL RAIL RIDERSHIP	26,730,432	27,012,533	(282,101)	-1.0%	26,474,632	255,800	1.0%
CONNECTING SERVICES RIDERSHIP ⁽²⁾	177,350	169,649	7,701	4.5%	168,194	9,156	5.4%
TOTAL MNR SYSTEM RIDERSHIP	26,907,782	27,182,182	(274,400)	-1.0%	26,642,826	264,956	1.0%

Notes:

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

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

MTA METRO-NORTH RAILROAD

RIDERSHIP BY LINE

APRIL 2015

LINE	APRIL 2015 ACTUAL	APRIL 2014 RESTATE ⁽¹⁾	CHANGE FROM 2014	
			AMOUNT	PERCENT
EAST OF HUDSON				
Harlem Line	2,330,964	2,303,958	27,006	1.2%
Hudson Line	1,397,902	1,384,546	13,356	1.0%
New Haven Line	3,405,883	3,330,212	75,671	2.3%
Total East of Hudson	7,134,749	7,018,716	116,033	1.7%
WEST OF HUDSON				
Port Jervis Line	88,480	85,808	2,672	3.1%
Pascack Valley Line	59,804	54,494	5,310	9.7%
Total West of Hudson	148,284	140,302	7,982	5.7%
TOTAL RAIL RIDERSHIP	7,283,033	7,159,018	124,015	1.7%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS				
Hudson Rail Link	33,512	30,445	3,067	10.1%
Haverstraw-Ossining Ferry	11,371	10,141	1,230	12.1%
Newburgh-Beacon Ferry	5,179	6,050	(871)	-14.4%
Total Connecting Services	50,062	46,636	3,426	7.3%
TOTAL MNR SYSTEM	7,333,095	7,205,654	127,441	1.8%

Notes:

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

MTA METRO-NORTH RAILROAD

RIDERSHIP BY LINE

2015 YEAR-TO-DATE

TICKET TYPE/SERVICE	2015 YTD ACTUAL	2014 YTD RESTATE ⁽¹⁾	CHANGE FROM 2014	
			AMOUNT	PERCENT
EAST OF HUDSON				
Harlem Line	8,638,495	8,624,307	14,188	0.2%
Hudson Line	5,088,889	5,038,215	50,674	1.0%
New Haven Line	12,449,461	12,286,041	163,420	1.3%
Total East of Hudson	26,176,845	25,948,563	228,282	0.9%
WEST OF HUDSON				
Port Jervis Line	327,470	319,557	7,913	2.5%
Pascack Valley Line	226,117	206,512	19,605	9.5%
Total West of Hudson	553,587	526,069	27,518	5.2%
TOTAL RAIL RIDERSHIP	26,730,432	26,474,632	255,800	1.0%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS				
Hudson Rail Link	129,737	122,695	7,042	5.7%
Haverstraw-Ossining Ferry	32,465	31,624	841	2.7%
Newburgh-Beacon Ferry	15,148	13,875	1,273	9.2%
Total Connecting Services	177,350	168,194	9,156	5.4%
TOTAL MNR SYSTEM	26,907,782	26,642,826	264,956	1.0%

Notes:

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



Metro-North Railroad

Capital Program Report

June 2015

CAPITAL PROGRAM

HIGHLIGHTS

June 22, 2015

STATIONS/PARKING/FACILITIES

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

The following work continues at the garage: masonry work for the balance of walls; frame and glass enclosure installation at stairway Tower A; and lighting installation. Installation of new elevators in the southwest corner of the garage is nearing completion. Final turnover and commissioning of the new utility building is underway. Installation of a traffic signal light on North Broadway is nearing completion and new sidewalks and curbs installations are complete on Bond Street and Haarlem Avenue. The garage, when complete in 2015, will add 391 extra spaces to the station inventory.

Poughkeepsie Station Improvements

Final design documents to bring specific station elements (e.g., replace heating system, upgrade electrical, plumbing, and fire protection systems, replace steel walkway on north west side of the station and replace the sidewalk at station entrance, etc...) to a state-of-good repair have been submitted by the design consultant and are under review by key stakeholders.

Station Building Renewal Project

A contract was executed with an Engineering firm to design an elevator on the outbound side of Port Chester Station as well as design various other miscellaneous improvements at select locations. Elevator construction is planned to commence in the second quarter 2016 with completion in the second quarter of 2017.

Fordham Station Improvements

Work at the station's inbound and outbound platforms includes:

Inbound: Continue with the rehabilitation of the elevator, removal of the underpass light fixtures, and installation of light poles.

Outbound: Continue with the installation of new canopy roof and the installation of a glass block wall foundation at the Fordham Plaza level. Commence with footing repairs under the platform slab.

POWER

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

Design-build team's contract was kicked-off on May 21, 2015 to perform the required infrastructure restoration services. Field office and contractor's staging area plans are under review.

Power Infrastructure Restoration – Substations – Sandy

Contractor mobilization continues at Tarrytown; and has commenced at Riverdale and Croton-Harmon locations. Preparations are underway to commence excavation for a substation vault at each of the three cited locations. Installation of 15kv duct bank is ongoing for new electric service for the Tarrytown DC traction substation.

Harlem & Hudson Lines Power Improvements

Construction of 86th and 110th street substations - Submittal process and site coordination continue. Installation of bird netting at 110th St. substation is complete. Mobilization at 86th Street is anticipated to commence the third quarter of 2015.

Brewster Substation – Submittal and site survey process is underway.

Substation Replacement Bridge-23

Installation of aerial feeders from New Rochelle to Mount Vernon and pull Box PB-3 at New Rochelle continues. Fabrication of the Mount Vernon East switchgear and New Rochelle substation is ongoing.

Harlem River Lift Bridge-Cable Replacement/Control System

Installation of circuit breaker house #7 is complete. Successfully tested and lifted both bridge spans in emergency mode. The electrical and control commissioning processes continue.

TRACK AND STRUCTURES

2013 Cyclical Track Program (Resumption of Program after Bronx Priority Repairs)

The 2013 Cyclical Track program consists of the replacement of 19,800 wood ties, 3 miles of continuous welded rail, and surfacing of 125 miles of track. To date, MNR forces have installed approximately 16,000 ties and 6.6 miles of rail and surfaced 40 miles of track between the Hudson, Harlem, and New Haven lines.

Undergrade Bridges – East of Hudson

Data collection process has commenced for the Inspection and Load Rating design services for select undergrade bridges located in New York.

Undergrade Bridges – West of Hudson

Rehabilitation of JS 51.00 culvert at Highland Mills: The contractor completed placement of concrete for the replacement of the outfall section of the culvert.

SHOPS AND YARDS

Harmon Shop Improvements

Phase V, Stage I Design-Build – Mobilization at the site continues. Construction of truck pit covers, in the Electric Multiple Unit (EMU) Shop (Building #6), is complete. Planning and coordination for utility

identification and relocations for the eastern half of Building #6 and the Recycling Facility are underway.

Phase V Stage II Preliminary Design - Geotechnical borings and environmental samplings, to facilitate the preliminary design work for the Electric Multiple Unit Running Repair and Support Shop facility, are complete. Continue to progress design and demolition packages, field and shop investigations, and conduct coordination meetings to facilitate design development.

GRAND CENTRAL TERMINAL (GCT)

GCT Train Shed Rehabilitation

Demolition of concrete fireproofing around column repair locations continues. Lead abatement of steel and fabrication of new steel are ongoing. Shop drawing submittals and review continue.

GCT Elevators Rehabilitation Phase 4

Verification survey and submittals for SE-1 and SE-2 elevators, which serve the lower level of GCT, continue. Lead abatement at the electrical machine room is complete.

GCT Utilities

Domestic Water System - The 43rd Street tank was completed and successfully commissioned online on May 18, 2015. The GCT building management system integration with the new tanks / pump set system is currently underway.

Fire Suppression Design – 100% design review continues with project stakeholders.

GCT Leaks Remediation

The roadway work for Vanderbilt Ave for the east lane between 42nd St and 43rd St continues with the Maintenance and Protection of Traffic setup and removal of pavement. Removal commenced at the 42nd Street end and proceeded north toward 43rd Street. Water proofing for the former Taxi Stand area is complete. Taxi cab stand activities in the north end continue with rebar installed and concrete placement.

Park Avenue Viaduct Direct Fixation

Field inspection of the existing fasteners for the direct fixation system continues and is 90% complete.

ROLLING STOCK

M-8 Car Program

As of January 2015, 380 married paired cars were conditionally accepted and placed into revenue service. Three (3) new cars that were added to the order in spring 2014 are forecasted conditional acceptance in first quarter January 2016.

As of May 31, 2015, 17 Single Cars (S-Cars) out of 25 have been conditionally accepted and placed into revenue service.

2015 MNR Capital Program Goals

As of May 31, 2015

In Millions

