



Metropolitan Transportation Authority

Meeting of Metro-North and Long Island Committees

September 2015

Members

J. Sedore, Chair, MNR Committee

M. Pally, Chair, LIRR Committee

F. Ferrer, MTA Vice Chairman

J. Ballan

R. Bickford

N. Brown

I. Greenberg

J. Kay

S. Metzger

J. Molloy

C. Moerdler

V. Tessitore, Jr.

C. Wortendyke

N. Zuckerman

Metro-North and Long Island Committees Meeting

2 Broadway, 20th Floor Board Room

New York, New York

Monday, 9/21/2015

8:30 - 10:00 AM ET

1. Public Comments Period

2. Approval of Minutes - July 20, 2015

a. MNR Minutes

MNR Minutes - Page 6

b. LIRR Minutes

LIRR Minutes - Page 10

3. 2015 Work Plans

a. MNR 2015 Work Plan

MNR 2015 Work Plan - Page 16

b. LIRR 2015 Work Plan

LIRR 2015 WORK PLAN - Page 22

4. AGENCY PRESIDENTS'/CHIEF'S REPORTS

a. MNR Report (no material)

- **July Safety Report**

July Safety Report - Page 26

- **June Safety Report**

June Safety Report - Page 29

- **Enhanced Safety Update**

Enhanced Safety Update - Page 32

b. LIRR Report (no material)

- **Safety/Enhanced Safety Update**

c. MTA Capital Construction Report

MTA Capital Construction Report - Page 33

d. MTA Police Report

- **MTA Police August Report**

MTA Police August Report - Page 39

- **MTA Police July Report**

MTA Police July Report - Page 46

5. AGENCY ACTION ITEMS

a. MNR Action Item

- **NYSDOT Grant for Connecting Services**

6. AGENCY INFORMATION ITEMS

a. Joint Information Items

- **2016 Preliminary Budget (Public Comment)**

b. MNR Information Items

- **MNR 2015 Mid-Year Forecast**
MNR 2015 Mid-Year Forecast - Page 55
- **MNR Diversity-EEO Report - 2nd Q 2015**
MNR Diversity-EEO Report - 2nd Q 2015 - Page 65
- **Track Program Quarterly Update**
Track Program Quarterly Update - Page 75

c. LIRR Information Items

- **2015 LIRR Mid-Year Forecast**
LIRR 2015 Mid-Year Forecast - Page 88
- **LIRR Diversity/EEO Report - 2nd Q 2015**
LIRR Diversity/EEO Report - 2nd Q 2015 - Page 99
- **2015 Fall Track Program**
2015 LIRR Fall Track Program - Page 108

7. PROCUREMENTS

a. MNR Procurements

MNR Procurements - Page 111

- **Non-Competitive**
MNR Non-Competitive Procurements - Page 115
- **Competitive**
MNR Competitive Procurements - Page 123
- **Ratifications**
MNR Ratifications - Page 133

b. LIRR Procurements

LIRR Procurements - Page 134

- **Non-Competitive**
LIRR Non-Competitive Procurements - Page 138
- **Competitive**
LIRR Competitive Procurements - Page 141
- **Ratifications (No Items)**

c. MTA CC Procurements

MTA CC Procurements - Page 145

- **Non-Competitive (No Items)**
- **Competitive**
MTA CC Competitive Procurements - Page 146

- **Ratifications (No Items)**

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

a. MNR

- **MNR August Operations Report**
MNR August Operations Report - Page 148
- **MNR July Operations Report**
MNR July Operations Report - Page 156
- **MNR July Finance Report**
MNR July Financial Report - Page 165
- **MNR June Finance Report**
MNR June Financial Report - Page 185
- **MNR July Ridership Report**
MNR July Ridership Report - Page 204
- **MNR June Ridership Report**
MNR June Ridership Report - Page 214
- **MNR Capital Program Report**
MNR Capital Program Report - Page 224

b. LIRR - Performance Summaries

- **LIRR August Operations Report - Transportation**
LIRR August Operations Report - Transportation - Page 230
- **LIRR August Operations Report - Mechanical**
LIRR August Operations Report - Mechanical - Page 235
- **LIRR August Operations Report - Safety**
LIRR August Operations Report - Safety - Page 239
- **LIRR July Operations Report - Transportation**
LIRR July Operations Report - Transportation - Page 244
- **LIRR July Operations Report - Mechanical**
LIRR July Operations Report - Mechanical - Page 249
- **LIRR July Operations Report - Safety**
LIRR July Operations Report - Safety - Page 253
- **LIRR Enhanced Safety Memo**
LIRR Enhanced Safety Action Update - Page 258
- **LIRR July Finance Report**
LIRR July Finance Report - Page 259
- **LIRR June Finance Report**
LIRR June Finance Report - Page 280
- **LIRR July Ridership Report**
LIRR July Ridership Report - Page 301
- **LIRR June Ridership Report**
LIRR June Ridership Report - Page 308
- **LIRR Capital Program Report**

Next Meeting Date: MNR - Monday, October 26, 2015 at 8:30 am
LIRR - Monday, October 26, 2015 at 9:30 am

Minutes of the Regular Meeting
Metro-North Committee
Monday, July 20, 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. Mitchell H. Pally, Chairman of the Long Island Committee
Hon. Jonathan A. Ballan
Hon. Norman Brown
Hon. Susan G. Metzger
Hon. Charles G. Moerdler
Hon. John J. Molloy
Hon. Carl V. Wortendyke
Hon. Neal Zuckerman

Not Present:

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

Also Present:

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

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

PUBLIC COMMENT

Orrin Getz discussed New Jersey Transit's elimination of west of Hudson train number 1601 which arrives in Hoboken, New Jersey at 12:45 a.m. He also discussed the 9% fare increase. He stated that the Pascack Valley Line is the only line that will not have a late train on weekdays. He suggested that late night bus service should be operated to replace train number 1601.

William Henderson, Executive Director of the PCAC read a statement on behalf of Randy Glucksman, Chair, Metro-North Railroad Commuter Council and the Permanent Citizens Advisory Committee to the MTA, regarding the New Jersey Transit's service cuts that affect Pascack Valley Line riders. A copy of Mr. Glucksman's statement is filed with the records of this meeting.

Upon motion duly made and seconded, the members of the Committee present approved the minutes of the June 22, 2015 Metro-North Committee meeting. There were no changes to the work plan.

MTA METRO-NORTH RAILROAD PRESIDENT'S REPORT

President Giulietti discussed service reliability, noting that reliability continues to improve. In June, east of Hudson system-wide performance operated at 94%; peak service continues to operate reliably and weekend service operated slightly above 95%. Infrastructure constraints contributed to 45% of train delay minutes in June, a 25% reduction from May with 98.1% of trains arriving within 10 minutes of schedule and only 1% of trains delayed greater than 15 minutes. Consist compliance in June 2015 was 99.6%. In May 2015, the Mean Distance Between Failure was above goal. In May 2015, west of Hudson service operated at 97.6%.

President Giulietti reported that overall customer complaints have decreased 47% since January and have been on a continual decline, despite a slight uptick in June. Complaints concerning late or canceled trains have decreased 76% since January.

President Giulietti also reported on ridership during the month of June 2015, noting that east of Hudson total rail ridership increased 0.9% compared to the comparable period of 2014; rail commutation ridership increased 1.7%; rail non-commutation ridership decreased 0.3% and managed connecting services ridership increased 5.5%. In June 2015, ridership on the Hudson Rail Link increased 7.5% compared to the comparable period of 2014, ridership on the Haverstraw-Ossining Ferry increased 3.5% and ridership on the Newburgh-Beacon Ferry decreased 1.2%. Actual west of Hudson ridership data for June 2015 is not yet available. Year-to-date May 2015 total system ridership was 1.3% above the comparable period of 2014 and 0.6% below budget.

President Giulietti continued his report with a discussion of a July 1 incident wherein the northern span of the Devon Moveable Bridge that carries tracks one and three was stuck in the open position, leaving only the southern span that carries tracks two and four in service under a 15 mile per hour speed restriction, causing rush hour delays of 15 minutes. In response to the failure, President Giulietti with Metro-North and Connecticut Department of Transportation (CDOT) personnel assessed the damage and identified the repairs needed to close and lock the span. The northern span was closed the following day, permitting the southern span to resume operations at the normal 45 miles per hour speed limit. The cause of the failure is under investigation. In May, the CDOT and Metro-North began work on the bridge involving steel repairs, a new wooden deck and new miter rails on the Track 3 span. Its completion by early November is a prerequisite to the next and final phase of CDOT's overhead catenary wire replacement project. The steel repair and track project was delayed by approximately one week due to the failure. In order to get the project back on schedule, track 1 remained out of service until July 20 with minimal impacts on service. President Giulietti

thanked Metro-North and CDOT forces for all their efforts in addressing this incident and making the necessary repairs to the bridge.

President Giulietti concluded his report with a discussion of the MWBE Outreach Event to be held in Tarrytown for Minority and Women-Owned Business Enterprises. He reported that Metro-North's and MTA's Departments of Diversity and Civil Rights (DDCR) have teamed up with the joint venture firms of Skanska-ECCO III for an outreach event to inform prospective firms of subcontracting opportunities for the Croton-Harmon Shop replacement project. Extensive outreach to the business community has been done by the joint venture, Metro-North and MTA staff in advance of this event. In November 2014, the Board approved the Joint Venture of Skanska-ECCO III (Skanska-ECCO) contract as part of the 2010-2014 MTA Capital Program. MTA's DDCR established a 10% Minority Business Enterprise (MBE) and a 10% Women Business Enterprise (WBE) participation goal for this capital project. This project will design and construct the first stage of the complete replacement of the current Main Shop along with a new EMU (Electric Multiple Unit) Annex Building, both within the Croton Harmon, New York campus that is dedicated to maintaining Metro-North's rail fleet. The current main shop was built in 1909, expanded in 1928 and is still in use over 100 years later.

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

Acting Chief Safety Officer Streany presented the safety report, noting that there has been a modest decrease in employee and contractor injuries. The details of Mr. Streany's report are contained in the safety report filed with the records of this meeting and the video recording of the meeting produced by the MTA and maintained in the MTA records, which recording includes discussions between Committee members, President Giulietti, and staff relating to safety matters.

MTA POLICE DEPARTMENT REPORT

Chief Coan discussed crime on the Metro-North system, noting that in the month of June 2015, there was a 33% decrease in total major felonies compared to the comparable period of 2014. Year-to-date June 2015 there was an 8% decrease in total major felonies compared to the comparable period in 2014. Year-to-date June 2015, the MTA police issued 452 summonses at grade crossings, 160 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, Chief Coan and staff.

INFORMATION ITEMS

Three information items were presented to the Committee:

- Grand Central Terminal Retail Development – Nancy Marshall, MTA Real Estate, provided highlights of the annual report.
- Environmental Audit – President Giulietti presented a summary of Metro-North's findings from the annual New York State Environmental Conservation Audit. He noted that no new violations were identified in the Audit.

- Metro-North Corrective Actions Update – Nate Gilbertson, Deputy Director of Corporate Compliance & Strategic Development, provided an update on the status of the corrective actions Metro-North has taken to address weaknesses identified in last year's internal control exercise.

The details of the above items are contained in reports filed with the records of this meeting and in the video recording of the meeting produced by the MTA and maintained in the MTA records, which recording includes discussions between the Committee members and staff related to the foregoing information items.

PROCUREMENTS:

One non-competitive Metro-North procurement was presented to the Committee:

- Approval to award an eight month, non-competitive, purchase and public works contract to the firm of Voestalpine Nortrac, Inc. for the supply and delivery of various turnout replacement parts.

One competitive procurement was presented to the Committee:

- Approval to use the Request for Proposals (RFP) process to solicit and evaluate proposals from prospective contractors for the design, manufacture, and delivery of two, self-propelled, Catenary Inspection & Maintenance Vehicles (CMVs) designed for the maintenance and inspection of overhead electric catenary lines.

Upon motion duly made and seconded, the foregoing procurement items were approved for recommendation to the Board. The details of the above items are contained in staff summaries and reports filed with the records of this meeting and in the video recording of the meeting produced by the MTA and maintained in the MTA records.

Operations, Financial, Ridership and Capital Program Reports:

The details of the Operations, Financial, Ridership and Capital Program Reports of Metro-North are contained in reports filed with the records of the meeting and in the video recording of the meeting produced by the MTA and maintained in the MTA records, which recording includes discussions related to these reports.

Adjournment:

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

Respectfully submitted,



Linda Montanino
Assistant Secretary

**Minutes of the Regular Meeting
Long Island Rail Road Committee
Monday, July 20, 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. Charles G. Moerdler
Hon. John J. Molloy
Hon. Vincent Tessitore, Jr.
Hon. Carl V. Wortendyke
Hon. Neal Zuckerman

The following members were not present:

Hon. Ira R. Greenberg
Hon. Jeffrey A. Kay
Hon. James L. Sedore, Jr

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

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

Representing MTA Police: Michael Coan

Chairman Pally called the meeting to order.

There was one public speaker. Orrin Goetz spoke in support of the Gateway Tunnel project. Additional details of the comments made by the public speaker are contained in the video recording of the meeting produced by the MTA and maintained in MTA records.

APPROVAL OF MINUTES AND 2015 WORK PLAN

Upon motion duly made and seconded, the members of the Committee present approved the minutes of the June 22, 2015 Long Island Committee meeting. There were no changes to the Work Plan.

MTA LONG ISLAND RAIL ROAD PRESIDENT'S REPORT

President Nowakowski reported on that on July 23rd, LIRR will host a ribbon cutting event to unveil the newly-renovated Massapequa Station. This \$20 million project includes replacement of the center-island platform, and installation of a new platform canopy, heated platform-level waiting room, and a new passenger elevator and escalator. The renovated Smithtown Station Building, which included work on the passenger waiting area and restrooms, and was performed with in-house forces, was also completed. President Nowakowski also reported on the upcoming renovation of Wantagh Station.

President Nowakowski reported on ridership. In June 2015, 7.8 million customers rode the LIRR. LIRR continues to maintain an increase in year-to-date ridership, of about 1.5 percent above 2014. He noted that 2014 ridership was the second highest ridership in 50 years.

President Nowakowski reported on the Friday, July 17, 2015 collision between two trains at Jamaica Station. He presented to the Committee a schematic showing where the incident occurred and discussed the timeline of the events that led to the occurrence. President Nowakowski stated that immediately following the incident, a passenger assessment was completed and an investigation of the incident is underway. There were no injuries, no one received emergency medical assistance and emergency evacuation procedures were implemented. President Nowakowski stated that LIRR will take the necessary actions to prevent these types of incidents from occurring in the future. In response to a question from Board Member Wortendyke, President Nowakowski said that Positive Train Control would not have prevented this incident from occurring, as it took place within an interlocking.

LIRR SAFETY REPORT

Chief Safety Officer Loretta Ebbighausen reported on LIRR's 2015 NYS Department of Environmental Conservation ("NYSDEC") Audit Summary. In 2015, LIRR had three violations that were closed to the satisfaction of the NYSDEC; of the 47 remaining, 34 are attributable to historic railroad operations that pre-date the present day regulations.

Chief Safety Officer Ebbighausen reported on LIRR's 2015 safety performance through May. Employee injuries continued to trend downward, declining by approximately 12 % from 2014; 128 in 2015 compared to 168 in 2014. FRA reportable injuries were down 10.5% compared to 2014; lost time injuries were down almost 6% compared to 2014. Slips, trips and falls continue to account for the greatest number of employee injuries. Customer injuries were down 26.5% compared to 2014; 191 in 2015 compared to 257 in 2014.

LIRR's Community Education Outreach initiative with the MTA Police Department reached over 36,000 children, teens and adults through the end of May 2015. On June 10, 2015, LIRR held its Second Quarter Corporate Safety Stand Down, in conjunction with Safety, Health and Wellness Fairs, at Babylon Yard, Hillside Support Facility and Penn Station Trainmen's Room. Over 4,000 employees participated in the Stand Down and over 500 employees attended the Safety, Health and Wellness Fairs.

Chief Safety Officer Ebbighausen reported that on June 29, 2015, the Confidential Close Call Reporting System expanded into the next territory. Regarding speed compliance, 88 LIRR Engineers were observed and 39 event recorder downloads were analyzed; all results reflected compliance. Also, LIRR's vendor continues work on camera placement on the LIRR fleet.

There was discussion between Chairman Pally, Chief Safety Officer Ebbighausen and President Nowakowski regarding a recent customer injury at Great Neck which may have involved the platform gap. Chief Safety Officer Ebbighausen stated that LIRR is assessing all of the factors that contributed to the incident and President Nowakowski noted that Great Neck Station is on a curve.

There was discussion among President Nowakowski, MTA Vice Chairman Fernando Ferrer, Board Member Vincent Tessitore and Chairman Pally regarding Positive Train Control and the July 17, 2015 incident at Jamaica Station. President Nowakowski discussed the complexity of the Jamaica Station operations and the challenges of maintaining through-put of trains. He noted that even with PTC train movements will at times be dependent on operating at restricted speeds to be able to move trains closely together within LIRR system. Board Member Vincent Tessitore also noted the complexity of the Jamaica area and commended LIRR's Engineers and Conductors for their efforts in moving trains successfully through the system.

There was discussion between Board Member Charles Moerdler and President Nowakowski regarding the July 3, 2015 train service on the Montauk Branch to the Hamptons. President Nowakowski stated that due to the large number of customers and the Cannonball being at capacity, LIRR may direct its customers to take other scheduled service trains. He stated that LIRR runs extra service to the Hamptons during the summer season, limited by overall capacity.

MTA CAPITAL CONSTRUCTION

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

In Manhattan, the Manhattan South Structures (CM005) contract is currently ahead of schedule and Substantial Completion is projected to be on-time or ahead of schedule. The Manhattan North Structures (CM006) contractor has commenced waterproofing and final lining installation in various locations but has encountered problems and is currently forecasting Substantial Completion in January 2017, which is one month later than previously reported. All physical work for the 55th Street Vent Plant Facility (CM013A) contract will be completed by the end of August, however, Substantial Completion will be delayed due to modifications required to a hoist crane and the procurement and installation of Con Edison required cable supports. The GCT Concourse and Facilities Fit-Out (CM014B) contract work has begun with test pits and trenching on East 48th Street between Park Avenue and Madison Avenue.

In Queens, the Plaza Substation and Queens Structures (CQ032) contractor has completed bench installation and punch list work in the 63rd Street eastbound tunnel and Bellmouth backfill work is expected to be completed by the end of July. Substantial Completion of the CQ032 contract is forecasted for March 2016.

The bid opening for the Harold Structures - 48th Street Bridge/Tunnel D (CH057) contract took place on July 9, 2015. Nine bids were received. The low bid was for \$79.9 million which was \$29 million below estimate. The Mid-Day Storage Yard CILs (VQ033) contract is expected to be advertised by the end of July.

Peter Kohner, MTA Capital Construction Chief Safety Officer, briefed the Committee on the East Side Access Project safety status. The East Side Access Project is currently running nine active contracts and the Bureau of Labor Statistics (BLS) rate is improving and trending downwards, indicating that the safety initiatives undertaken on the East Side Access Project are paying off.

MTA POLICE DEPARTMENT

Chief Coan reported that year-to-date larcenies are down 25%; 42 compared to 56 in 2014. During the month of June, there was a 27% increase of incidents; 14 compared to 11 in 2014, which was driven by an increase in larcenies; 9 compared to 3. Of those 9 larcenies, 4 were cell phone related with 2 arrests made; 2 were credit card related and 3 involved miscellaneous property. Grade crossing enforcement continues; year-to-date 162 grade crossing violations were issued in the Long Island area and 505 other summonses issued at grade crossings.

LIRR INFORMATION AND ACTION ITEMS

Three information items and one action item were presented to the Committee:

Information Items:

- Penn Station Retail Development
- Environmental Audit
- Fall Construction Schedule

Chairman Pally noted that the Penn Station Retail Development report would be presented at the Finance Committee. President Nowakowski discussed the work to be performed on the Port Jefferson, Babylon and Port Washington Branches, which will have an impact on LIRR's fall service operations.

Details of the items are set forth in the staff summaries, copies of which are on file with the records of this meeting.

Action Item:

- Fare Policy Changes

President Nowakowski discussed proposed changes to fare collection procedures; specifically, the discontinuance of the following: LIRR's "stop-over courtesy," the four-hour extension allowed on one-way tickets and the four-hour advance validity allowed on weekly and

monthly tickets. By implementing these changes, LIRR will be consistent with Metro-North Railroad.

President Nowakowski then discussed a proposed change to the Penn Station gated ticketing policy, implemented on Thanksgiving Day to manage the great volume of customers travelling east after the parade. LIRR is proposing to reset the price of the special, gated ticket from \$7 to \$10, reflecting the current average off-peak fare between Zones 7 and 9. Board Member Jonathan Ballan requested that LIRR report back on the efficacy of the policy change after next Thanksgiving.

Details of this item are set forth in the staff summary, a copy of which is on file with the records of this meeting. Upon duly motion made and seconded, the above-referenced action item was approved for recommendation to the Board.

MTA CAPITAL CONSTRUCTION ACTION ITEMS

One action item was presented to the Committee for approval. Detail of the item is set forth below and in the Staff Summary, a copy of which is on file with the record of this meeting.

The action item is as follows:

- An agreement with 415 Madison Avenue LLC for reimbursement of design consultant services in connection with utility relocation and foundation reinforcement work at 415 Madison Avenue related to the 48th Street entrance for East Side Access for the not-to-exceed amount of \$400,000.

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

MTA LONG ISLAND RAIL ROAD

Procurements

There was one non-competitive procurement presented to the Committee for approval. Details of the item are set forth below and in the staff summary, a copy of which is on file with the records of this meeting.

- Approval to award a sole source miscellaneous services contract to ARINC, Inc. in the amount of \$698,754 for the modification of the Babylon Tower Supervisory Control System.

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

MTA CAPITAL CONSTRUCTION

Procurements

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

The procurement items are as follows:

- Modification to Schindler Elevator Corporation Contract VM014 to adjust Milestones and Access Restraints and to compensate the contractor for the associated Impact Costs in the amount of \$2,380,000.00.
- Ratification of a Modification to Contract CM006 – Manhattan North Structures for an upgrade to the existing temporary power system in the amount of \$2,542,709.00.

Board Member Jonathan Ballan asked whether Schindler Elevator Corporation was the company that had caused elevator and escalator problems for Metro-North Railroad. David Cannon reported that the Schindler Elevator Corporation was not involved in the problems experienced by Metro-North Railroad. Board Member Charles Moerdler asked whether Schindler uses proprietary computer chips in its elevators and escalators. Dr. Horodniceanu agreed to get back to Board Member Moerdler with the answer to that question.

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

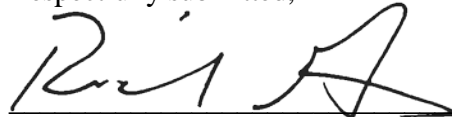
LIRR Reports on Operations, Enhanced Safety Action Update, Financial and Ridership and the Capital Program

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

Adjournment

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

Respectfully submitted,



Richard L. Gans
Secretary

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

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	Finance
2016 Proposed Committee Work Plan	Committee Chairs & Members
Track Program Quarterly Update	Engineering
Diversity/EEO Report – 3 rd Quarter 2015	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	Finance
2015 Annual Operating Results	Operations
2015 Annual Fleet Maintenance Report	Operations
Bi-Annual Report on PTC	President
Diversity/EEO Report – 4 th Quarter 2015	Diversity and EEO

March 2016

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

April 2016 (Joint meeting with LIRR – MNR lead)

Final Review of 2015 Operating Budget Results	Finance
2015 Annual Ridership Report	Operations Planning & Analysis
Annual Inventory Report	Procurement

May 2016

Diversity/EEO Report – 1 st Quarter 2016	Diversity and EEO
---	-------------------

June 2016 (Joint meeting with LIRR)

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

July 2016

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

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

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.

JUNE 2016 (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 2016

Environmental Audit Report

The Committee will be briefed on the results of the 2016 environmental audit report which is submitted to NYS Department of Environmental Conservation as required by the Environmental Audit Act, as well as the actions implemented to enhance overall compliance, monitoring and reporting.

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.

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/Chief's Reports	President/Senior Staff
Information Items (if any)	
Action Items (if any)	
Procurements	Procurement & Logistics
Performance Summaries	President/Senior Staff
Transportation	
Mechanical	
Safety	
Financial	
Ridership	
Capital Program Report	

II. SPECIFIC AGENDA ITEMS

Responsibility

September 2015 (Joint Meeting with MNR)

2016 Preliminary Budget (Public Comment)	
2015 Mid-Year Forecast	Management & Budget
Diversity/EEO Report – 2 nd Q 2015	Administration/Diversity

October 2015

2016 Preliminary Budget (Public Comment)	
--	--

November 2015 (Joint Meeting with MNR)

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 – 3 rd Q 2015	Administration/Diversity
2016 Final Proposed Budget	Management & Budget
2016 Proposed Committee Work Plan	Committee Chair & Members

LONG ISLAND RAIL ROAD COMMITTEE WORK PLAN

DETAILED SUMMARY

I. RECURRING AGENDA ITEMS

Approval of Minutes

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

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

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.

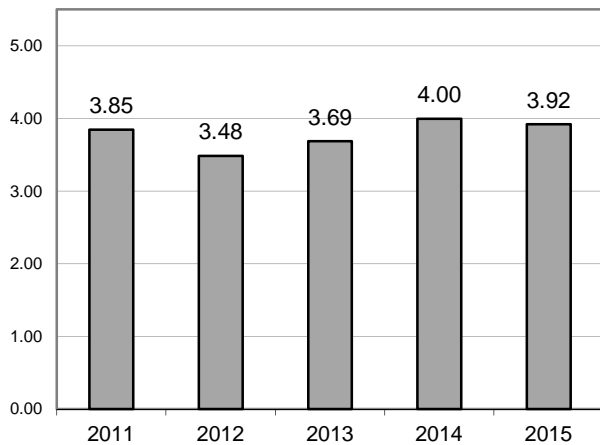


Metro-North Railroad

Safety Report

July 2015

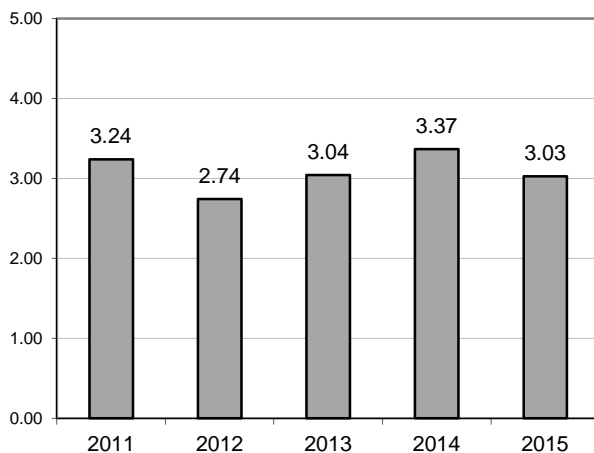
MTA Metro-North Railroad Summary of Employee Injuries thru July



Total Employee Injuries

Year	Total	Total FI*
2011	139	3.85
2012	127	3.48
2013	138	3.69
2014	153	4.00
2015	158	3.92

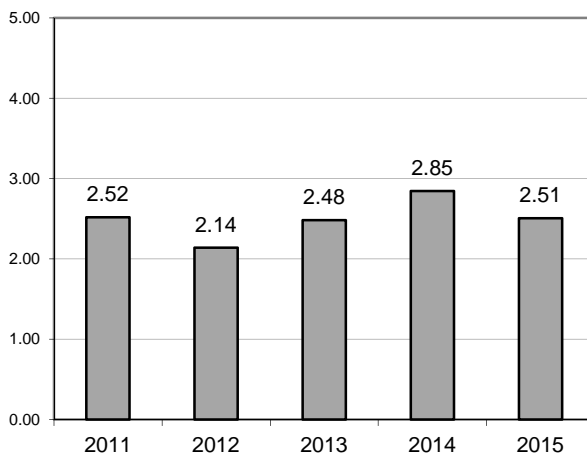
% change from last year: -1.9%
2015 Total FI Goal 3.00



Employee FRA Reportable Injuries

Year	Total	FRA FI*
2011	117	3.24
2012	100	2.74
2013	114	3.04
2014	129	3.37
2015	122	3.03

% change from last year: -10.1%
2015 FRA FI Goal 2.50



Employee Lost Time and Restricted Duty Injuries

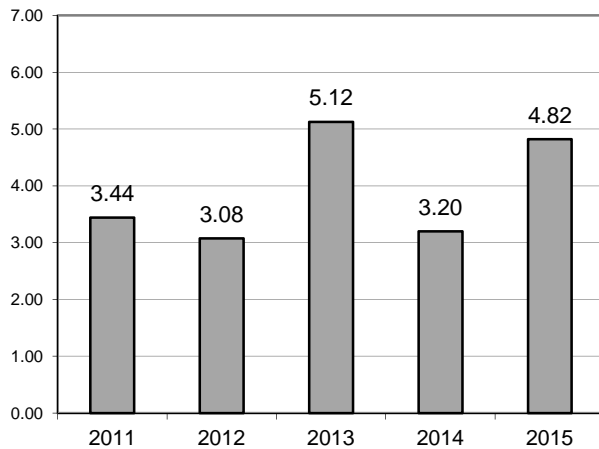
Year	LT	RD	LT FI*	RD FI*	LT&RD FI*
2011	70	21	1.94	0.58	2.52
2012	73	5	2.00	0.14	2.14
2013	87	6	2.32	0.16	2.48
2014	108	1	2.82	0.03	2.85
2015	100	1	2.48	0.02	2.51

% change from last year: -12.0%
2015 LT&RD FI Goal 2.00

* - Injuries per 200,000 hours worked

MTA Metro-North Railroad

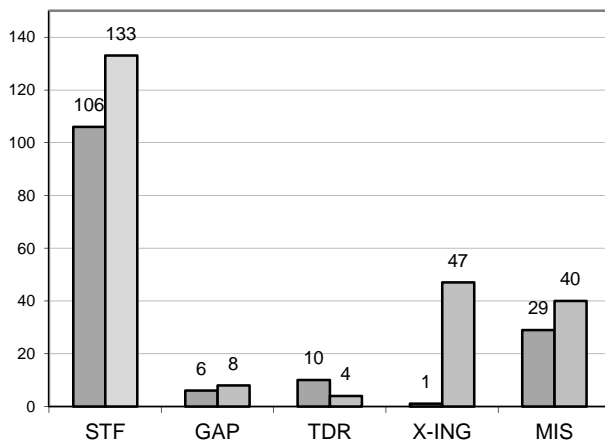
Summary of Customer/Contractor Injuries thru July



Total Customer Injuries

Year	Total	Total FI*
2011	158	3.44
2012	147	3.08
2013	243	5.12
2014	152	3.20
2015	232	4.82

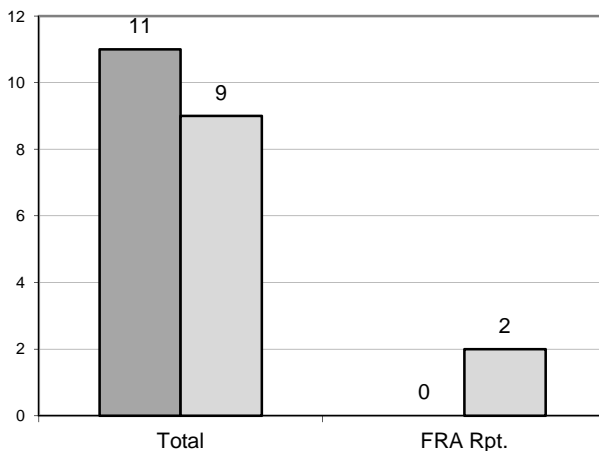
% change from last year: 50.8%
2014 Total FI Goal 2.70



Top 5 Customer Injuries by Type

Year	Slip/Trip/Fall	Gap	Train Doors	Grade X-ing	Misc.
2014	106	6	10	1	29
2015	133	8	4	47	40

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



Contractor Injuries

Year	Total	FRA Rpt.
2014	11	0
2015	9	2
% Chg	-18.2%	100.0%

* - Injuries per 1,000,000 rides

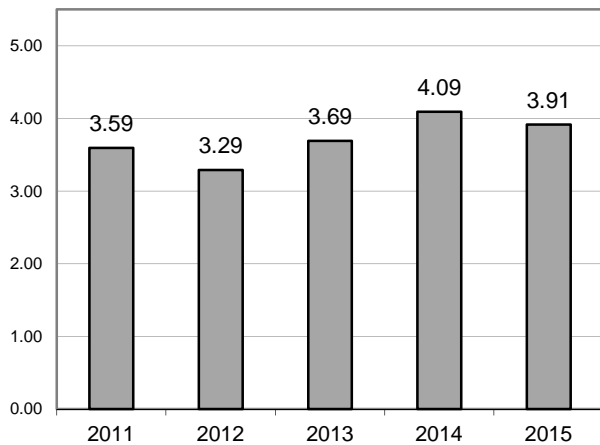


Metro-North Railroad

Safety Report

June 2015

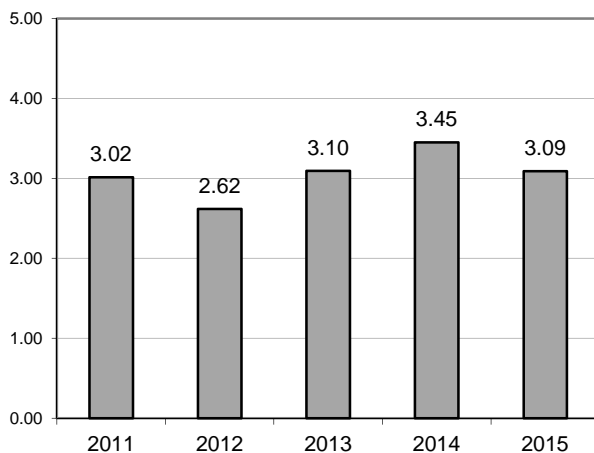
MTA Metro-North Railroad Summary of Employee Injuries thru June



Total Employee Injuries

Year	Total	Total FI*
2011	112	3.59
2012	103	3.29
2013	118	3.69
2014	134	4.09
2015	133	3.91

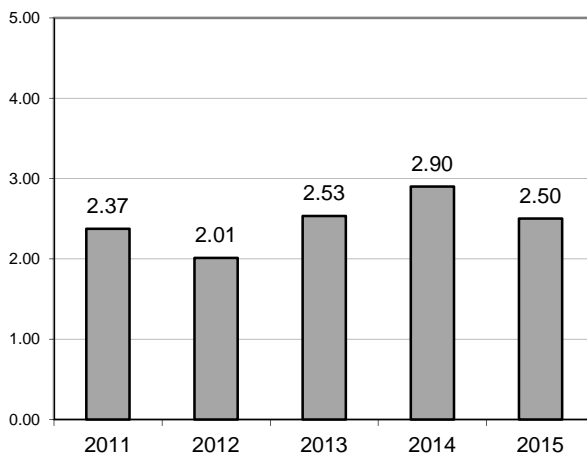
% change from last year: -4.3%
2015 Total FI Goal 3.00



Employee FRA Reportable Injuries

Year	Total	FRA FI*
2011	94	3.02
2012	82	2.62
2013	99	3.10
2014	113	3.45
2015	105	3.09

% change from last year: -10.4%
2015 FRA FI Goal 2.50



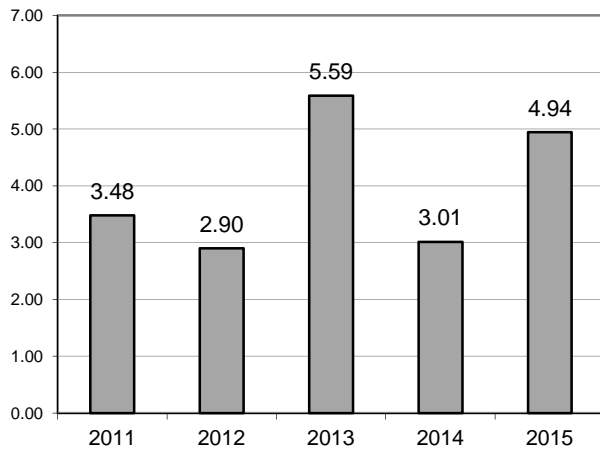
Employee Lost Time and Restricted Duty Injuries

Year	LT	RD	LT FI*	RD FI*	LT&RD FI*
2011	60	14	1.92	0.45	2.37
2012	61	2	1.95	0.06	2.01
2013	75	6	2.34	0.19	2.53
2014	94	1	2.87	0.03	2.90
2015	85	0	2.50	0.00	2.50

% change from last year: -13.8%
2015 LT&RD FI Goal 2.00

* - Injuries per 200,000 hours worked

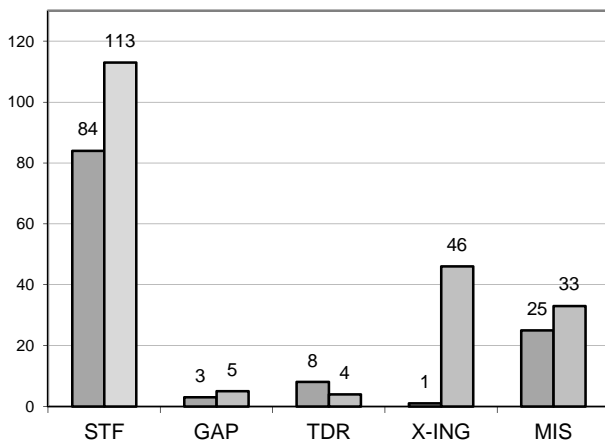
MTA Metro-North Railroad Summary of Customer/Contractor Injuries thru June



Total Customer Injuries

Year	Total	Total FI*
2011	136	3.48
2012	118	2.90
2013	225	5.59
2014	121	3.01
2015	201	4.94

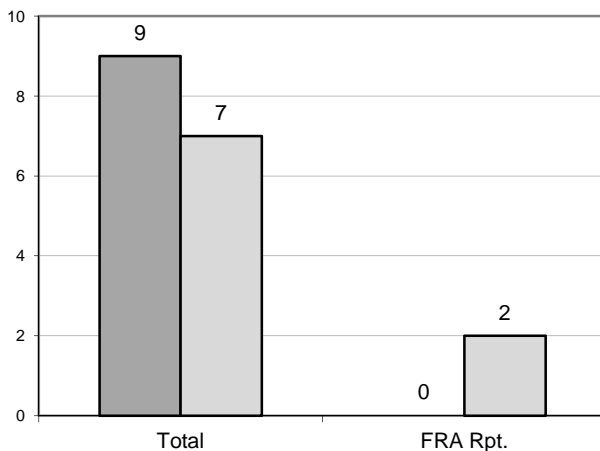
% change from last year: 64.2%
2014 Total FI Goal 2.70



Top 5 Customer Injuries by Type

Year	Slip/Trip/Fall	Gap	Train Doors	Grade X-ing	Misc.
2014	84	3	8	1	25
2015	113	5	4	46	33

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




Contractor Injuries

Year	Total	FRA Rpt.
2014	9	0
2015	7	2
% Chg	-22.2%	100.0%

* - Injuries per 1,000,000 rides



Memorandum

Date: September, 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	Contract awarded on March 3 rd 2015, to provide audio and image recorders that meet or exceed the NTSB recommendations. Preliminary Design Review was completed June 12 th 2015. Final design development 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 August, 13 compliant radar observations were performed and 46 event recorder Download Reviews with one failure (excessive speed through a Temporary Speed Restriction on 8/9/15) which the employee had also reported through C3RS. Through August, there have been 739 downloads reviewed with one failure as mentioned.
Obstructive Sleep Apnea	400 out of 420 Locomotive Engineers have been screened for OSA. The remaining 20 will be completed in two weeks. Approximately 25% of those screened have been sent for additional more comprehensive testing. That testing is currently in progress.
PTC	The Systems Integrator (SI) is progressing with PTC Final Design Review (FDR). The FDR review started in August 2015 and will continue for the next few months. Transponder brackets continue to be installed on New Haven line. Pilot #1 (P1) Location CP 266 – CP272 86 Programed transponders were received and installed. Transponder test for the P1 location along with the installation of CP 271 WIU is scheduled for the month of September, 2015. On-board equipment continues to be evaluated and fitted onto the equipment.

MTA CAPITAL CONSTRUCTION

PROJECT UPDATE

EAST SIDE ACCESS

MTA CAPITAL CONSTRUCTION PROJECT UPDATE

East Side Access

September 2015

Project Description

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

Budget and Estimate at Completion (EAC)

	<u>Budget</u>	<u>Current Month</u> <u>EAC</u>	<u>Expenditures</u>
Design	\$720,615,810	\$720,615,810	\$651,538,782
Construction	\$8,036,910,326	\$8,036,910,326	\$4,391,016,481
Project Management	\$1,036,168,644	\$1,036,168,644	\$650,385,479
Real Estate	\$182,076,230	\$182,076,230	\$114,345,504
Rolling Stock*	\$202,000,000	\$202,000,000	\$0
Total Project Cost	\$10,177,771,010	\$10,177,771,010	\$5,807,286,245

*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	June 2016
Project Construction Start	September 2001	September 2001
Revenue Service Date	December 2022	December 2022

Current Issues/Highlights

- **Manhattan South Structures (CM005):** Contractor continues with the construction of the lower walls in GCT West Cavern and the arch in GCT 1&2 East Wye. The installation of the south and center raise bore shaft linings at the 37th Street Air Wye were completed in August.
- **Manhattan North Structures (CM006):** Contractor continues waterproofing, rebar installation, and concrete placement in the East Structures and the running tunnels. Contractor is expected to complete the concrete placement work for intermediate level walls at the 50th Street and 55th Street ventilation facilities by the end of September. Contractor continues to work on the GCT Caverns Back of House intermediate level and is expected to commence work on the upper level in September.
- **55th Street Vent Plant Facility (CM013A):** All work was completed except for change orders for cable supports and hoist in August (Milestone #5). Remaining street utility work and street restoration is expected to be completed in October.
- **GCT Concourse and Facilities Fit-Out Early Work (CM014A):** Contractor completing electrical testing and coordination with Con Edison for substation energization.

- **GCT Concourse and Facilities Fit-Out (CM014B):** Contractor continues subgrade utility work in the Concourse, mini-pile installation for the 48th Street temporary decking and demolition/excavation for the Biltmore and Dining Concourse connections.
- **Plaza Substation and Queens Structures (CQ032):** Contractor completed the steel installation for the roof decking on the CO7 Traction Power Substation in the Early Access Chamber. Work is progressing on the Yard Services Building and Plaza Vent Structure. Steel erection for the reconfigured Bellmouth shaft has commenced.
- **Harold Structures 1 and 2 (CH053 & CH054A):** All physical work on these two contracts is expected to be completed in 2015. CH054A substantial completion (Milestone #3) will be achieved in October. CH053 substantial completion (Milestone #9) is expected in October and is driven by the completion of the remaining work at the G02 Substation.
- **Harold Structures 3A (CH057A):** Installation of the secant piles at the Tunnel Launch Pit section of the East Approach has been impacted by limited Amtrak protection resources during the summer months. These piles are scheduled to be completed in September. Mining of the tunnel portion of the Westbound Bypass Structure under Mainline Tracks 2 & 4 is currently forecast to commence in November. This is a result of the delays to the completion of the East Approach secant piles.
- **System Package 1 – Facilities Systems (CS179):** Contractor has commenced conduit installations in the B10 Facility Power Substation in Queens Plaza.
- **Grand Central Terminal Station Caverns and Track (CM007):** Technical and schedule proposals will be received in September.
- **Harold Structure–48th Street Bridge/Tunnel D (CH057):** Award and Notice to Proceed is scheduled for September.
- **Mid-Day Storage Yard CILs (VQ033):** This contract was advertised in August. This contract involves the final design, manufacturing, factory testing and delivery of a Vital Microprocessor-based Interlocking Control System (VMICS), Yard Control System and Yard Communications System.

East Side Access Active and Future Construction Contracts

Report to the Railroad Committee - September 2015

Expenditures thru August 2015; \$s in million

	Budget	Committed	Expenditures
Construction	\$ 8,036.9	\$ 5,923.5	\$ 4,391.0
Design	\$ 720.6	\$ 679.4	\$ 651.5
Project Management	\$ 1,036.2	\$ 699.7	\$ 650.4
Real Estate	\$ 182.1	\$ 116.9	\$ 114.3
Rolling Stock†	\$ 202.0	\$ -	\$ -
Total	\$ 10,177.8	\$ 7,419.5	\$ 5,807.3

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

Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved AWOs)	Remaining Budget	Expenditures	2014 Replan Award Date	Actual/ Forecast Award Date	Planned Completion at Award*	Forecast Completion
Manhattan Construction								
CM014A: GCT Concourse Finishes Early Work <i>Yonkers Contracting</i>	\$59.2	\$58.0	\$1.2	\$52.3	Nov-2011	Nov-2011	Apr-2013	Oct-2015
CM013A: 55th St Vent Facility <i>SCC-JPP, JV</i>	\$58.9	\$57.1	\$1.8	\$48.3	Aug-2012	Aug-2012	Apr-2015	Dec-2015
CM005: Manhattan Southern Structures <i>Michels Corp.</i>	\$250.1	\$236.9	\$13.3	\$188.3	Jul-2013	Jul-2013	Feb-2016	Feb-2016
CM006: Manhattan Northern Structures <i>Frontier Kemper Constructors, Inc.</i>	\$344.3	\$317.1	\$27.2	\$90.4	Mar-2014	Mar-2014	Nov-2016	Jan-2017
CM014B: GCT Concourse & Cavern Fit-Out <i>GCT Constructors JV</i>	\$461.1	\$404.6	\$56.4**	\$6.8	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	\$226.9	\$23.3	\$174.3	Aug-2011	Aug-2011	Aug-2014	Apr-2016
Harold Construction								
CH053: Harold Structures (Part 1) <i>Tutor Perini Corporation</i>	\$311.5	\$294.7	\$16.8	\$268.4	Jan-2008	Jan-2008	Feb-2011	Oct-2015
CH057A: Harold Structures - Part 3: West Bound Bypass <i>Harold Structures JV</i>	\$126.8	\$109.2	\$17.6	\$25.1	Nov-2013	Nov-2013	Feb-2016	Dec-2016
CH057: Harold Structures - Part 3: Track D Approach, 48th St Bridge	In Procurement				Nov-2014	Sep-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	\$335.1	\$271.8****	\$40.6	Mar-2014	Mar-2014	Dec-2019	Dec-2019
Systems Package 2: Signal Installation (CS284)	In Design (Repackaging)				TBD	Jun-2016	N/A	Dec-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	\$1.6	Sep-2014	Oct-2014	Dec-2019	Dec-2019

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

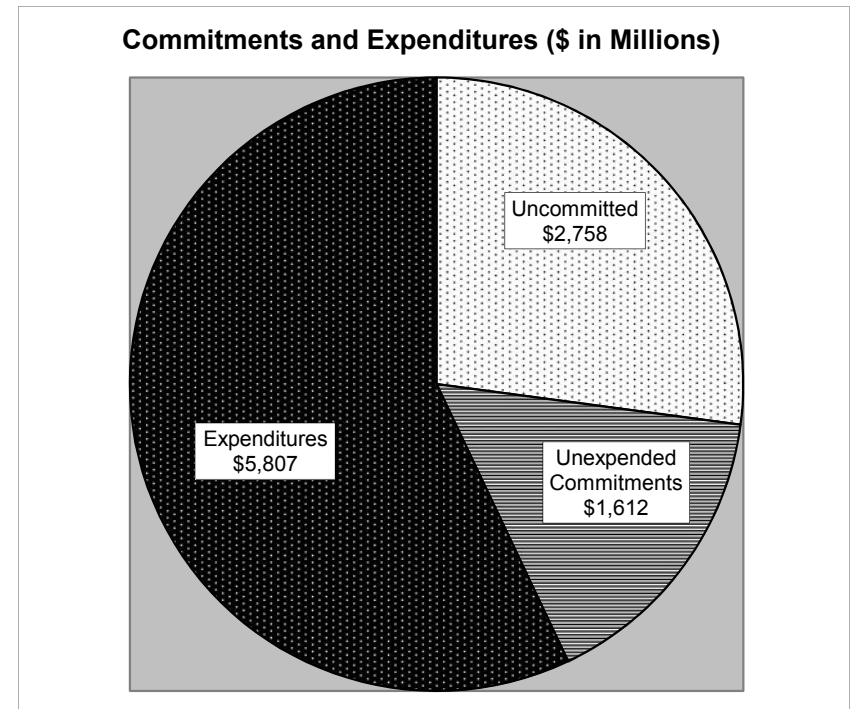
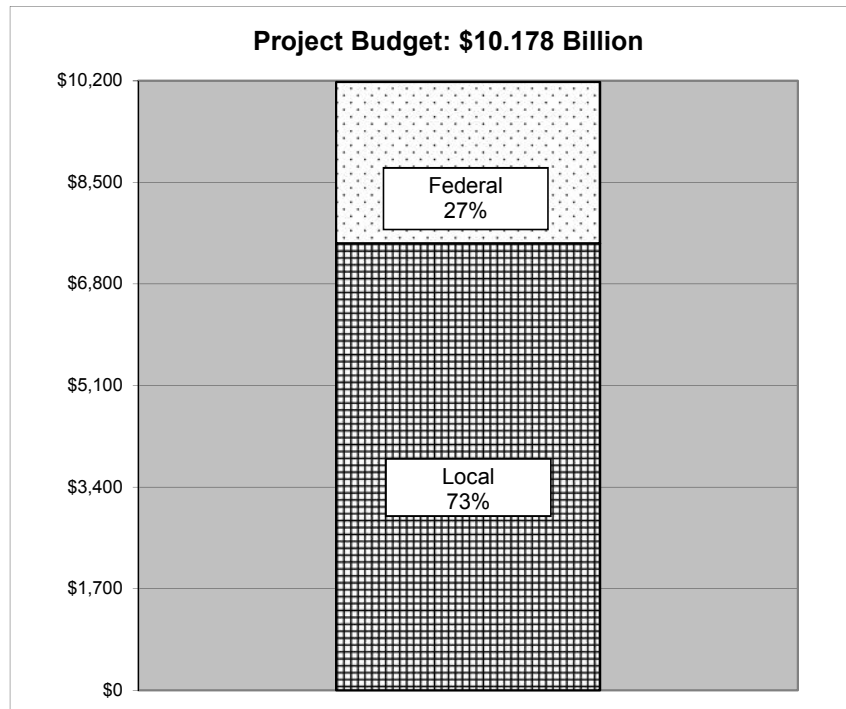
** Remaining contingency includes \$26M for unawarded options and associated contingency.

*** 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.

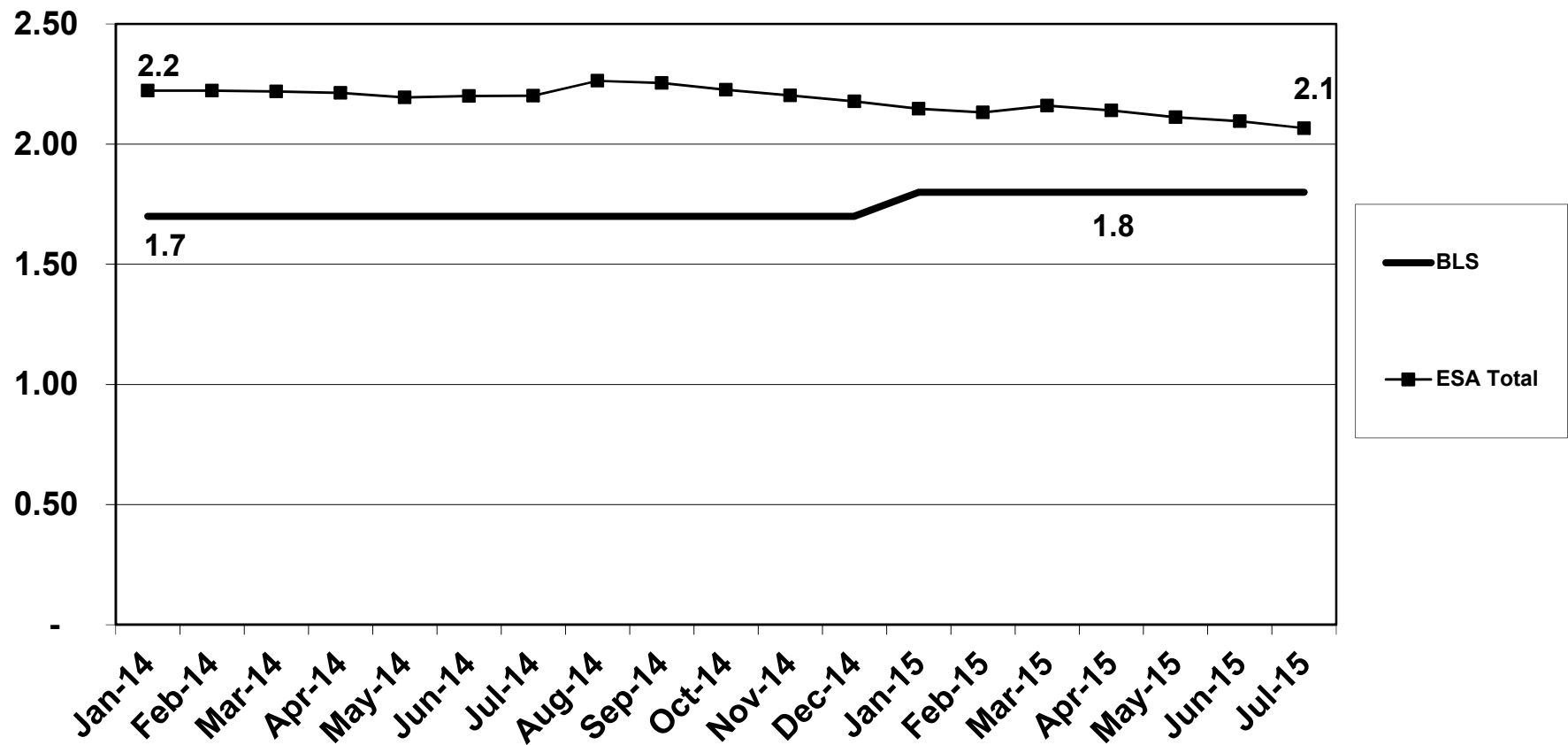
**** Remaining contingency includes \$238.48M for unawarded options and associated contingency.

East Side Access Status **Report to the Railroad Committee - September 2015** *data thru August 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	1,532	1	1,519
2005-2009	2,683	838	-	1,845	1,176	2,673	10	2,585
2010-2014	3,232	3,228	-	5	5	3,056	176	1,545
2015-2019	2,572		2,572	-	-	-	2,572	-
Total	\$ 10,178	\$ 4,907	\$ 2,572	\$ 2,699	\$ 2,030	\$ 7,420	\$ 2,758	\$ 5,807



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 August 2015



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department Long Island Rail Road

August 2015 vs. 2014

	2015	2014	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	1	4	-3	-75%
Felony Assault	2	2	0	0%
Burglary	1	2	-1	-50%
Grand Larceny	8	12	-4	-33%
Grand Larceny Auto	1	0	1	100%
Total Major Felonies	13	20	-7	-35%

Year to Date 2015 vs. 2014

	2015	2014	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	13	21	-8	-38%
Felony Assault	13	16	-3	-19%
Burglary	5	4	1	25%
Grand Larceny	59	83	-24	-29%
Grand Larceny Auto	3	1	2	200%
Total Major Felonies	93	125	-32	-26%



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department Metro North Railroad

August 2015 vs. 2014

	2015	2014	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	1	3	-2	-67%
Felony Assault	0	2	-2	-100%
Burglary	0	0	0	0%
Grand Larceny	11	11	0	0%
Grand Larceny Auto	2	0	2	100%
Total Major Felonies	14	16	-2	-13%

Year to Date 2015 vs. 2014

	2015	2014	Diff	% Change
Murder	0	0	0	0%
Rape	1	0	1	100%
Robbery	9	14	-5	-36%
Felony Assault	7	8	-1	-13%
Burglary	9	12	-3	-25%
Grand Larceny	71	72	-1	-1%
Grand Larceny Auto	4	1	3	300%
Total Major Felonies	101	107	-6	-6%



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department Staten Island Rapid Transit

August 2015 vs. 2014

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

Year to Date 2015 vs. 2014

	2015	2014	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	8	8	0	0%
Felony Assault	2	0	2	100%
Burglary	0	0	0	0%
Grand Larceny	7	5	2	40%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	17	13	4	31%



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department

System Wide

August 2015 vs. 2014

	2015	2014	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	2	10	-8	-80%
Felony Assault	3	4	-1	-25%
Burglary	1	2	-1	-50%
Grand Larceny	20	24	-4	-17%
Grand Larceny Auto	3	0	3	100%
Total Major Felonies	29	40	-11	-28%

Year to Date 2015 vs. 2014

	2015	2014	Diff	% Change
Murder	0	0	0	0%
Rape	1	0	1	100%
Robbery	30	43	-13	-30%
Felony Assault	22	24	-2	-8%
Burglary	14	16	-2	-13%
Grand Larceny	137	160	-23	-14%
Grand Larceny Auto	7	2	5	250%
Total Major Felonies	211	245	-34	-14%



MTA Police Department

Arrest Summary: Department Totals

1/1/2015 to 8/31/2015

Arrest Classification	Total Arrests	
	2015	2014
Murder	1	0
Rape	2	0
Robbery	21	36
Felony Assault	17	21
Burglary	7	8
Grand Larceny	34	45
Grand Larceny Auto	0	2
Aggravated Harassment	1	1
Aggravated Unlicensed Operator	8	28
Arson	1	0
Assault-Misdemeanor	29	45
Breach of Peace	13	7
Child Endangerment	3	1
Criminal Contempt	7	4
Criminal Impersonation	2	2
Criminal Mischief	28	23
Criminal Possession Stolen Property	8	7
Criminal Tampering	10	0
Criminal Trespass	21	14
Disorderly Conduct	2	2
Drug Offenses	38	36
DUI Offenses	5	10
Falsely Reporting an Incident	4	4
Forgery	37	77
Fraud	7	6
Graffiti	9	8
Harassment	4	6
Identity Theft	2	0
Impairment Integrity Gov Licencing Exam	13	0
Issue a Bad Check	1	0
Make Terrorist Threat	3	1
Menacing	12	7
Obstruct Government	5	4
Panhandling	0	1
Petit Larceny	75	69
Probation/Parole Violation	1	0
Promoting Prostitution	1	0
Public Lewdness	21	33
Reckless Endangerment	6	5
Resisting Arrest	20	37
Sex Offenses	4	8
Stalking	1	2
Theft of Services	109	95
Unlawful Surveillance	2	2
VTL Offenses	1	2
Warrant Arrest	41	34
Weapons Offenses	4	4
Unauthorized Use Vehicle	2	0
Total Arrests	643	697

INDEX CRIME REPORT

Per Day Average

August 2015

	Systemwide	LIRR	MNRR	SIRT
Murder	0	0	0	0
Rape	0	0	0	0
Robbery	2	1	1	0
Fel. Assault	3	2	0	1
Burglary	1	1	0	0
Grand Larceny	20	8	11	1
GLA	3	1	2	0
Total	29	13	14	2
Crimes Per Day	0.94	0.42	0.45	0.06



Police Report

July 2015



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department Long Island Rail Road

July 2015 vs. 2014

	2015	2014	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	1	2	-1	-50%
Felony Assault	0	1	-1	-100%
Burglary	0	0	0	0%
Grand Larceny	10	15	-5	-33%
Grand Larceny Auto	0	1	-1	-100%
Total Major Felonies	11	19	-8	-42%

Year to Date 2015 vs. 2014

	2015	2014	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	12	17	-5	-29%
Felony Assault	11	14	-3	-21%
Burglary	4	2	2	100%
Grand Larceny	51	71	-20	-28%
Grand Larceny Auto	2	1	1	100%
Total Major Felonies	80	105	-25	-24%



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department Metro North Railroad

July 2015 vs. 2014

	2015	2014	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	1	1	0	0%
Felony Assault	0	1	-1	-100%
Burglary	3	0	3	100%
Grand Larceny	9	9	0	0%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	13	11	2	18%

Year to Date 2015 vs. 2014

	2015	2014	Diff	% Change
Murder	0	0	0	0%
Rape	1	0	1	100%
Robbery	8	11	-3	-27%
Felony Assault	7	6	1	17%
Burglary	9	12	-3	-25%
Grand Larceny	60	61	-1	-2%
Grand Larceny Auto	2	1	1	100%
Total Major Felonies	87	91	-4	-4%



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department Staten Island Rapid Transit

July 2015 vs. 2014

	2015	2014	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	1	1	0	0%
Felony Assault	0	0	0	0%
Burglary	0	0	0	0%
Grand Larceny	3	1	2	200%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	4	2	2	100%

Year to Date 2015 vs. 2014

	2015	2014	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	8	5	3	60%
Felony Assault	1	0	1	100%
Burglary	0	0	0	0%
Grand Larceny	6	4	2	50%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	15	9	6	67%



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department

System Wide

July 2015 vs. 2014

	2015	2014	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	3	4	-1	-25%
Felony Assault	0	2	-2	-100%
Burglary	3	0	3	100%
Grand Larceny	22	25	-3	-12%
Grand Larceny Auto	0	1	-1	-100%
Total Major Felonies	28	32	-4	-13%

Year to Date 2015 vs. 2014

	2015	2014	Diff	% Change
Murder	0	0	0	0%
Rape	1	0	1	100%
Robbery	28	33	-5	-15%
Felony Assault	19	20	-1	-5%
Burglary	13	14	-1	-7%
Grand Larceny	117	136	-19	-14%
Grand Larceny Auto	4	2	2	100%
Total Major Felonies	182	205	-23	-11%

INDEX CRIME REPORT

Per Day Average

July 2015

	Systemwide	LIRR	MNRR	SIRT
Murder	0	0	0	0
Rape	0	0	0	0
Robbery	3	1	1	1
Fel. Assault	0	0	0	0
Burglary	3	0	3	0
Grand Larceny	22	10	9	3
GLA	0	0	0	0
Total	28	11	13	4
Crimes Per Day	0.90	0.35	0.42	0.13



MTA Police Department Arrest Summary: Department Totals

1/1/2015 to 7/31/2015

Arrest Classification	Total Arrests	
	2015	2014
Murder	1	0
Rape	2	0
Robbery	19	29
Felony Assault	16	18
Burglary	7	6
Grand Larceny	30	40
Grand Larceny Auto	0	2
Aggravated Harassment	1	1
Aggravated Unlicensed Operator	8	25
Arson	1	0
Assault-Misdemeanor	26	39
Breach of Peace	10	6
Child Endangerment	2	1
Criminal Contempt	6	3
Criminal Impersonation	2	2
Criminal Mischief	26	20
Criminal Possession Stolen Property	8	6
Criminal Tampering	9	0
Criminal Trespass	14	13
Disorderly Conduct	1	2
Drug Offenses	34	32
DUI Offenses	4	8
Falsely Reporting an Incident	4	3
Forgery	35	70
Fraud	5	5
Graffiti	9	8
Harassment	2	5
Identity Theft	1	0
Impairment Integrity Gov Licencing Exam	13	0
Issue a Bad Check	1	0
Make Terrorist Threat	3	1
Menacing	11	6
Obstruct Government	5	3
Panhandling	0	1
Petit Larceny	72	51
Probation/Parole Violation	1	0
Promoting Prostitution	1	0
Public Lewdness	18	31
Reckless Endangerment	4	5
Resisting Arrest	18	36
Sex Offenses	3	7
Stalking	1	2
Theft of Services	96	77
Unlawful Surveillance	2	2
VTL Offenses	0	2
Warrant Arrest	33	27
Weapons Offenses	3	4
Unauthorized Use Vehicle	2	0
Total Arrests	570	599



Metro-North Railroad

Action Item September 2015

Staff Summary



Metro-North Railroad

Page 1 of 1

Subject NYSDOT Grant for Connecting Services	
Department Operations Planning and Analysis	
Department Head Name Delana Glenn	
Department Head Signature 	
Project Manager Name Edilma Jarvis	Program Manager Name

Date July 21, 2015
Vendor Name N/A
Contract Number N/A
Contract Manager Name N/A
Table of Contents Ref#

Board Action					
Order	To	Date	Approval	Info	Other
1	M-N Comm. Mto	9/21	X		
2	MTA Finance Mto	9/24	X		
3	MTA Board Mto	9/24	X		

Internal Approvals			
Order	Approval	Order	Approval
4	President		
3	VP Financial Admin		

Internal Approvals (cont.)							
Order	Approval	Order	Approval	Order	Approval	Order	Approval
1	VP Planning					2	General Counsel
	Press						

Narrative

PURPOSE:

To obtain MTA Board approval to enter into a contract to accept \$300,000 in a Congestion Mitigation/Air Quality (CMAQ) grant from the New York State Department of Transportation (NYSDOT) to support connecting services, covering the period from October 1, 2015 through September 30, 2016.

DISCUSSION:

Metro-North has worked with NYSDOT to implement various projects to improve access to Metro-North stations. These projects, which include connecting buses (e.g. Transport of Rockland, Newburgh-Beacon Shuttle, Dutchess LOOP, HART, etc.), the Haverstraw-Ossining Ferry, the Newburgh-Beacon Ferry and Guaranteed Ride Home programs, create station access/egress and increase ridership and revenue for the Railroad, as well as reduce the number of single occupancy vehicles on the roads.

Over the past fifteen years, Metro-North has received over \$3.5 million from similar NYSDOT(CMAQ) grants. These funds have been used for a variety of operational and marketing activities: providing customer information (e.g. signage, kiosks, pocket timetables, etc.); marketing/advertising to launch and support these services; supporting Metro-North's Guaranteed Ride Home programs; and for miscellaneous operational improvements. Metro-North plans to use the \$300,000 from the new CMAQ grant in a similar fashion, working with our regional partners to maintain service quality and improve station access.

BUDGET IMPACT:

No budget impact. These monies allow for projects that would not otherwise be implemented.

RECOMMENDATION:

That the MTA Board grant approval to enter into a contract to accept \$300,000 in a Congestion Mitigation/Air Quality (CMAQ) grant from the New York State Department of Transportation (NYSDOT) to support connecting services, covering the period from October 1, 2015 through September 30, 2016.

The legal name of MTA Metro-North Railroad is Metro-North Commuter Railroad Company



JULY FINANCIAL PLAN – 2015 MID-YEAR FORECAST

BY MONTH

Date Issued: September 9, 2015

MTA METRO NORTH RAILROAD
July Financial Plan - 2015 Mid-Year Forecast
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Operating Revenue													
Farebox Revenue	\$50.364	\$47.367	\$53.354	\$55.973	\$57.305	\$59.780	\$60.212	\$58.007	\$57.431	\$58.252	\$57.459	\$59.864	\$675.370
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	5.154	4.397	4.686	5.965	4.785	4.823	5.111	4.869	4.759	6.612	5.129	5.356	61.645
Capital and Other Reimbursements	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Revenue	\$55.518	\$51.764	\$58.041	\$61.938	\$62.090	\$64.603	\$65.323	\$62.876	\$62.190	\$64.864	\$62.589	\$65.220	\$737.015
Operating Expenses	0.000	(0.000)	0.246	(0.184)	0.671	2.072	(2.165)						
Labor:	39.421	36.335	37.887	38.780	37.497	36.266	42.515						
Payroll	\$39.421	\$36.335	\$38.133	\$38.596	\$38.168	\$38.338	\$40.350	\$39.093	\$39.020	\$39.850	\$39.272	\$40.287	\$466.863
Overtime	8.800	8.563	6.732	7.103	7.588	7.234	8.650	8.091	8.055	7.709	8.175	9.554	96.254
Health and Welfare	8.430	7.434	7.714	7.817	7.781	7.786	8.473	8.077	8.094	8.198	8.115	8.685	96.603
OPEB Current Payment	2.013	2.146	2.064	2.064	2.064	2.064	2.064	2.064	2.064	2.064	2.064	2.064	24.800
Pensions	7.067	6.544	7.282	7.391	7.373	7.364	7.859	7.558	7.560	7.655	7.609	10.325	91.586
Other Fringe Benefits	8.779	9.201	8.727	8.716	9.195	8.919	9.472	9.466	9.167	9.248	9.187	9.928	110.005
Reimbursable Overhead	(2.305)	(3.071)	(2.471)	(4.240)	(4.393)	(4.785)	(4.796)	(4.661)	(4.669)	(5.000)	(4.697)	(4.326)	(49.415)
Total Labor Expenses	\$72.205	\$67.152	\$68.181	\$67.447	\$67.776	\$66.920	\$72.072	\$69.688	\$69.291	\$69.723	\$69.725	\$76.518	\$836.697
Non-Labor:													
Electric Power	\$6.716	\$7.551	\$9.589	\$8.042	\$7.082	\$7.352	\$7.658	\$7.863	\$7.593	\$5.667	\$6.779	\$6.771	\$88.663
Fuel	1.668	1.593	2.047	1.937	1.697	1.690	1.668	1.681	1.986	2.049	2.114	2.110	22.240
Insurance	1.605	1.348	1.459	1.623	1.686	1.694	1.669	1.678	1.676	1.676	1.706	1.747	19.566
Claims	(0.038)	0.051	0.030	0.082	0.098	0.098	0.098	0.098	0.098	0.098	0.098	0.191	1.005
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	6.490	7.108	11.243	7.545	9.478	10.079	10.973	9.473	9.846	9.362	11.029	12.473	115.099
Professional Service Contracts	2.042	2.267	2.854	3.487	2.754	3.592	3.237	2.919	3.248	3.180	3.224	4.187	36.990
Materials & Supplies	6.659	6.112	6.031	6.163	6.226	6.174	6.227	6.248	6.235	6.198	6.243	6.199	74.714
Other Business Expenses	1.817	4.843	1.835	1.709	2.415	1.990	2.409	2.128	1.664	1.305	1.395	1.242	24.752
Total Non-Labor	\$26.959	\$30.873	\$35.088	\$30.589	\$31.436	\$32.667	\$33.940	\$32.087	\$32.346	\$29.535	\$32.589	\$34.919	\$383.028
Other Expenses Adjustments:													
Other	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Non-Cash Liability Adjs.	\$99.164	\$98.025	\$103.269	\$98.036	\$99.211	\$99.587	\$106.012	\$101.776	\$101.637	\$99.258	\$102.314	\$111.437	\$1,219.725
Depreciation	\$20.182	\$20.253	\$15.243	\$18.826	\$18.558	\$19.021	\$19.021	\$19.021	\$19.021	\$19.021	\$19.021	\$19.021	\$226.207
OPEB Obligation	5.693	5.693	5.693	5.693	5.693	5.693	5.693	5.693	5.693	5.693	5.693	5.693	68.316
Environmental Remediation	0.0	-	3.453	-	-	0.640	-	-	0.550	-	-	0.250	4.893
Total Expenses	\$125.039	\$123.971	\$127.658	\$122.555	\$123.462	\$124.941	\$130.726	\$126.489	\$126.900	\$123.972	\$127.028	\$136.401	\$1,519.141
Net Surplus/(Deficit)	(\$69.521)	(\$72.207)	(\$69.618)	(\$60.617)	(\$61.372)	(\$60.338)	(\$65.403)	(\$63.613)	(\$64.710)	(\$59.108)	(\$64.439)	(\$71.181)	(\$782.127)
Cash Conversion Adjustments:													
Depreciation	\$20.182	\$20.253	\$15.243	\$18.826	\$18.558	\$19.021	\$19.021	\$19.021	\$19.021	\$19.021	\$19.021	\$19.021	\$226.207
Operating Capital	(0.265)	(1.044)	(1.062)	(1.162)	(2.383)	(3.119)	(2.237)	(3.121)	(4.487)	(4.344)	(4.766)	(13.908)	(41.897)
Other Cash Adjustments	15.740	24.015	22.640	(2.279)	(49.136)	(41.627)	6.897	(0.149)	(9.801)	(6.570)	6.976	33.615	0.322
Total Cash Conversion Adjustments	\$35.657	\$43.224	\$36.821	\$15.385	(\$32.962)	(\$25.725)	\$23.682	\$15.751	\$4.733	\$8.106	\$21.231	\$38.728	\$184.631
Net Cash Surplus/(Deficit)	(\$33.864)	(\$28.983)	(\$32.796)	(\$45.232)	(\$94.334)	(\$86.063)	(\$41.721)	(\$47.862)	(\$59.978)	(\$51.002)	(\$43.208)	(\$32.453)	(\$597.495)

MTA METRO NORTH RAILROAD
July Financial Plan - 2015 Mid-Year Forecast
Accrual Statement of Operations by Category
(\$ in millions)

REIMBURSABLE													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Revenue													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Capital and Other Reimbursements													
MNR - MTA	5.160	6.858	5.671	9.358	10.010	10.036	10.914	11.753	11.648	11.403	11.487	11.508	115.807
MNR - CDOT	3.544	2.647	2.740	5.401	7.492	7.021	6.813	4.990	5.692	7.026	5.998	5.263	64.627
MNR - Other	0.837	1.154	1.137	1.314	1.439	1.557	1.509	1.407	1.453	1.551	1.602	1.345	16.306
Total Revenue	\$9.542	\$10.659	\$9.548	\$16.073	\$18.941	\$18.614	\$19.235	\$18.150	\$18.793	\$19.980	\$19.088	\$18.116	\$196.740
Expenses													
<u>Labor:</u>													
Payroll	\$3.119	\$3.358	\$2.986	\$4.005	\$4.036	\$4.234	\$4.218	\$4.143	\$4.242	\$4.348	\$4.220	\$4.075	\$46.982
Overtime	1.029	1.228	0.632	1.562	1.590	1.937	1.786	1.643	1.603	1.900	1.664	1.441	18.017
Health and Welfare	0.906	0.937	0.766	1.182	1.192	1.298	1.265	1.228	1.244	1.321	1.245	1.169	13.753
OPEB Current Payment	-	-	-	-	-	-	-	-	-	-	-	-	-
Pensions	0.557	0.637	0.529	0.793	0.801	0.870	0.851	0.823	0.835	0.884	0.837	0.789	9.205
Other Fringe Benefits	0.871	0.923	0.602	0.903	0.911	0.989	0.967	0.938	0.950	1.006	0.953	0.899	10.912
Reimbursable Overhead	2.477	3.159	2.418	4.106	4.244	4.647	4.589	4.463	4.487	4.789	4.500	4.146	48.026
Total Labor	\$8.958	\$10.242	\$7.933	\$12.551	\$12.774	\$13.975	\$13.676	\$13.238	\$13.361	\$14.249	\$13.419	\$12.519	\$146.896
<u>Non-Labor:</u>													
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	-	-	-	-	-	-	-	-	-	-	-	-	-
Insurance	0.185	0.209	0.194	0.376	0.384	0.438	0.419	0.402	0.408	0.448	0.403	0.361	4.225
Claims	-	-	-	-	-	-	-	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	0.099	0.296	0.472	0.519	0.465	0.954	1.358	0.847	0.809	0.899	0.837	1.184	8.739
Professional Service Contracts	1.004	0.154	0.120	0.548	0.177	0.392	0.184	0.147	0.934	1.399	1.359	1.121	7.539
Materials & Supplies	(0.737)	(0.265)	0.775	2.034	5.079	2.806	3.536	3.468	3.233	2.938	3.023	2.885	28.777
Other Business Expenses	0.033	0.024	0.054	0.046	0.062	0.049	0.062	0.048	0.047	0.047	0.047	0.047	0.565
Total Non-Labor	\$0.584	\$0.417	\$1.615	\$3.523	\$6.167	\$4.639	\$5.559	\$4.913	\$5.431	\$5.731	\$5.669	\$5.597	\$49.845
<u>Other Adjustments:</u>													
Other													
Total Other Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$9.542	\$10.659	\$9.548	\$16.073	\$18.941	\$18.614	\$19.235	\$18.150	\$18.793	\$19.980	\$19.088	\$18.116	\$196.740
Depreciation	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$9.542	\$10.659	\$9.548	\$16.073	\$18.941	\$18.614	\$19.235	\$18.150	\$18.793	\$19.980	\$19.088	\$18.116	\$196.740
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA METRO NORTH RAILROAD
July Financial Plan - 2015 Mid-Year Forecast
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Revenue														
Farebox Revenue		\$50.364	\$47.367	\$53.354	\$55.973	\$57.305	\$59.780	\$60.212	\$58.007	\$57.431	\$58.252	\$57.459	\$59.864	\$675.370
Vehicle Toll Revenue		-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue		5.154	4.397	4.686	5.965	4.785	4.823	5.111	4.869	4.759	6.612	5.129	5.356	61.645
Capital and Other Reimbursements														
MNR - MTA		5.160	6.858	5.671	9.358	10.010	10.036	10.914	11.753	11.648	11.403	11.487	11.508	115.807
MNR - CDOT		3.544	2.647	2.740	5.401	7.492	7.021	6.813	4.990	5.692	7.026	5.998	5.263	64.627
MNR - Other		0.837	1.154	1.137	1.314	1.439	1.557	1.509	1.407	1.453	1.551	1.602	1.345	16.306
Total Revenue		\$65.060	\$62.423	\$67.589	\$78.011	\$81.031	\$83.217	\$84.558	\$81.026	\$80.983	\$84.844	\$81.677	\$83.336	\$933.755
Expenses														
Labor:														
Payroll		\$42.540	\$39.692	\$41.119	\$42.601	\$42.204	\$42.572	\$44.568	\$43.236	\$43.262	\$44.197	\$43.492	\$44.362	\$513.845
Overtime		9.829	9.791	7.364	8.665	9.179	9.171	10.436	9.734	9.659	9.609	9.839	10.995	114.272
Health and Welfare		9.336	8.371	8.480	8.999	8.972	9.084	9.739	9.305	9.338	9.519	9.360	9.854	110.356
OPEB Current Payment		2.013	2.146	2.064	2.064	2.064	2.064	2.064	2.064	2.064	2.064	2.064	2.064	24.800
Pensions		7.624	7.182	7.810	8.183	8.174	8.234	8.710	8.381	8.394	8.539	8.446	11.114	100.791
Other Fringe Benefits		9.650	10.124	9.330	9.619	10.106	9.908	10.439	10.404	10.117	10.254	10.140	10.827	120.918
Reimbursable Overhead		0.171	0.088	(0.053)	(0.134)	(0.149)	(0.138)	(0.207)	(0.198)	(0.182)	(0.210)	(0.197)	(0.179)	(1.389)
Total Labor		\$81.163	\$77.394	\$76.114	\$79.997	\$80.550	\$80.895	\$85.749	\$82.926	\$82.652	\$83.972	\$83.144	\$89.037	\$983.593
Non-Labor:														
Electric Power		\$6.716	\$7.551	\$9.589	\$8.042	\$7.082	\$7.352	\$7.658	\$7.863	\$7.593	\$5.667	\$6.779	\$6.771	\$88.663
Fuel		1.668	1.593	2.047	1.937	1.697	1.690	1.668	1.681	1.986	2.049	2.114	2.110	22.240
Insurance		1.790	1.557	1.653	1.998	2.070	2.132	2.088	2.080	2.083	2.123	2.110	2.108	23.791
Claims		(0.038)	0.051	0.030	0.082	0.098	0.098	0.098	0.098	0.098	0.098	0.098	0.191	1.005
Paratransit Service Contracts		-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts		6.589	7.404	11.715	8.064	9.943	11.032	12.331	10.320	10.655	10.261	11.866	13.657	123.838
Professional Service Contracts		3.046	2.421	2.973	4.036	2.931	3.983	3.421	3.066	4.182	4.580	4.583	5.307	44.528
Materials & Supplies		5.923	5.847	6.807	8.197	11.305	8.980	9.763	9.716	9.468	9.136	9.266	9.084	103.491
Other Business Expenses		1.850	4.867	1.890	1.755	2.476	2.038	2.471	2.176	1.711	1.352	1.442	1.289	25.317
Total Non-Labor		\$27.543	\$31.290	\$36.703	\$34.111	\$37.603	\$37.306	\$39.499	\$37.000	\$37.777	\$35.266	\$38.258	\$40.516	\$432.873
Other Adjustments:														
Other		-	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Adjustments		\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Non-Cash Liability Adjs.		\$108.706	\$108.684	\$112.817	\$114.109	\$118.153	\$118.201	\$125.248	\$119.926	\$120.429	\$119.238	\$121.402	\$129.553	\$1,416.466
Depreciation		\$20.182	\$20.253	\$15.243	\$18.826	\$18.558	\$19.021	\$19.021	\$19.021	\$19.021	\$19.021	\$19.021	\$19.021	\$226.207
OPEB Obligation		5.693	5.693	5.693	5.693	5.693	5.693	5.693	5.693	5.693	5.693	5.693	5.693	68.316
Environmental Remediation		-	-	3.453	-	-	0.640	-	-	0.550	-	-	0.250	4.893
Total Expenses		\$134.581	\$134.630	\$137.207	\$138.628	\$142.403	\$143.555	\$149.961	\$144.640	\$145.693	\$143.952	\$146.115	\$154.517	\$1,715.882
Net Surplus/(Deficit)		(\$69.521)	(\$72.207)	(\$69.618)	(\$60.617)	(\$61.372)	(\$60.338)	(\$65.403)	(\$63.613)	(\$64.710)	(\$59.108)	(\$64.439)	(\$71.181)	(\$782.127)
Cash Conversion Adjustments:														
Depreciation		\$20.182	\$20.253	\$15.243	\$18.826	\$18.558	\$19.021	\$19.021	\$19.021	\$19.021	\$19.021	\$19.021	\$19.021	\$226.207
Operating Capital		(0.265)	(1.044)	(1.062)	(1.162)	(2.383)	(3.119)	(2.237)	(3.121)	(4.487)	(4.344)	(4.766)	(13.908)	(41.897)
Other Cash Adjustments		15.740	24.015	22.640	(2.279)	(49.136)	(41.627)	6.897	(0.149)	(9.801)	(6.570)	6.976	33.615	0.322
Total Cash Conversion Adjustments		\$35.657	\$43.224	\$36.821	\$15.385	(\$32.962)	(\$25.725)	\$23.682	\$15.751	\$4.733	\$8.106	\$21.231	\$38.728	\$184.631
Net Cash Surplus/(Deficit)		(\$33.864)	(\$28.983)	(\$32.796)	(\$45.232)	(\$94.334)	(\$86.063)	(\$41.721)	(\$47.862)	(\$59.978)	(\$51.002)	(\$43.208)	(\$32.453)	(\$597.495)

MTA METRO NORTH RAILROAD
July Financial Plan - 2015 Mid-Year Forecast
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Receipts													
Farebox Revenue	\$49.907	\$47.961	\$54.298	\$57.342	\$55.599	\$60.209	\$60.575	\$58.388	\$57.896	\$58.650	\$57.798	\$61.447	\$680.070
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	5.467	7.691	5.600	3.564	7.244	5.453	20.137	5.602	6.794	18.010	5.483	40.926	131.973
Capital and Other Reimbursements	-	-	-	-	-	-	-	-	-	-	-	-	-
MNR - MTA	2.316	5.222	5.839	3.868	8.509	7.523	17.448	11.827	13.426	12.689	15.298	13.421	117.387
MNR - CDOT	0.000	9.000	4.217	5.622	7.865	6.137	5.923	4.526	9.658	6.136	5.556	9.222	73.863
MNR - Other	0.811	0.998	0.575	2.426	0.755	3.081	1.485	1.621	1.731	1.690	1.574	1.607	18.354
Total Receipts	\$58.501	\$70.872	\$70.530	\$72.822	\$79.972	\$82.404	\$105.568	\$81.965	\$89.505	\$97.175	\$85.710	\$126.623	\$1,021.647
Expenditures													
Labor:													
Payroll	\$36.004	\$40.877	\$38.085	\$43.157	\$88.424	\$72.660	\$50.676	\$37.711	\$50.804	\$50.706	\$36.575	\$45.690	\$591.369
Overtime	7.963	9.179	7.566	9.489	7.601	8.037	14.983	12.675	12.170	14.163	12.810	15.970	132.605
Health and Welfare	6.458	6.855	8.410	19.662	8.714	8.537	9.396	8.962	8.996	9.177	9.018	9.511	113.699
OPEB Current Payment	2.060	2.058	2.058	2.015	3.284	2.377	1.825	1.825	1.825	1.825	1.825	1.824	24.800
Pensions	0.551	0.368	1.557	0.292	8.230	8.603	11.412	11.084	11.097	11.241	11.148	14.351	89.937
Other Fringe Benefits	9.314	9.024	10.586	9.753	21.241	17.601	9.132	9.096	8.778	8.485	7.582	7.518	128.111
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor	\$62.350	\$68.361	\$68.263	\$84.368	\$137.494	\$117.815	\$97.425	\$81.353	\$93.670	\$95.597	\$78.959	\$94.864	\$1,080.520
Non-Labor:													
Electric Power	\$2.615	\$8.501	\$10.279	\$7.524	\$8.631	\$6.415	\$8.312	\$8.517	\$8.247	\$6.321	\$7.433	\$7.425	\$90.220
Traction Power	1.299	7.053	8.426	6.303	7.411	5.440	7.172	7.333	7.124	5.438	6.390	6.399	75.787
Non-Traction Power	1.316	1.448	1.853	1.221	1.220	0.975	1.141	1.184	1.123	0.883	1.043	1.026	14.433
Fuel	2.233	2.414	1.006	2.190	2.457	1.221	1.378	1.390	1.695	1.758	1.824	1.819	21.385
Revenue Vehicle Fuel	2.077	1.989	0.953	1.924	1.900	0.523	1.202	1.211	1.212	1.208	1.210	1.210	16.617
Non-Revenue Fuel	0.156	0.425	0.054	0.266	0.557	0.697	0.176	0.180	0.484	0.550	0.614	0.609	4.768
Insurance	6.337	0.000	0.006	1.725	1.944	0.987	1.706	4.100	0.465	6.108	0.000	1.132	24.510
Claims	0.208	0.162	1.244	0.281	0.482	7.682	6.466	6.466	6.466	10.064	10.064	10.065	59.651
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	6.270	6.025	5.668	7.964	7.025	13.589	12.956	10.143	15.540	10.084	12.492	14.160	121.917
Professional Service Contracts	2.902	2.198	3.430	1.395	2.903	3.581	4.285	3.420	8.224	5.194	4.936	9.636	52.105
Materials & Supplies	5.997	8.446	9.664	8.485	9.154	13.101	9.829	9.782	10.301	9.202	9.332	14.915	118.208
Other Business Expenditures	3.453	3.748	3.766	4.122	4.215	4.075	4.932	4.656	4.875	3.848	3.879	5.057	50.626
Total Non-Labor	\$30.015	\$31.494	\$35.063	\$33.686	\$36.811	\$50.651	\$49.864	\$48.475	\$55.813	\$52.580	\$49.959	\$64.210	\$538.622
Other Adjustments:													
Other	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$92.365	\$99.855	\$103.326	\$118.054	\$174.305	\$168.467	\$147.289	\$129.828	\$149.482	\$148.177	\$128.918	\$159.074	\$1,619.142
Net Cash Deficit	(\$33.864)	(\$28.983)	(\$32.796)	(\$45.232)	(\$94.334)	(\$86.063)	(\$41.721)	(\$47.862)	(\$59.978)	(\$51.002)	(\$43.208)	(\$32.453)	(\$597.495)
MTA Subsidy	\$26.275	\$13.882	\$28.771	\$29.529	\$81.721	\$71.197	\$18.215	\$36.350	\$48.465	\$39.489	\$25.917	\$26.857	\$446.668
CDOT Subsidy	\$1.722	\$8.182	\$12.519	\$16.998	\$9.692	\$14.866	\$23.506	\$11.512	\$11.512	\$11.512	\$17.291	\$11.512	\$150.827

MTA METRO NORTH RAILROAD
July Financial Plan - 2015 Mid-Year Forecast
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Receipts													
Farebox Revenue	(\$0.457)	\$0.594	\$0.944	\$1.369	(\$1.706)	\$0.429	\$0.363	\$0.381	\$0.465	\$0.398	\$0.339	\$1.583	\$4.701
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	0.314	3.294	0.914	(2.401)	2.458	0.630	15.027	0.733	2.035	11.398	0.354	35.571	70.328
Capital and Other Reimbursements													
MNR - MTA	(2.844)	(1.636)	0.168	(5.490)	(1.501)	(2.513)	6.534	0.074	1.778	1.286	3.811	1.913	1.580
MNR - CDOT	(3.544)	6.353	1.477	0.221	0.373	(0.884)	(0.890)	(0.463)	3.966	(0.890)	(0.442)	3.960	9.237
MNR - Other	(0.026)	(0.156)	(0.562)	1.112	(0.684)	1.524	(0.024)	0.214	0.278	0.139	(0.028)	0.262	2.048
Total Receipts	(\$6.558)	\$8.449	\$2.940	(\$5.189)	(\$1.060)	(\$0.814)	\$21.009	\$0.939	\$8.522	\$12.331	\$4.033	\$43.289	\$87.893
Expenditures													
Labor:													
Payroll	\$6.536	(\$1.185)	\$3.034	(\$0.556)	(\$46.220)	(\$30.088)	(\$6.109)	\$5.525	(\$7.542)	(\$6.509)	\$6.917	(\$1.328)	(\$77.524)
Overtime	1.866	0.612	(0.202)	(0.824)	1.578	1.135	(4.547)	(2.941)	(2.511)	(4.554)	(2.971)	(4.975)	(18.333)
Health and Welfare	2.878	1.516	0.070	(10.663)	0.258	0.546	0.342	0.342	0.342	0.342	0.342	0.343	(3.342)
OPEB Current Payment	(0.047)	0.088	0.006	0.049	(1.220)	(0.313)	0.239	0.239	0.239	0.239	0.239	0.240	-
Pensions	7.073	6.814	6.253	7.891	(0.056)	(0.369)	(2.703)	(2.703)	(2.703)	(2.703)	(2.703)	(3.237)	10.854
Other Fringe Benefits	0.336	1.100	(1.257)	(0.134)	(11.135)	(7.693)	1.307	1.308	1.339	1.769	2.558	3.310	(7.194)
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	0.171	0.088	(0.053)	(0.134)	(0.149)	(0.138)	(0.207)	(0.198)	(0.182)	(0.210)	(0.197)	(0.179)	(1.389)
Total Labor	\$18.813	\$9.033	\$7.851	(\$4.371)	(\$56.944)	(\$36.920)	(\$11.676)	\$1.573	(\$11.017)	(\$11.625)	\$4.185	(\$5.826)	(\$96.928)
Non-Labor:													
Electric Power	\$4.101	(\$0.950)	(\$0.690)	\$0.518	(\$1.549)	\$0.937	(\$0.654)	(\$0.654)	(\$0.654)	(\$0.654)	(\$0.654)	(\$0.654)	(\$1.557)
Fuel	(0.565)	(0.821)	1.041	(0.253)	(0.760)	0.469	0.291	0.291	0.291	0.291	0.291	0.291	0.855
Insurance	(4.547)	1.557	1.647	0.273	0.126	1.145	0.382	(2.020)	1.618	(3.984)	2.110	0.976	(0.719)
Claims	(0.246)	(0.111)	(1.214)	(0.199)	(0.384)	(7.584)	(6.368)	(6.368)	(6.368)	(9.966)	(9.966)	(9.875)	(58.646)
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	0.319	1.379	6.047	0.100	2.918	(2.556)	(0.625)	0.177	(4.885)	0.177	(0.626)	(0.503)	1.921
Professional Service Contracts	0.143	0.224	(0.457)	2.641	0.028	0.402	(0.865)	(0.355)	(4.042)	(0.615)	(0.353)	(4.329)	(7.576)
Materials & Supplies	(0.075)	(2.599)	(2.857)	(0.288)	2.151	(4.121)	(0.066)	(0.066)	(0.832)	(0.066)	(0.066)	(5.832)	(14.716)
Other Business Expenditures	(1.603)	1.119	(1.877)	(2.367)	(1.739)	(2.037)	(2.461)	(2.480)	(3.164)	(2.497)	(2.437)	(3.768)	(25.309)
Total Non-Labor	(\$2.473)	(\$0.203)	\$1.640	\$0.425	\$0.791	(\$13.345)	(\$10.365)	(\$11.474)	(\$18.036)	(\$17.314)	(\$11.702)	(\$23.694)	(\$105.749)
Other Adjustments:													
Other	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expenditures Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Cash Conversion Adjustments before Non-Cash Liability Adjs.	\$9.783	\$17.278	\$12.432	(\$9.134)	(\$57.212)	(\$51.079)	(\$1.032)	(\$8.963)	(\$20.531)	(\$16.607)	(\$3.483)	\$13.769	(\$114.785)
Depreciation Adjustment	20.182	20.253	15.243	18.826	18.558	19.021	19.021	19.021	19.021	19.021	19.021	19.021	226.207
OPEB Obligation	5.693	5.693	5.693	5.693	5.693	5.693	5.693	5.693	5.693	5.693	5.693	5.693	68.316
Environmental Remediation	-	-	3.453	-	-	0.640	-	-	0.550	-	-	0.250	4.893
Total Cash Conversion Adjustments	\$35.657	\$43.224	\$36.821	\$15.385	(\$32.962)	(\$25.725)	\$23.682	\$15.751	\$4.733	\$8.106	\$21.231	\$38.733	\$184.631

MTA METRO-NORTH RAILROAD
July Financial Plan - 2015 Mid-Year Forecast
Overtime - Non-Reimbursable/Reimbursable Basis
(\$ in millions)

NON-REIMBURSABLE OVERTIME

Scheduled Service

Unscheduled Service

Programmatic/Routine Maintenance

Unscheduled Maintenance

Vacancy/Absentee Coverage

Weather Emergencies

Safety/Security/Law Enforcement

Other

Sub-Total

REIMBURSABLE OVERTIME

TOTAL NR & R OVERTIME

Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
\$3.583	\$2.967	\$2.832	\$3.116	\$3.262	\$2.750	\$3.295	\$2.816	\$3.223	\$2.746	\$3.330	\$4.198	\$38.116
-	-	-	-	-	-	-	-	-	-	-	-	-
1.635	1.542	1.857	2.347	2.706	2.733	3.351	3.267	3.075	3.099	3.042	2.481	31.134
0.029	0.245	0.025	0.042	0.053	0.037	0.039	0.036	0.057	0.054	0.067	0.016	0.702
1.137	1.217	1.052	1.268	1.235	1.376	1.629	1.645	1.376	1.485	1.414	1.940	16.774
1.912	2.377	0.966	0.330	0.331	0.337	0.336	0.327	0.325	0.325	0.324	1.040	8.930
0.505	0.215	0.000	0.000	0.000	0.000	(0.001)	(0.001)	(0.001)	(0.001)	(0.001)	(0.121)	0.598
\$8.800	\$8.563	\$6.732	\$7.103	\$7.588	\$7.234	\$8.650	\$8.091	\$8.055	\$7.709	\$8.175	\$9.554	\$96.254
\$1.029	\$1.228	\$0.632	\$1.562	\$1.590	\$1.937	\$1.786	\$1.643	\$1.603	\$1.900	\$1.664	\$1.441	\$18.017
\$9.829	\$9.791	\$7.364	\$8.665	\$9.179	\$9.171	\$10.436	\$9.734	\$9.659	\$9.609	\$9.839	\$10.995	\$114.272

MTA METRO-NORTH RAILROAD
July Financial Plan - 2015 Mid-Year Forecast
Ridership/(Utilization)
in millions

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<u>Ridership</u>													
Harlem Line	2.041	1.932	2.335	2.331	2.262	2.432	2.393	2.236	2.330	2.443	2.224	2.431	27.390
Hudson Line	1.186	1.135	1.370	1.398	1.365	1.479	1.476	1.401	1.424	1.455	1.322	1.445	16.456
New Haven Line	2.947	2.783	3.314	3.406	3.344	3.622	3.625	3.419	3.453	3.576	3.298	3.624	40.408
Total Ridership	6.173	5.850	7.019	7.135	6.971	7.534	7.494	7.055	7.207	7.473	6.844	7.500	84.254
<u>Farebox Revenue</u>													
Harlem Line	\$15.121	\$14.150	\$16.020	\$16.657	\$17.044	\$17.749	\$17.718	\$16.906	\$17.013	\$17.401	\$17.079	\$17.568	\$200.425
Hudson Line	10.676	10.155	11.537	12.205	12.548	12.902	13.078	12.786	12.745	12.845	12.465	12.735	146.677
New Haven Line	24.535	23.030	25.766	27.076	27.679	29.095	29.383	28.282	27.635	27.968	27.879	29.524	327.854
West of Hudson Mail-n-Ride	0.032	0.034	0.032	0.035	0.034	0.034	0.034	0.033	0.038	0.037	0.036	0.035	0.414
Total Farebox Revenue	\$50.365	\$47.368	\$53.354	\$55.973	\$57.305	\$59.780	\$60.212	\$58.007	\$57.431	\$58.252	\$57.459	\$59.862	\$675.370

Master Page # 63 of 317 - Metro-North and Long Island Committees Meeting 9/21/2015

FUNCTION/DEPARTMENT	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
President	3	3	4	4	4	4	4	4	4	4	4	4
Labor Relations	7	9	10	10	13	15	18	18	18	18	18	15
Safety	37	38	38	42	47	54	59	60	67	67	69	72
COS/Corporate & Public Affairs	15	16	18	18	18	18	18	18	18	18	18	18
Legal	19	18	18	18	19	19	19	19	19	19	19	18
Claims Services	10	11	12	12	12	13	13	13	13	14	14	14
Environmental Compliance & Svce	7	7	7	7	7	7	7	7	8	8	8	8
VP Administration	2	-	-	-	-	-	-	-	-	-	-	-
VP Human Resources	6	5	4	4	4	4	4	4	4	4	4	7
Human Resources	25	27	29	32	33	36	38	38	38	38	39	36
Training	49	50	50	51	53	68	80	82	85	97	97	98
Employee Relations & Diversity	5	5	5	5	6	6	6	6	6	6	6	6
VP Planning	2	2	2	2	2	2	2	2	2	2	2	2
Operations Planning & Analysis	16	16	16	16	16	16	20	21	21	21	21	22
Capital Planning & Programming	13	14	14	14	14	14	14	14	14	14	14	14
GCT & Corporate Development	32	32	32	32	32	32	32	32	32	32	32	31
Long Range Planning	7	7	7	7	7	7	7	8	8	8	8	8
VP Finance & Information Systems	1	1	1	1	1	2	2	2	2	4	4	4
Controller	75	73	69	70	71	72	74	74	75	77	77	81
Information Technology & Project Mgmt			-	-	-	-	-	-	-	-	-	-
Budget	18	18	17	17	17	17	20	20	20	20	20	20
Customer Service	46	45	47	47	47	47	49	49	49	49	49	52
Procurement & Material Mgmt	30	30	30	29	29	30	32	34	34	35	35	44
Total Administration	424	426	430	438	452	483	518	525	537	555	558	574
Operations												
Operations Administration	54	54	73	76	78	78	80	82	82	86	87	89
Transportation	1469	1471	1,473	1,472	1,476	1,472	1,478	1,482	1,492	1,492	1,496	1,470
Customer Service	231	230	228	228	227	227	229	229	232	232	232	241
GCT & Corporate Development	33	33	31	31	31	31	34	36	36	36	36	38
Metro-North West	31	25	23	28	28	30	30	28	28	28	28	46
Total Operations	1,819	1,813	1,828	1,835	1,840	1,838	1,851	1,857	1,870	1,874	1,879	1,884
Maintenance												
GCT & Corporate Development	157	160	162	165	171	172	172	172	172	172	172	171
Maintenance of Equipment	1607	1614	1,614	1,628	1,646	1,664	1,657	1,645	1,675	1,693	1,703	1,748
Maintenance of Way	1863	1858	1,843	1,854	1,880	1,894	1,913	1,921	1,954	1,970	1,979	2,087
Procurement & Material Mgmt	121	120	119	119	119	119	120	121	122	123	123	124
Total Maintenance	3,748	3,752	3,738	3,766	3,816	3,849	3,862	3,859	3,923	3,958	3,977	4,130
Engineering/Capital												
Construction Management	32	32	32	33	33	33	33	33	35	35	40	43
Engineering & Design	60	59	57	58	61	61	64	65	65	65	64	72
Total Engineering/Capital	91	91	89	91	94	94	97	98	100	100	104	115
Total Positions	6,083	6,082	6,085	6,130	6,202	6,264	6,328	6,339	6,430	6,487	6,518	6,703
<i>Non-Reimbursable</i>	5,712	5,774	5,597	5,417	5,476	5,499	5,574	5,602	5,676	5,705	5,772	6,002
<i>Reimbursable</i>	371	308	488	713	726	765	754	737	754	782	746	701
<i>Total Full-Time</i>	6,082	6,081	6,084	6,129	6,201	6,263	6,327	6,338	6,429	6,486	6,517	6,702
<i>Total Full-Time-Equivalents</i>	1	1	1	1	1	1	1	1	1	1	1	1

MTA METRO-NORTH RAILROAD
July Financial Plan - 2015 Mid-Year Forecast
Total Full-time Positions and Full-time Equivalents by Function and Occupation

FUNCTION/OCCUPATIONAL GROUP	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration (1)												
Managers/Supervisors	137	136	136	136	136	136	136	136	136	154	157	164
Professional, Technical, Clerical	287	290	294	302	316	347	382	387	399	399	399	409
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
Total Administration	424	426	430	438	452	483	518	523	535	553	556	574
Operations (1)												
Managers/Supervisors	132	130	130	137	137	137	211	211	224	228	233	236
Professional, Technical, Clerical	224	220	235	242	247	245	184	190	190	190	190	199
Operational Hourlies	1,462	1,463	1,463	1,456	1,456	1,456	1,456	1,456	1,456	1,456	1,456	1,450
Total Operations	1,819	1,813	1,828	1,835	1,840	1,838	1,851	1,857	1,870	1,874	1,879	1,884
Maintenance (1)												
Managers/Supervisors	490	496	496	495	507	540	619	619	619	619	619	619
Professional, Technical, Clerical	515	507	493	521	521	521	521	518	518	518	537	534
Operational Hourlies	2,743	2,750	2,750	2,751	2,789	2,789	2,723	2,723	2,787	2,822	2,822	2,978
Total Maintenance	3,748	3,752	3,738	3,766	3,816	3,849	3,862	3,859	3,923	3,958	3,977	4,130
Engineering/Capital												
Managers/Supervisors	40	40	40	42	42	42	42	42	42	42	42	53
Professional, Technical, Clerical	51	51	49	49	52	52	55	56	58	58	62	62
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
	91	91	89	91	94	94	97	98	100	100	104	115
Public Safety												
Managers/Supervisors	-	-	-	-	-	-	-	-	-	-	-	-
Professional, Technical, Clerical	-	-	-	-	-	-	-	-	-	-	-	-
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
Total Public Safety	-	-	-	-	-	-	-	-	-	-	-	-
Total Positions												
Managers/Supervisors	800	802	802	810	822	855	1,008	1,008	1,021	1,043	1,051	1,072
Professional, Technical, Clerical	1,078	1,068	1,071	1,114	1,136	1,165	1,142	1,151	1,165	1,165	1,188	1,204
Operational Hourlies	4,206	4,213	4,213	4,207	4,245	4,245	4,179	4,179	4,243	4,278	4,278	4,427
Total Positions	6,083	6,082	6,085	6,130	6,202	6,264	6,328	6,337	6,428	6,485	6,516	6,703

Notes

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



Metro-North Railroad

MNR Diversity/EEO Report

2nd Quarter 2015

September 2015

Overview

MTA Metro-North Railroad has conducted an availability analysis of females and minorities in its workforce. The availability analysis consists of comparing Metro-North's June 30, 2015 workforce percentages for females and minorities to 80 percent of the females and minorities available within the relevant labor market based on the U.S. Census.

The numbers and information provided above do not reflect availability for specific job groups. In addition, the numbers and information provided do not show statistical disparities or explain the reasons or provide a root cause for any identified failure to meet availability. Nothing in this report constitutes a finding or admission of unlawful discrimination.

2015, 2nd QUARTER EEO REPORT

AGENCY NAME: **METRO-NORTH RAILROAD**

WORKFORCE UTILIZATION ANALYSIS AS OF 06/30/15

JOB CATEGORY	FEMALES*			BLACKS			HISPANICS			ASIANS			AI/AN**			NHOP***			OTHER		
	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)
Officials & Administrators	27%	24%	No	8%	16%	Yes	9%	6%	No	8%	8%	Yes	0%	0%	Yes	0%	0%	Yes	1%	2%	Yes
Professionals	40%	39%	No	10%	18%	Yes	9%	11%	Yes	8%	11%	Yes	0%	0%	Yes	0%	0%	Yes	1%	3%	Yes
Technicians	30%	8%	No	12%	21%	Yes	15%	6%	No	12%	13%	Yes	0%	2%	Yes	0%	0%	Yes	1%	2%	Yes
Protective Services	0%	0%	Yes	0%	0%	Yes	0%	0%	Yes	0%	0%	Yes	0%	0%	Yes	0%	0%	Yes	0%	0%	Yes
Paraprofessionals	62%	64%	Yes	11%	24%	Yes	11%	12%	Yes	6%	12%	Yes	0%	0%	Yes	0%	0%	Yes	1%	4%	Yes
Administrative Support	59%	42%	No	13%	33%	Yes	13%	14%	Yes	5%	5%	Yes	0%	0%	Yes	0%	0%	Yes	2%	4%	Yes
Skilled Craft	4%	6%	Yes	14%	18%	Yes	10%	8%	No	2%	2%	Yes	1%	0%	No	0%	0%	Yes	2%	2%	Yes
Service Maintenance	8%	12%	Yes	16%	33%	Yes	27%	18%	No	3%	1%	No	0%	0%	Yes	0%	0%	Yes	1%	3%	Yes

Metro-North Railroad has conducted a utilization analysis of females and minorities in its workforce. The utilization analysis compares MNR'S March 31, 2015 actual workforce percentages for females and minorities in the above-indicated job categories to labor market availability percentages (at the 80% level). Availabilty percentages for external labor market availability are computed based on the percentage of females and minorities in the same job categories in the relevant labor market, as measured by the U.S. Census data.

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

**American Indian/Alaskan Native

***Native Hawaiian Other Pacific Islander

DEFINITIONS OF EEO JOB CATEGORIES:**Officials & Administrators**

Occupations in which employees set broad policies, exercise overall responsibility for execution of these policies, or direct individual departments or special phases of the agency's operations, or provide specialized consultation on a regional, district or area basis.

Professionals

Occupations which require specialized and theoretical knowledge which is usually acquired through college training or through work experience and other training which provides comparable knowledge.

Technicians

Occupations which require a combination of basic scientific or technical knowledge and manual skill which can be obtained through specialized post-secondary school education or through equivalent on-the-job training.

Protective Services

Occupations in which workers are entrusted with public safety , security and protection from destructive forces.

Paraprofessionals

Occupations in which workers perform some of the duties of a professional or technician in a supportive role, which usually require less formal training and/or experience normally required for professional or technical status.

Administrative Support

Occupations in which workers are responsible for internal and external communication, recording and retrieval of data and/or information and other paperwork required in an office.

Skilled Craft

Occupations in which workers perform jobs which require special manual skill and a thorough and comprehensive knowledge of the process involved in the work which is acquired through on-the-job training and experience or through apprenticeship or other formal training programs.

Service Maintenance

Occupations in which workers perform duties which result in or contribute to the comfort, convenience, hygiene or safety of the general public or which contribute to the upkeep and care of buildings, facilities or grounds of public property.

2015, 2nd QUARTER EEO REPORT

AGENCY NAME: METRO-NORTH RAILROAD

NEW HIRES
AS OF 06/30/15

JOB CATEGORY	TOTAL ¹	FEMALES ²		MINORITIES		NON MINORITIES		BLACKS		HISPANICS		ASIANS		AI/AN		NHOPI		OTHER	
		#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrator	25	7	28.0%	8	32.0%	17	68.0%	3	12.0%	0	0.0%	5	20.0%	0	0.0%	0	0.0%	0	0.0%
Professionals	15	5	33.3%	7	46.7%	8	53.3%	3	20.0%	2	13.3%	2	13.3%	0	0.0%	0	0.0%	0	0.0%
Technicians	1	0	0.0%	1	100.0%	0	0.0%	1	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Protective Services	0	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Paraprofessionals	3	1	33.3%	2	66.7%	1	33.3%	1	33.3%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	33.3%
Administrative Support	58	23	39.7%	38	65.5%	20	34.5%	15	25.9%	7	12.1%	12	20.7%	0	0.0%	0	0.0%	4	6.9%
Skilled Craft	116	5	4.3%	46	39.7%	70	60.3%	15	12.9%	22	19.0%	4	3.4%	1	0.9%	0	0.0%	4	3.4%
Service Maintenance	87	4	4.6%	50	57.5%	37	42.5%	23	26.4%	20	23.0%	2	2.3%	0	0.0%	0	0.0%	5	5.7%
Total	305	45	14.8%	152	49.8%	153	50.2%	61	20.0%	51	16.7%	25	8.2%	1	0.3%	0	0.0%	14	4.6%

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

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

2015, 2nd QUARTER EEO REPORT**AGENCY NAME: METRO-NORTH RAILROAD****EEO AND TITLE VI COMPLAINTS****1/1/15 to 06/30/15**

Category	Race	Disability	Gender	National Origin	Age	Sexual Harassment	Religion	Other ²	Total Issues ³	Total Cases	Status (# Open)
EEO	19	5	9	7	11	3	0	23	77	41	19
External Complaints	4	4	4	2	5	0	0	6	25	16	9
Internal Complaints	15	1	5	5	6	3	0	17	52	25	10

Category	Race	National Origin	Color	Total Issues ³	Total Cases	Status (# Open)
Title VI	8	2	2	12	10	1

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

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

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

EEO DISCRIMINATION COMPLAINT RESOLUTION FROM 1/1/15 TO 06/30/15
EXTERNAL

Agency	Decided In Favor of Agency	Decided In Favor of Complainant	Administrative Closure	Withdrawn	Dismissed	Resolved / Settled	Total
MTA MNR	2	0	2	0	0	3	7

EEO DISCRIMINATION COMPLAINT RESOLUTION FROM 1/1/15 TO 06/30/15
INTERNAL

Agency	Decided In Favor of Agency	Decided In Favor of Complainant	Administrative Closure	Withdrawn	Dismissed	Resolved / Settled	Total
MTA MNR	4	5	4	1	0	1	15

**TITLE VI COMPLAINT RESOLUTION FROM 1/1/15 TO 06/30/15
DETERMINATION**

Agency	Decided In Favor of Agency	Decided In Favor of Complainant	Administrative Closure	Withdrawn	Dismissed	Resolved / Settled	Total
MTA MNR	4	0	3	1	0	1	9

METRO-NORTH RAILROAD'S PLAN TO ADDRESS UNDERUTILIZATION

Selection and Hiring Process Improvements

- Randomize selection of applications to ensure all applicants who apply for MNR jobs have a fair opportunity to be considered for positions.
- Increase monitoring of the hiring and recruitment process by HR and Diversity/EEO to ensure the selection process is fair and non-discriminatory in departments with underutilization.
- MNR will continue to conduct mandatory Recruitment and Hiring Process trainings to all employees participating in search committees that will instruct committee members on their ethical responsibilities, prepare them to conduct interviews and selections in order to ensure that the hiring process is fair and non-discriminatory.

Outreach and Recruitment Efforts for 2015-16.

- Increase our attendance at female veteran and active service member events to recruit for positions in the skilled crafts area.
- Expand our participation in job fairs and recruiting events to include all of NYC, Eastern NJ, Hudson Valley, Southern Connecticut, and Nassau and Suffolk counties.
- MNR will continue to promote and enhance the Associate Engineer Program and MNR Mentoring Program intended to promote from within and diversify job groups that have historically been underrepresented by females and minorities.
- MNR has expanded its roster of training courses offered to employees interested in increasing their skills to increase their opportunity for promotions. The courses include resume writing, interview skills and business writing.
- MNR will continue its recruiting for the Internship Program by having a career fair dedicated solely to recruit applicants from historically diverse institutions. The interns have served as a diverse talent pool for the past 3 years.


2015 Job, Career, Military Fairs and Outreach

DATE	NAME OF ORGANIZATION	CITY	STATE
2/11/2015	Hiring Our Heroes Veteran Job Fairs	Hartford	CT
2/20/2015	Stony Brook Engineering Fair	Stony Brook	NY
2/20/2015	CUNY VETERANS JOB FAIR	New York City	NY
1/14/2015	Hiring Our Heroes Veteran Job Fairs	Fairfield	CT
3/6/2015	Columbia University Spring Career Fair	New York City	NY
3/11/2015	Transit Tech High School College Fair	Brooklyn	NY
3/12/2015	Brooklyn Academy of Global Finance at Long Island University	Brooklyn	NY
3/12/2015	Non Commissioned Officers Association - Military Event	Bayridge	NY
3/12/2015	West Point Mock Interviews		
4/9/2015	Vaughn College	Queens	NY
4/17/2015	CUNY Big Apple Job & Internship Fair	Jacob Javits Center	NY
4/28/2015	Lincoln High School	Yonkers	NY
5/29/2015	STEM/Expo Job Fair	Hostos Community College	NY
6/2/2015	Army PaYS	2 Broadway	NY
6/5/2015	2nd NYC Veterans Resource Expo Presented by The Veteran Success	New York City College of Technology : 300 Jay Street	NY
6/17/2015	TCI College Career Fair	New York's Hotel Pennsylvania: 401 Seventh Avenue, 18th Floor	NY
6/19/2015	New York City Human Resources Administration/Business Link	NYC Business Link: 123 William Street, 6th Floor, New York, New York 10038	NY
6/23/2015	Veterans Jobs & Resource Fair	Garden City	NY
6/30/2015	NY Mets Stadium	Queens	NY
8/4/2015	Harlem Week: Elder's Jubilee	Harlem	NY
8/13/2015	Farmingdale Armed Forces Reserve	Farmingdale	NY
8/13/2015	Lincoln Tech: Automotive Tech Career Fair	15-30 Petracca Place Whitestone	NY
8/15/2015	Harlem Week	Harlem	NY
8/26/2015	Graduate Career Fair	Westchester	NY
9/10/2015	New York City Lexington Avenue	New York	NY
9/24/2015	Vaughn College	Flushing	NY
9/25/2015	Stony Brook Engineering Fair	Long Island	NY
9/30/2015	Stevens College Fair	Hoboken	NJ
9/30/2015	U Conn Career Fair - STEM	Gampel Pavillion	CT
9/30/2015	New Jersey Institute of Technology	Newark	NJ
10/6/2015	STEM Career Fair Manhattan College	Manhattan	NY
10/9/2015	Recruit Westchester	Westchester	NY
10/9/2015	Suffolk County Veteran Career Fair @ St. Joseph College	Suffolk	NY
10/23/2015	Nassau County Mega Job Fair	Nassau	NY
10/23/2015	Columbia University Engineering Consortium Career Fair	Harlem	NY
11/10/2015	Fifth Annual Veterans on Wall Street (VOWS) Veteran Employment	New York City	NY



Metro-North Railroad



2015 Metro-North YTD Totals



2015 Track Work

Ties

- ❖ Hudson Line
 - ❖ Installed 15,421 ties

Rail

- ❖ Hudson
 - ❖ Installed 28,479 feet of new rail
- ❖ Harlem
 - ❖ Installed 940 feet of new rail
- ❖ New Haven
 - ❖ Installed 11,178 feet of new rail

Surfacing

- ❖ All Lines (including WoH) – 86.44 miles

Welds

- ❖ All Lines (including WoH) – welded 940 joints

As of 8/31/2015

2015 Track Work

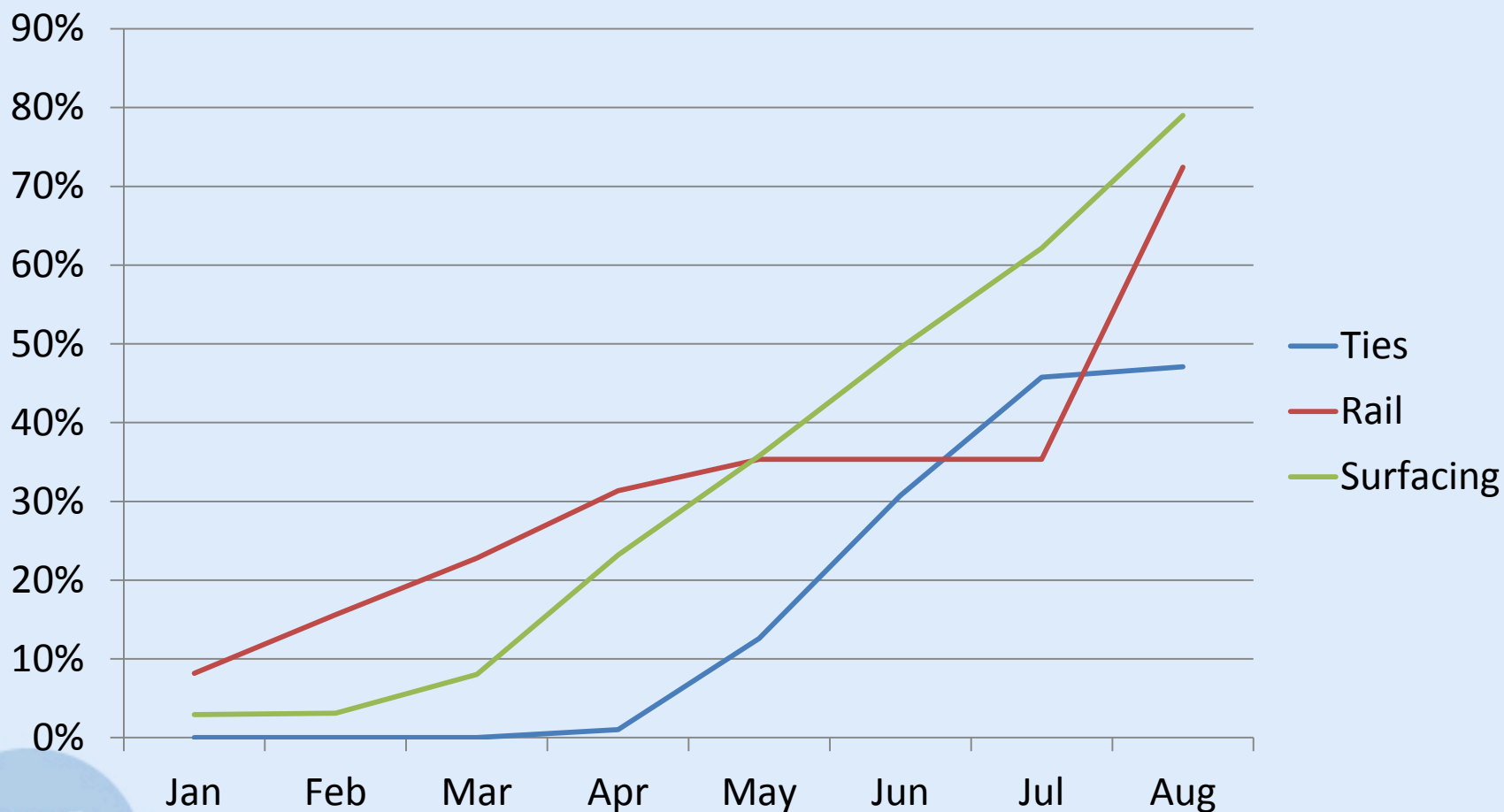
Switch Renewal

- ❖ Hudson - Installed 7 switches and 2 crossovers
- ❖ Harlem - Installed 2 switches and 1 crossover
- ❖ New Haven - Installed 8 switches and 3 crossovers
- ❖ GCT - Installed 6 switches and 2 crossovers

Rail Vac

- ❖ Hudson - 1,221 wood ties installed
- ❖ Harlem - 1,220 wood ties installed
- ❖ New Haven - 847 wood ties installed

2015 Program Progress



As of 8/31/2015

2015 Automated Inspection Work

Sperry Rail

- ❖ 1st run - field survey approximately 75% complete
- ❖ 1st run - 83 defects corrected

Georgetown (Aurora)

- ❖ Field survey 100% complete
- ❖ Final results expected September 2015

FRA Geometry Car

- ❖ Field survey completed early June
- ❖ All FRA defects repaired, maintenance work on-going

Mermec Geometry Car

- ❖ Field survey completed late April
- ❖ All FRA defects repaired, maintenance work on-going

Track Loading Vehicle

- ❖ Field survey completed mid July
- ❖ All FRA defects repaired, maintenance work on-going

2015 Structures Work

NEW HAVEN LINE (Slide 1 of 2)

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 Trk 3

S-Program

- ❖ Completed steel repairs at Bridge St & Catenary Towers at Greenwich Station

RR Grade Crossings

- ❖ Completed Division Street, Grove Street, Talmadge Hill, Camp Avenue, and Omega Private grade crossings

Walk Bridge

- ❖ Completed rail lift roller extensions & centering pin west end, working on replacement of center pivot pier roller shafts (20 of 90 shafts installed)

2015 Structures Work

NEW HAVEN LINE (Slide 2 of 2)

Columbus Ave

- ❖ Completed substructure repairs, replaced sidewalk canopies, graffiti removal, tree clearing, safety walk repair and painting of fascia girders

Unitex Retaining Wall

- ❖ Completed construction of a 125 foot gabion basket wall

Bridge Hit Monitoring System

- ❖ Installed monitoring system on four NH line bridges in NY

RMM Items

- ❖ Completed various Railroad Maintenance Memorandum Items

2015 Structures Work

HARLEM HUDSON WEST OF HUDSON LINES (Slide 1 of 2)

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 5 bridge decks along the Harlem and Port Jervis lines

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 2,700 failed concrete inserts

GCT Train shed

- ❖ Replaced direct fixation pads on 4 tracks of the GCT train shed tubs

2015 Structures Work

HARLEM HUDSON WEST OF HUDSON LINES (Slide 2 of 2)

Obsolete Materials

- ❖ Remove two obsolete transmission towers and in the process of removing an obsolete cable tray

Grade Crossings

- ❖ Completed Roaring Brook Road, Dykemans Road, and Kitchen Road grade crossings with drainage improvements

Right-of-Way Fencing

- ❖ Installed or repaired over 3,000 feet of right-of-way fence and gates

Railtop Culvert Replacement

- ❖ One steel superstructure has been fabricated, painted, and is ready to be installed. The second concrete superstructure has been fabricated and is ready to be installed.

2015 Station Enhancement Work

Hudson Line Stations

Morris Heights, University Heights, Marble Hill and Spuyten Duyvil

Harlem Line Stations

Southeast, Croton Falls, Hartsdale, Scarsdale, Purdy's

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, ROW fence repairs and masonry repairs on platforms.**
- ❖ **Replaced old light fixtures with new LED fixtures.**
- ❖ **Installed new wire benches at all stations**

2015 Other Enhancement Work

Hudson Line Sub Station Doors

- ❖ Croton Harmon A-34 and S-34
- ❖ Phillips Manor A-26
- ❖ Tarrytown A-25
- ❖ Irvington A-22
- ❖ Yonkers A-15
- ❖ Riverdale A-13
- ❖ Spuyten Duyvil A-12
- ❖ Marble Hill A-10
- ❖ Fordham B-9

**Work to continue through September*

CIL Roofs

- ❖ MP 22.9 Just north of Irvington station through the park track 4 side
- ❖ MP 30.6 Just south of Ossining Station by Sing Sing
- ❖ CP11
- ❖ MP 29

2015 Other Enhancement Work

Substation Roof Repairs and Silver Coat

❖ Bedford Hills	B-39
❖ Marble Hill	A-10
❖ Yonkers	A-15
❖ Greystone	A-17
❖ Purdy's	B-46
❖ Croton Falls	B-49
❖ Brewster	B-53

Beacon Facility Lighting enhancements

Changed out old fixtures to new, more energy efficient lights. Enhancements included T-5, LED lights, and occupancy sensors, reducing the recurring monthly bill by approximately 50%.

Note: 200 Water St (Poughkeepsie) is scheduled for similar enhancements in Fall 2015.

2015 Scheduled Work

Ties

- ❖ Hudson Line – 12,900 ties to be installed

Rail

- ❖ Hudson - 7,200 feet of rail to be installed

Switch Renewal

- ❖ Hudson – 7 switches and 3 crossovers to be installed
- ❖ New Haven – 4 switches and 2 crossovers to be installed

Grade Crossings

- ❖ Harlem – Dynamite grade crossing scheduled for September

2015 Timber Program

- ❖ Harlem – Purdy's Bridge timbers scheduled for October

Railtop Culvert Replacement

- ❖ Hudson – 2 culverts to be replaced in September

MTA LONG ISLAND RAIL ROAD

July Financial Plan - 2015 Mid-Year Forecast

BY MONTH

MTA LONG ISLAND RAIL ROAD
July Financial Plan - 2015 Mid-Year Forecast
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Operating Revenue													
Farebox Revenue	\$50.636	\$48.940	\$54.830	\$56.447	\$58.073	\$61.101	\$62.408	\$60.284	\$58.526	\$57.889	\$57.374	\$59.224	\$685.732
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	2.518	4.833	3.732	4.815	5.057	5.207	3.584	3.961	4.857	3.633	3.880	6.864	52.941
Capital and Other Reimbursements	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Revenue	\$53.154	\$53.773	\$58.562	\$61.262	\$63.130	\$66.308	\$65.992	\$64.245	\$63.383	\$61.522	\$61.254	\$66.088	\$738.673
Operating Expenses													
Labor:													
Payroll	\$44.580	\$38.320	\$34.750	\$41.750	\$40.791	\$36.476	\$46.854	\$42.230	\$38.648	\$44.505	\$41.984	\$47.578	\$498.466
Overtime	11.117	12.113	11.345	8.313	8.586	10.626	9.431	9.381	10.524	9.987	10.186	13.505	125.114
Health and Welfare	7.822	7.678	6.312	7.426	7.430	6.753	7.455	7.471	7.000	7.438	7.537	6.999	87.321
OPEB Current Payment	4.758	4.723	4.719	5.229	5.229	5.229	5.229	5.229	5.229	5.229	5.229	5.225	61.257
Pensions	14.763	14.916	12.716	14.354	14.356	13.560	14.370	14.375	13.893	14.363	7.664	5.256	154.586
Other Fringe Benefits	10.930	10.559	12.471	11.353	11.316	12.708	12.116	10.697	10.457	8.637	7.174	6.139	124.557
Reimbursable Overhead	(2.210)	(2.023)	(4.248)	(2.526)	(2.743)	(3.903)	(2.434)	(2.713)	(3.147)	(2.774)	(2.681)	(3.208)	(34.610)
Total Labor Expenses	\$91.760	\$86.286	\$78.065	\$85.899	\$84.965	\$81.449	\$93.021	\$86.670	\$82.604	\$87.385	\$77.093	\$81.494	\$1,016.691
Non-Labor:													
Electric Power	\$9.422	\$7.366	\$9.366	\$7.795	\$7.920	\$8.311	\$9.349	\$9.104	\$8.863	\$7.101	\$6.728	\$7.397	\$98.722
Fuel	1.577	1.835	1.739	1.326	1.708	1.599	1.641	1.675	1.562	1.625	1.469	1.592	19.348
Insurance	1.996	1.994	1.998	2.141	1.947	1.947	1.947	1.956	1.956	1.956	1.362	1.497	22.697
Claims	0.770	0.091	0.247	0.347	0.347	0.347	0.347	0.347	0.347	0.347	0.347	0.345	4.229
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	0.000
Maintenance and Other Operating Contracts	5.024	4.912	3.577	5.828	6.228	5.846	6.821	6.459	6.380	7.202	7.557	8.046	73.880
Professional Service Contracts	1.665	2.138	0.155	1.156	2.116	2.566	2.122	2.292	2.852	2.284	2.426	3.925	25.697
Materials & Supplies	8.483	9.705	13.036	11.401	12.480	12.569	11.586	11.388	11.495	12.092	21.564	25.045	160.844
Other Business Expenses	0.891	1.035	1.277	1.242	1.270	1.458	1.340	1.342	1.499	1.419	1.390	1.613	15.776
Total Non-Labor Expenses	\$29.828	\$29.076	\$31.395	\$31.236	\$34.016	\$34.643	\$35.153	\$34.563	\$34.954	\$34.026	\$42.843	\$49.460	\$421.193
Other Expenses Adjustments:													
Other	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Non-Cash Liability Adjs.	\$121.588	\$115.362	\$109.460	\$117.135	\$118.981	\$116.092	\$128.174	\$121.233	\$117.558	\$121.411	\$119.936	\$130.954	\$1,437.884
Depreciation	\$26.210	\$26.210	\$28.848	\$27.263	\$27.095	\$27.095	\$25.861	\$27.048	\$27.048	\$27.048	\$27.048	\$33.046	\$329.820
OPEB Obligation	5.807	6.581	6.215	6.215	6.215	6.215	6.215	6.215	6.215	6.215	6.215	6.215	74.538
Environmental Remediation	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.163	2.000
Total Expenses	\$153.772	\$148.320	\$144.690	\$150.780	\$152.458	\$149.569	\$160.417	\$154.663	\$150.988	\$154.841	\$153.366	\$170.378	\$1,844.242
Net Surplus/(Deficit)	(\$100.618)	(\$94.547)	(\$86.128)	(\$89.518)	(\$89.328)	(\$83.261)	(\$94.425)	(\$90.418)	(\$87.605)	(\$93.319)	(\$92.112)	(\$104.290)	(\$1,105.569)
Cash Conversion Adjustments:													
Depreciation	\$26.210	\$26.210	\$28.848	\$27.263	\$27.095	\$27.095	\$25.861	\$27.048	\$27.048	\$27.048	\$27.048	\$33.046	\$329.820
Operating Capital	(0.276)	(0.371)	(0.705)	(1.435)	(2.516)	(2.296)	(3.320)	(4.165)	(3.756)	(5.211)	(5.011)	(3.729)	(32.790)
Other Cash Adjustments	8.309	20.937	3.730	(3.143)	(1.203)	5.514	2.407	9.699	6.081	11.791	25.548	35.523	125.193
Total Cash Conversion Adjustments	\$34.243	\$46.777	\$31.874	\$22.685	\$23.375	\$30.313	\$24.948	\$32.582	\$29.373	\$33.628	\$47.585	\$64.840	\$422.223
Baseline Net Cash Surplus/(Deficit)	(\$66.375)	(\$47.770)	(\$54.254)	(\$66.833)	(\$65.953)	(\$52.948)	(\$69.477)	(\$57.836)	(\$58.232)	(\$59.691)	(\$44.527)	(\$39.450)	(\$683.346)

REIMBURSABLE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Revenue													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Capital and Other Reimbursements	18.254	17.388	33.486	25.813	27.158	32.933	27.446	28.630	31.588	29.781	28.433	32.485	333.395
Total Revenue	\$18.254	\$17.388	\$33.486	\$25.813	\$27.158	\$32.933	\$27.446	\$28.630	\$31.588	\$29.781	\$28.433	\$32.485	\$333.395
Expenses													
Labor:													
Payroll	\$6.677	\$6.245	\$11.533	\$8.212	\$8.129	\$10.657	\$8.037	\$8.030	\$9.681	\$8.038	\$7.526	\$9.312	\$102.077
Overtime	1.166	1.017	3.054	2.107	2.208	2.324	2.236	2.236	2.177	2.252	2.201	1.848	24.826
Health and Welfare	1.494	1.393	2.650	1.781	1.780	2.270	1.771	1.768	2.065	1.776	1.674	1.984	22.406
OPEB Current Payment	-	-	-	-	-	-	-	-	-	-	-	-	-
Pensions	2.485	2.332	4.532	2.894	2.892	3.688	2.878	2.873	3.355	2.885	2.719	3.224	36.757
Other Fringe Benefits	1.347	1.245	2.454	1.822	1.820	2.321	1.811	1.808	2.112	1.816	1.711	2.030	22.297
Reimbursable Overhead	2.210	2.023	4.248	2.526	2.743	3.903	2.434	2.713	3.147	2.774	2.681	3.208	34.610
Total Labor Expenses	\$15.379	\$14.255	\$28.471	\$19.342	\$19.572	\$25.163	\$19.167	\$19.428	\$22.537	\$19.541	\$18.512	\$21.606	\$242.973
Non-Labor:													
Electric Power	\$0.000	\$0.001	\$0.183	\$0.058	\$0.058	\$0.093	\$0.058	\$0.058	\$0.093	\$0.050	\$0.050	\$0.087	\$0.789
Fuel	-	-	-	-	-	-	-	-	-	-	-	-	0.000
Insurance	0.274	0.204	0.516	0.619	0.620	0.809	0.592	0.587	0.666	0.578	0.524	0.563	6.552
Claims	-	-	-	-	-	-	-	-	-	-	-	-	0.000
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	0.000
Maintenance and Other Operating Contracts	0.739	0.537	1.192	1.231	1.841	1.995	1.575	1.258	1.394	1.263	2.402	1.608	17.035
Professional Service Contracts	0.020	0.111	0.387	0.023	0.231	0.238	0.140	0.230	0.229	0.944	0.937	0.947	4.437
Materials & Supplies	1.774	2.078	2.497	4.507	4.690	4.595	5.881	7.036	6.632	7.372	5.976	7.636	60.674
Other Business Expenses	0.068	0.202	0.240	0.033	0.146	0.040	0.033	0.033	0.037	0.033	0.032	0.038	0.935
Total Non-Labor Expenses	\$2.875	\$3.133	\$5.015	\$6.471	\$7.586	\$7.770	\$8.279	\$9.202	\$9.051	\$10.240	\$9.921	\$10.879	\$90.422
Other Adjustments:													
Other	-	-	-	-	-	-	-	-	-	-	-	-	0.000
Total Other Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Non-Cash Liability Adjs.	\$18.254	\$17.388	\$33.486	\$25.813	\$27.158	\$32.933	\$27.446	\$28.630	\$31.588	\$29.781	\$28.433	\$32.485	\$333.395
Depreciation	-	-	-	-	-	-	-	-	-	-	-	-	\$0.000
OPEB Obligation	-	-	-	-	-	-	-	-	-	-	-	-	0.000
Total Expenses	\$18.254	\$17.388	\$33.486	\$25.813	\$27.158	\$32.933	\$27.446	\$28.630	\$31.588	\$29.781	\$28.433	\$32.485	\$333.395
Baseline Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA LONG ISLAND RAIL ROAD
July Financial Plan - 2015 Mid-Year Forecast
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Revenue													
Farebox Revenue	\$50.636	\$48.940	\$54.830	\$56.447	\$58.073	\$61.101	\$62.408	\$60.284	\$58.526	\$57.889	\$57.374	\$59.224	\$685.732
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	2.518	4.833	3.732	4.815	5.057	5.207	3.584	3.961	4.857	3.633	3.880	6.864	52.941
Capital and Other Reimbursements	18.254	17.388	33.486	25.813	27.158	32.933	27.446	28.630	31.588	29.781	28.433	32.485	333.395
Total Revenue	\$71.408	\$71.161	\$92.048	\$87.075	\$90.288	\$99.241	\$93.438	\$92.875	\$94.971	\$91.303	\$89.687	\$98.573	\$1,072.068
Expenses													
Labor:													
Payroll	\$51.257	\$44.565	\$46.283	\$49.962	\$48.920	\$47.133	\$54.891	\$50.260	\$48.329	\$52.543	\$49.510	\$56.890	\$600.543
Overtime	12.283	13.130	14.399	10.420	10.794	12.950	11.667	11.617	12.701	12.239	12.387	15.353	149.940
Health and Welfare	9.316	9.071	8.962	9.207	9.210	9.023	9.226	9.239	9.065	9.214	9.211	8.983	109.727
OPEB Current Payment	4.758	4.723	4.719	5.229	5.229	5.229	5.229	5.229	5.229	5.229	5.229	5.225	61.257
Pensions	17.248	17.248	17.248	17.248	17.248	17.248	17.248	17.248	17.248	17.248	10.383	8.480	191.343
Other Fringe Benefits	12.277	11.804	14.925	13.175	13.136	15.029	13.927	12.505	12.569	10.453	8.885	8.169	146.854
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$107.139	\$100.541	\$106.536	\$105.241	\$104.537	\$106.612	\$112.188	\$106.098	\$105.141	\$106.926	\$95.605	\$103.100	\$1,259.664
Non-Labor:													
Electric Power	\$9.422	\$7.367	\$9.549	\$7.853	\$7.978	\$8.404	\$9.407	\$9.162	\$8.956	\$7.151	\$6.778	\$7.484	\$99.511
Fuel	1.577	1.835	1.739	1.326	1.708	1.599	1.641	1.675	1.562	1.625	1.469	1.592	19.348
Insurance	2.270	2.198	2.514	2.760	2.567	2.756	2.539	2.543	2.622	2.534	1.886	2.060	29.249
Claims	0.770	0.091	0.247	0.347	0.347	0.347	0.347	0.347	0.347	0.347	0.347	0.345	4.229
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	5.763	5.449	4.769	7.059	8.069	7.841	8.396	7.717	7.774	8.465	9.959	9.654	90.915
Professional Service Contracts	1.685	2.249	0.542	1.179	2.347	2.804	2.262	2.522	3.081	3.228	3.363	4.872	30.134
Materials & Supplies	10.257	11.783	15.533	15.908	17.170	17.164	17.467	18.424	18.127	19.464	27.540	32.681	221.518
Other Business Expenses	0.959	1.237	1.517	1.275	1.416	1.498	1.373	1.375	1.536	1.452	1.422	1.651	16.711
Total Non-Labor Expenses	\$32.703	\$32.209	\$36.410	\$37.707	\$41.602	\$42.413	\$43.432	\$43.765	\$44.005	\$44.266	\$52.764	\$60.339	\$511.615
Other Expenses Adjustments:													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Non-Cash Liability Adjs.	\$139.842	\$132.750	\$142.946	\$142.948	\$146.139	\$149.025	\$155.620	\$149.863	\$149.146	\$151.192	\$148.369	\$163.439	\$1,771.279
Depreciation	\$26.210	\$26.210	\$28.848	\$27.263	\$27.095	\$27.095	\$25.861	\$27.048	\$27.048	\$27.048	\$27.048	\$33.046	\$329.820
OPEB Obligation	5.807	6.581	6.215	6.215	6.215	6.215	6.215	6.215	6.215	6.215	6.215	6.215	74.538
Environmental Remediation	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.163	2.000
Total Expenses	\$172.026	\$165.708	\$178.176	\$176.593	\$179.616	\$182.502	\$187.863	\$183.293	\$182.576	\$184.622	\$181.799	\$202.863	\$2,177.637
Net Surplus/(Deficit)	(\$100.618)	(\$94.547)	(\$86.128)	(\$89.518)	(\$89.328)	(\$83.261)	(\$94.425)	(\$90.418)	(\$87.605)	(\$93.319)	(\$92.112)	(\$104.290)	(\$1,105.569)
Cash Conversion Adjustments:													
Depreciation	\$26.210	\$26.210	\$28.848	\$27.263	\$27.095	\$27.095	\$25.861	\$27.048	\$27.048	\$27.048	\$27.048	\$33.046	\$329.820
Operating Capital	(0.276)	(0.371)	(0.705)	(1.435)	(2.516)	(2.296)	(3.320)	(4.165)	(3.756)	(5.211)	(5.011)	(3.729)	(32.790)
Other Cash Adjustments	8.309	20.937	3.730	(3.143)	(1.203)	5.514	2.407	9.699	6.081	11.791	25.548	35.523	125.193
Total Cash Conversion Adjustments	\$34.243	\$46.777	\$31.874	\$22.685	\$23.375	\$30.313	\$24.948	\$32.582	\$29.373	\$33.628	\$47.585	\$64.840	\$422.223
Net Cash Surplus/(Deficit)	(\$66.375)	(\$47.770)	(\$54.254)	(\$66.833)	(\$65.953)	(\$52.948)	(\$69.477)	(\$57.836)	(\$58.232)	(\$59.691)	(\$44.527)	(\$39.450)	(\$683.346)

MTA LONG ISLAND RAIL ROAD
July Financial Plan - 2015 Mid-Year Forecast
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Receipts													
Farebox Revenue	\$51.010	\$50.600	\$56.958	\$59.134	\$58.922	\$63.262	\$64.569	\$62.444	\$60.686	\$60.282	\$59.767	\$61.618	\$709.252
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	1.755	3.780	10.370	3.272	4.653	4.868	4.813	7.531	5.621	7.180	8.064	14.274	76.182
Capital and Other Reimbursements	20.885	15.447	35.758	8.900	31.616	21.528	23.085	21.410	18.555	30.077	24.517	28.674	280.451
Total Receipts	\$73.650	\$69.827	\$103.086	\$71.306	\$95.190	\$89.658	\$92.467	\$91.385	\$84.862	\$97.539	\$92.348	\$104.566	\$1,065.885
Expenditures													
Labor:													
Payroll	\$50.733	\$43.938	\$45.536	\$51.628	\$58.387	\$45.581	\$57.748	\$46.824	\$46.502	\$56.978	\$46.211	\$59.444	\$609.509
Overtime	9.874	15.566	11.309	14.651	14.239	10.159	14.557	11.635	9.971	14.957	12.387	13.981	153.287
Health and Welfare	10.931	0.175	18.379	8.579	8.619	9.023	9.227	9.239	9.065	9.214	9.211	0.806	102.469
OPEB Current Payment	6.375	0.712	8.780	4.420	4.776	5.229	5.229	5.229	5.229	5.229	5.229	2.409	58.846
Pensions	9.687	9.714	9.714	12.066	17.247	17.248	17.248	17.248	17.248	17.248	10.383	8.292	163.343
Other Fringe Benefits	12.690	12.374	12.012	12.507	16.818	13.291	16.509	12.508	10.848	12.446	9.169	8.843	150.015
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-	0.000
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	0.000
Total Labor Expenditures	\$100.290	\$82.479	\$105.730	\$103.851	\$120.087	\$100.531	\$120.518	\$102.683	\$98.863	\$116.072	\$92.590	\$93.775	\$1,237.469
Non-Labor:													
Electric Power	\$8.391	\$9.170	\$9.112	\$8.139	\$8.322	\$8.314	\$9.294	\$9.089	\$8.884	\$7.078	\$6.705	\$7.384	\$99.882
Fuel	2.089	1.338	2.362	0.854	1.973	1.620	1.662	1.697	1.582	1.646	1.488	1.542	19.853
Insurance	8.057	(0.565)	3.990	(0.244)	3.661	2.657	0.037	3.455	3.981	0.341	3.046	0.859	29.275
Claims	0.084	0.047	0.074	0.125	0.074	0.191	0.191	0.191	0.191	0.191	0.191	0.191	1.741
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	0.000
Maintenance and Other Operating Contracts	4.278	5.310	11.763	5.064	7.129	8.828	9.751	9.158	9.215	9.631	11.900	12.233	104.260
Professional Service Contracts	1.397	2.106	1.671	1.972	2.200	2.065	2.693	1.784	2.342	3.659	2.624	3.910	28.423
Materials & Supplies	9.850	17.154	19.329	15.329	16.258	15.392	14.294	17.658	14.521	15.079	14.829	20.401	190.095
Other Business Expenditures	1.360	1.244	1.244	1.361	1.036	0.894	1.390	1.392	1.401	1.419	1.388	1.604	15.733
Total Non-Labor Expenditures	\$35.506	\$35.805	\$49.544	\$32.601	\$40.653	\$39.961	\$39.312	\$44.424	\$42.117	\$39.044	\$42.171	\$48.124	\$489.262
Other Adjustments:													
Other	\$1.112	\$1.725	\$1.548	\$1.591	\$1.723	\$2.114	\$2.114	\$2.114	\$2.114	\$2.114	\$2.114	\$2.117	\$22.500
Total Other Expenditure Adjustments	\$1.112	\$1.725	\$1.548	\$1.591	\$1.723	\$2.114	\$2.114	\$2.114	\$2.114	\$2.114	\$2.114	\$2.117	\$22.500
Total Expenditures	\$136.907	\$120.009	\$156.823	\$138.043	\$162.463	\$142.606	\$161.944	\$149.221	\$143.094	\$157.230	\$136.875	\$144.016	\$1,749.231
Cash Timing and Availability Adjustments	(3.118)	2.412	(0.518)	(0.095)	1.320	-	-	-	-	-	-	-	\$0.000
Baseline Net Cash Deficit	(\$66.375)	(\$47.770)	(\$54.254)	(\$66.833)	(\$65.953)	(\$52.948)	(\$69.477)	(\$57.836)	(\$58.232)	(\$59.691)	(\$44.527)	(\$39.450)	(\$683.346)

MTA LONG ISLAND RAIL ROAD
July Financial Plan - 2015 Mid-Year Forecast
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Receipts													
Farebox Revenue	\$0.374	\$1.660	\$2.128	\$2.687	\$0.849	\$2.161	\$2.161	\$2.160	\$2.160	\$2.393	\$2.393	\$2.394	\$23.520
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	(0.763)	(1.053)	6.638	(1.543)	(0.404)	(0.339)	1.229	3.570	0.764	3.547	4.184	7.410	23.241
Capital and Other Reimbursements	2.631	(1.941)	2.272	(16.913)	4.458	(11.405)	(4.361)	(7.220)	(13.033)	0.296	(3.916)	(3.811)	(52.944)
Total Receipts	\$2.242	(\$1.334)	\$11.038	(\$15.769)	\$4.902	(\$9.583)	(\$0.971)	(\$1.490)	(\$10.109)	\$6.236	\$2.661	\$5.993	(\$6.183)
Expenditures													
Labor:													
Payroll	\$0.524	\$0.627	\$0.747	(\$1.666)	(\$9.467)	\$1.552	(\$2.857)	\$3.436	\$1.827	(\$4.435)	\$3.299	(\$2.554)	(\$8.966)
Overtime	2.409	(2.436)	3.090	(4.231)	(3.445)	2.791	(2.890)	(0.018)	2.730	(2.718)	0.000	1.372	(3.347)
Health and Welfare	(1.615)	8.896	(9.417)	0.628	0.591	0.000	(0.001)	0.000	0.000	0.000	0.000	8.177	7.258
OPEB Current Payment	(1.617)	4.011	(4.061)	0.809	0.453	0.000	0.000	0.000	0.000	0.000	0.000	2.816	2.411
Pensions	7.561	7.534	7.534	5.182	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.188	28.000
Other Fringe Benefits	(0.413)	(0.570)	2.913	0.668	(3.682)	1.738	(2.582)	(0.003)	1.721	(1.993)	(0.284)	(0.674)	(3.161)
GASB Account	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$6.849	\$18.062	\$0.806	\$1.390	(\$15.550)	\$6.081	(\$8.330)	\$3.415	\$6.278	(\$9.146)	\$3.015	\$9.325	\$22.195
Non-Labor:													
Electric Power	\$1.031	(\$1.803)	\$0.437	(\$0.286)	(\$0.344)	\$0.090	\$0.113	\$0.073	\$0.072	\$0.073	\$0.073	\$0.100	(\$0.371)
Fuel	(0.512)	0.497	(0.623)	0.472	(0.265)	(0.021)	(0.021)	(0.022)	(0.020)	(0.021)	(0.019)	0.050	(0.505)
Insurance	(5.787)	2.763	(1.476)	3.004	(1.094)	0.099	2.502	(0.912)	(1.359)	2.193	(1.160)	1.201	(0.026)
Claims	0.686	0.044	0.173	0.222	0.273	0.156	0.156	0.156	0.156	0.156	0.156	0.154	2.488
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	1.485	0.139	(6.994)	1.995	0.940	(0.987)	(1.355)	(1.441)	(1.441)	(1.166)	(1.941)	(2.579)	(13.345)
Professional Service Contracts	0.288	0.143	(1.129)	(0.793)	0.147	0.739	(0.431)	0.738	0.739	(0.431)	0.739	0.962	1.711
Materials & Supplies	0.407	(5.371)	(3.796)	0.579	0.912	1.772	3.173	0.766	3.606	4.385	12.711	12.280	31.423
Other Business Expenditures	(0.401)	(0.007)	0.273	(0.086)	0.380	0.604	(0.017)	(0.017)	0.135	0.033	0.034	0.047	0.978
Total Non-Labor Expenditures	(\$2.803)	(\$3.596)	(\$13.134)	\$5.106	\$0.949	\$2.452	\$4.120	(\$0.659)	\$1.888	\$5.222	\$10.593	\$12.215	\$22.353
Other Adjustments:													
Other	(\$1.112)	(\$1.725)	(\$1.548)	(\$1.591)	(\$1.723)	(\$2.114)	(\$2.114)	(\$2.114)	(\$2.114)	(\$2.114)	(\$2.114)	(\$2.117)	(\$22.500)
Total Other Expenditures Adjustments	(\$1.112)	(\$1.725)	(\$1.548)	(\$1.591)	(\$1.723)	(\$2.114)	(\$2.114)	(\$2.114)	(\$2.114)	(\$2.114)	(\$2.114)	(\$2.117)	(\$22.500)
Total Cash Conversion Adjustments before Non-Cash Liability Adjs.													
	\$5.177	\$11.407	(\$2.838)	(\$10.865)	(\$11.421)	(\$3.164)	(\$7.295)	(\$0.848)	(\$4.057)	\$0.198	\$14.155	\$25.416	\$15.865
Depreciation Adjustment	\$26.210	\$26.210	\$28.848	\$27.263	\$27.095	\$27.095	\$25.861	\$27.048	\$27.048	\$27.048	\$27.048	\$33.046	\$329.820
OPEB Obligation	5.807	6.581	6.215	6.215	6.215	6.215	6.215	6.215	6.215	6.215	6.215	6.215	74.538
Environmental Remediation	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.163	2.000
Baseline Total Cash Conversion Adjustments	\$37.361	\$44.365	\$32.392	\$22.780	\$22.056	\$30.313	\$24.948	\$32.582	\$29.373	\$33.628	\$47.585	\$64.840	\$422.223
Cash Timing and Availability Adjustments	(\$3.118)	\$2.412	(\$0.518)	(\$0.095)	\$1.320	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Net Cash Conversion Adjustments	\$34.243	\$46.777	\$31.874	\$22.685	\$23.375	\$30.313	\$24.948	\$32.582	\$29.373	\$33.628	\$47.585	\$64.840	\$422.223

MTA LONG ISLAND RAIL ROAD
July Financial Plan - 2015 Mid-Year Forecast
Ridership/Utilization
(in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<u>RIDERSHIP</u>													
Monthly	3.644	3.639	4.297	4.209	3.863	4.210	4.014	3.712	4.010	4.331	3.773	4.131	47.833
Weekly	0.136	0.144	0.166	0.157	0.152	0.185	0.210	0.246	0.171	0.171	0.131	0.157	2.026
Total Commutation	3.780	3.783	4.463	4.366	4.015	4.395	4.224	3.958	4.181	4.502	3.904	4.288	49.859
One-Way Full Fare	0.584	0.564	0.664	0.677	0.711	0.749	0.795	0.773	0.720	0.715	0.662	0.689	8.303
One-Way Off-Peak	1.276	1.105	1.369	1.422	1.533	1.599	1.762	1.710	1.543	1.429	1.518	1.691	17.957
All Other	0.722	0.690	0.888	0.848	0.870	0.999	0.976	0.937	0.886	0.853	0.847	0.940	10.456
Total Non-Commutation	2.582	2.359	2.921	2.947	3.114	3.347	3.533	3.420	3.149	2.997	3.027	3.320	36.716
Total Ridership	6.362	6.142	7.384	7.313	7.129	7.742	7.757	7.378	7.330	7.499	6.931	7.608	86.575
<u>FAREBOX REVENUE</u>													
Passenger Revenue	\$50.636	\$48.940	\$54.830	\$56.447	\$58.073	\$61.101	\$62.408	\$60.284	\$58.526	\$57.889	\$57.374	\$59.224	\$685.732
Total Revenue	\$50.636	\$48.940	\$54.830	\$56.447	\$58.073	\$61.101	\$62.408	\$60.284	\$58.526	\$57.889	\$57.374	\$59.224	\$685.732

Master Page # 95 of 317 - Metro-North and Long Island Committees Meeting 9/21/2015

FUNCTION/DEPARTMENT	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
Executive VP	7	7	7	6	6	7	6	6	6	6	6	6
Labor Relations	15	15	18	18	18	18	18	18	18	18	18	18
Procurement & Logistics (excl. Stores)	82	82	84	81	81	82	82	82	82	82	82	82
Human Resources	35	35	34	32	32	32	32	32	33	33	33	33
Sr VP Administration	2	2	1	2	2	2	2	2	2	2	2	2
Strategic Investments	29	29	30	34	34	34	34	34	34	34	34	34
President	5	5	4	4	4	4	4	4	4	4	4	4
VP & CFO	2	2	2	5	5	5	5	5	5	5	5	5
Information Technology	0	0	0	0	0	0	0	0	0	0	0	0
Controller	41	40	40	46	46	46	46	46	46	46	46	46
Management and Budget	19	19	19	19	19	19	20	20	21	21	21	21
Business Process Mgmt Controls & Compliance	7	7	7	7	7	7	7	7	7	7	7	7
Market Dev. & Public Affairs	68	68	70	69	69	69	69	69	69	69	69	69
Gen. Counsel & Secretary	30	30	30	31	31	31	31	32	32	32	32	32
Diversity Management	2	2	2	2	2	2	2	2	2	3	3	3
Security	12	12	12	14	14	14	17	17	17	17	17	17
System Safety	22	22	22	36	36	36	36	36	36	36	36	36
Training	58	59	59	60	60	60	60	60	64	64	64	64
Service Planning	22	22	22	22	22	22	22	22	22	22	22	22
Sr. VP Operations	2	2	2	2	2	2	2	2	2	2	2	2
Total Administration	460	460	465	490	490	492	495	496	502	503	503	503
Operations												
Train Operations	2,039	2,057	2,068	2,132	2,124	2,119	2,116	2,118	2,113	2,095	2,094	2,094
Customer Services	295	295	296	296	298	305	307	307	300	298	298	298
Total Operations	2,334	2,352	2,364	2,428	2,422	2,424	2,423	2,425	2,413	2,393	2,392	2,392
Maintenance												
Engineering	1,751	1,770	1,800	1,812	1,807	1,799	1,799	1,792	1,792	1,791	1,791	1,814
Equipment	2,005	2,016	2,033	2,049	2,067	2,071	2,086	2,097	2,098	2,098	2,096	2,096
Procurement (Stores)	98	95	95	93	93	93	93	93	93	93	93	93
Total Maintenance	3,854	3,881	3,928	3,954	3,967	3,963	3,978	3,982	3,983	3,982	3,980	4,003
Engineering/Capital												
Department of Project Management	129	127	128	127	122	125	129	132	134	136	138	140
VP - East Side Access & Special Projects	29	33	33	38	37	38	38	39	42	43	43	44
Total Engineering/Capital	158	160	161	165	159	163	167	171	176	179	181	184
Total Positions	6,806	6,853	6,918	7,037	7,038	7,042	7,063	7,074	7,074	7,057	7,056	7,082
Non-Reimbursable	6,036	6,200	6,099	5,949	5,966	5,910	6,035	6,049	6,079	6,035	6,114	6,241
Reimbursable	770	653	819	1,088	1,072	1,132	1,028	1,025	995	1,022	942	841
Total Full-Time	6,806	6,853	6,918	7,037	7,038	7,042	7,063	7,074	7,074	7,057	7,056	7,082
Total Full-Time-Equivalents												

MTA LONG ISLAND RAIL ROAD
July Financial Plan - 2015 Mid-Year Forecast
Total Positions by Function and Occupation

FUNCTION/OCCUPATION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
Managers/Supervisors	233	233	233	239	239	240	244	245	251	252	252	252
Professional, Technical, Clerical	118	120	125	150	150	151	150	150	150	150	150	150
Operational Hourlies	109	107	107	101	101	101	101	101	101	101	101	101
Total Administration	460	460	465	490	490	492	495	496	502	503	503	503
Operations												
Managers/Supervisors	272	272	270	282	282	282	283	286	286	286	286	286
Professional, Technical, Clerical	92	96	96	100	101	101	103	103	103	101	100	100
Operational Hourlies	1,970	1,984	1,998	2,046	2,039	2,041	2,037	2,036	2,024	2,006	2,006	2,006
Total Operations	2,334	2,352	2,364	2,428	2,422	2,424	2,423	2,425	2,413	2,393	2,392	2,392
Maintenance												
Managers/Supervisors	646	649	657	732	732	734	734	733	732	732	732	743
Professional, Technical, Clerical	263	274	268	250	250	260	260	260	260	249	257	271
Operational Hourlies	2,945	2,958	3,003	2,972	2,985	2,969	2,984	2,989	2,991	3,001	2,991	2,989
Total Maintenance	3,854	3,881	3,928	3,954	3,967	3,963	3,978	3,982	3,983	3,982	3,980	4,003
Engineering/Capital												
Managers/Supervisors	106	106	108	112	107	109	110	114	120	123	125	127
Professional, Technical, Clerical	52	54	53	53	52	54	57	57	56	56	56	57
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
Total Engineering/Capital	158	160	161	165	159	163	167	171	176	179	181	184
Public Safety												
Managers/Supervisors	-	-	-	-	-	-	-	-	-	-	-	-
Professional, Technical, Clerical	-	-	-	-	-	-	-	-	-	-	-	-
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
Total Public Safety	-	-	-	-	-	-	-	-	-	-	-	-
Total Positions												
Managers/Supervisors	1,257	1,260	1,268	1,365	1,360	1,365	1,371	1,378	1,389	1,393	1,395	1,408
Professional, Technical, Clerical	525	544	542	553	553	566	570	570	569	556	563	578
Operational Hourlies	5,024	5,049	5,108	5,119	5,125	5,111	5,122	5,126	5,116	5,108	5,098	5,096
Total Positions	6,806	6,853	6,918	7,037	7,038	7,042	7,063	7,074	7,074	7,057	7,056	7,082

MTA LONG ISLAND RAIL ROAD
July Financial Plan - 2015 Mid Year Forecast
Overtime - Non-Reimbursable/Reimbursable Basis
(\$ in millions)

NON-REIMBURSABLE OVERTIME

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<u>Scheduled Service</u>	\$2.302	\$2.182	\$1.234	\$1.879	\$1.866	\$1.369	\$1.885	\$1.097	\$2.160	\$1.991	\$2.243	\$3.057	\$23.266
<u>Unscheduled Service</u>	0.439	0.424	0.051	0.801	0.829	1.044	0.837	0.845	1.052	0.771	0.731	0.973	8.794
<u>Programmatic/Routine Maintenance</u>	1.737	2.790	3.861	2.413	2.785	3.507	2.923	3.040	3.494	2.829	2.554	3.190	35.123
<u>Unscheduled Maintenance</u>	0.035	0.031	0.143	0.027	0.027	0.025	0.027	0.024	0.024	0.031	0.027	0.035	0.455
<u>Vacancy/Absentee Coverage</u>	2.264	2.650	3.266	2.752	2.749	4.193	3.435	4.050	3.476	3.932	4.048	4.750	41.565
<u>Weather Emergencies</u>	4.055	3.596	2.425	0.291	0.230	0.297	0.239	0.243	0.236	0.349	0.500	1.345	13.806
<u>Safety/Security/Law Enforcement</u>	-	-	-	-	-	-	-	-	-	-	-	-	-
<u>Other</u>	0.284	0.440	0.366	0.151	0.101	0.190	0.084	0.082	0.082	0.084	0.084	0.156	2.105
Sub-Total	\$11.117	\$12.113	\$11.345	\$8.313	\$8.586	\$10.626	\$9.431	\$9.381	\$10.524	\$9.987	\$10.186	\$13.505	\$125.114
REIMBURSABLE OVERTIME	1.166	1.017	3.054	2.107	2.208	2.324	2.236	2.236	2.177	2.252	2.201	1.848	24.826
TOTAL NR & R OVERTIME	\$12.283	\$13.130	\$14.399	\$10.420	\$10.794	\$12.950	\$11.667	\$11.617	\$12.701	\$12.239	\$12.387	\$15.353	\$149.940

OVERTIME DECOMPOSITION LEGEND DEFINITIONS

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



DIVERSITY / EEO REPORT

2nd Quarter

2015

Overview

The Long Island Rail Road has conducted an availability analysis of females and minorities in its workforce. The availability analysis consists of comparing the LIRR's June 30, 2015 workforce percentages for females and minorities to 80 percent of the females and minorities available within the relevant labor market based on the U.S. Census.

The following numbers and information do not reflect availability for specific job groups. In addition, the numbers and information provided do not show statistical disparities or explain the reasons or provide a root cause for any identified failure to meet availability. Nothing in this report constitutes a finding or admission of unlawful discrimination.

2015 2nd QUARTER EEO REPORT

AGENCY NAME: LONG ISLAND RAIL ROAD

UTILIZATION ANALYSIS WORKFORCE DATA AS OF JUNE 30, 2015

JOB CATEGORY	FEMALES *			BLACKS			HISPANICS			ASIANS			AI/AN **			NHOPI ***			OTHER		
	Est Avail	Actual %	Met Avail	Est Avail	Actual %	Met Avail	Est Avail	Actual %	Met Avail	Est Avail	Actual %	Met Avail	Est Avail	Actual %	Met Avail	Est Avail	Actual %	Met Avail	Est Avail	Actual %	Met Avail
Officials & Administrators	22%	22%	Yes	13%	11%	No	7%	7%	Yes	4%	6%	Yes	0%	0%	Yes	1%	0%	No	2%	3%	Yes
Professionals	19%	25%	Yes	10%	13%	Yes	7%	10%	Yes	6%	16%	Yes	0%	0%	Yes	2%	0%	No	1%	4%	Yes
Technicians	11%	13%	Yes	11%	16%	Yes	8%	13%	Yes	7%	12%	Yes	0%	0%	Yes	1%	0%	No	1%	2%	Yes
Administrative Support	49%	46%	No	19%	26%	Yes	11%	11%	Yes	3%	5%	Yes	0%	0%	Yes	2%	0%	No	2%	3%	Yes
Skilled Craft	9%	10%	Yes	16%	17%	Yes	12%	11%	No	2%	3%	Yes	0%	0%	Yes	1%	0%	No	2%	2%	Yes
Service Maintenance	17%	18%	Yes	17%	26%	Yes	22%	14%	No	2%	2%	Yes	0%	0%	Yes	1%	0%	No	2%	4%	Yes

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

** American Indian / Alaskan Native

*** Native Hawaiian / Other Pacific Islander

DEFINITIONS OF EEO JOB CATEGORIES:

Officials & Administrators

Occupations in which employees set broad policies, exercise overall responsibility for execution of these policies, or direct individual departments or special phases of MTA LIRR's operations, or provide specialized consultation on a regional, district, or area basis.

Professionals

Occupations which require specialized and theoretical knowledge which is usually acquired through college training or through work experience and other training which provides comparable knowledge.

Technicians

Occupations which require a combination of basic scientific or technical knowledge and manual skill which can be obtained through specialized post-secondary school education or through equivalent on-the-job training.

Administrative Support

Occupations in which workers are responsible for internal and external communication, recording and retrieval of data and/or information and other paperwork required in an office.

Skilled Craft

Occupations in which workers perform jobs which require special manual skill and a thorough and comprehensive knowledge of the process involved in the work which is acquired through on-the-job training and experience or through apprenticeship or other formal training programs.

Service Maintenance

Occupations in which workers perform duties which result in or contribute to the comfort, convenience, hygiene or safety of the general public or which contribute to the upkeep and care of the buildings, facilities or grounds of public property.

2015 2nd QUARTER EEO REPORT

AGENCY NAME: LONG ISLAND RAIL ROAD

NEW HIRES AS OF JUNE 30, 2015

JOB CATEGORY	TOTAL ¹	FEMALES ²		NON-MINORITY		MINORITY		BLACKS		HISPANICS		ASIANS		AI/AN		NHOPI		OTHER	
		#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrator	15	7	46.7%	8	53.3%	7	46.7%	2	13.3%	1	6.7%	4	26.7%	0	0.0%	0	0.0%	0	0.0%
Professionals	45	21	46.7%	17	37.8%	28	62.2%	5	11.1%	5	11.1%	16	35.6%	0	0.0%	0	0.0%	2	4.4%
Technicians	27	7	25.9%	13	48.1%	14	51.9%	2	7.4%	4	14.8%	6	22.2%	0	0.0%	0	0.0%	2	7.4%
Administrative Support	21	6	28.6%	9	42.9%	12	57.1%	5	23.8%	1	4.8%	5	23.8%	0	0.0%	0	0.0%	1	4.8%
Skilled Craft	197	23	11.7%	103	52.3%	94	47.7%	37	18.8%	35	17.8%	15	7.6%	1	0.5%	0	0.0%	6	3.0%
Service Maintenance	51	12	23.5%	28	54.9%	23	45.1%	13	25.5%	8	15.7%	0	0.0%	0	0.0%	0	0.0%	2	3.9%
Total	356	76	21.3%	178	50.0%	178	50.0%	64	18.0%	54	15.2%	46	12.9%	1	0.3%	0	0.0%	13	3.7%

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

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

2015 2nd QUARTER EEO REPORT**AGENCY NAME: LONG ISLAND RAIL ROAD****EEO AND TITLE VI COMPLAINTS****JANUARY 1, 2015 THROUGH JUNE 30, 2015¹**

Category	Race/Color	Sexual Harassment	Gender	Disability	National Origin	Age	Religion	Other ²	Total Issues ³	Total Cases	Status (# Open)
EEO	7	2	0	2	0	2	0	3	16	12	3
External Complaints	5	1	0	2	0	2	0	2	12	8	3
Internal Complaints	2	1	0	0	0	0	0	1	4	4	0

Category	Race	National Origin	Color	Total Issues	Total Cases	Status (# Open)
Title VI	5	1	0	6	6	0

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

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

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

EEO DISCRIMINATION COMPLAINT RESOLUTION FROM 1/1/15 TO 6/30/15

EXTERNAL

Agency	Decided In Favor of Agency	Decided In Favor of Complainant	Administrative Closure	Withdrawn	Dismissed	Resolved / Settled	Total
MTA LIRR	0	0	0	0	4	1	5
TOTAL	0	0	0	0	4	1	5

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

EEO DISCRIMINATION COMPLAINT RESOLUTION FROM 1/1/15 TO 6/30/15

INTERNAL

Agency	Decided In Favor of Agency	Decided In Favor of Complainant	Administrative Closure	Withdrawn	Dismissed	Resolved / Settled	Total
MTA LIRR	2	2	0	0	0	0	4
TOTAL	2	2	0	0	0	0	4

TITLE VI COMPLAINT RESOLUTION FROM 1/1/15 TO 6/30/15

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

2015 SECOND QUARTER EEO REPORT

AGENCY NAME: LONG ISLAND RAIL ROAD

EFFORTS TO IMPROVE THE REPRESENTATION OF UNDERUTILIZED PROTECTED GROUPS

EEO Program Management and Evaluation

LIRR Office of Diversity Management is responsible for monitoring the agency's EEO program and progress towards EEO goals. On an annual basis, Diversity Management develops goals for under-represented EEO job groups, based on estimated availability percentages and internal job group populations, and disseminates the information to each department, including Human Resources. On a quarterly basis, Diversity also disseminates Progress Towards Goals reports to Human Resources.

Diversity Management reviews all applicant flow reports to ensure that candidate pools are diverse, and concurs with every non-represented new hire and promotion, pursuant to FTA/DOT Circular requirements.

LIRR continues to focus and improve on female and minority under-representation. Between January 1, 2015 and June 30, 2015, there were 356 new hires, of which, 76 (21.3%) were female and 178 (50%) were minority. The highest concentration of female new hires occurred in the Officials and Administrators and Professionals job categories (46.7%). Of the 45 new hires in the Professionals category, 62.2% were minority, of which 35.6% were Asian. Of the 27 new hires in the Technicians job category, 51.9% were minority, of which 22.2% were Asian. Of the 21 New hires in the Administrative Support job category, 23.8% were Black, and 23.8% were Asian. Of the 197 new hires in the Skilled Craft category, 18.8% were Black and 17.8% were Hispanic. Of the 51 new hires in the Service Maintenance category, 25.5% were black and 15.7% were Hispanic.

Upward Mobility Programs and Other Special Initiatives

Junior Engineer:

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

Project Management-Trainee:

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

Between January 2008 and June 30, 2015, 14 Jr. Engineers and 38 Project Management Trainees were hired. Of the Jr. Engineer hires, 57% were minority. Of the Project Management Trainee hires, 18.4 percent were female and 52.6 percent were minority.

2015 SECOND QUARTER EEO REPORT

AGENCY NAME: LONG ISLAND RAIL ROAD

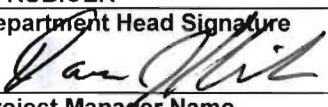



EFFORTS TO IMPROVE THE REPRESENTATION OF UNDERUTILIZED PROTECTED GROUPS

Targeted Recruitment and Outreach Efforts

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

1. An annual hiring plan is developed at the conclusion of each year, to aid recruitment efforts for anticipated vacancies in each craft . Candidate pools are evaluated at the end of the recruitment process. If the pool is lacking diversity or if areas of under-representation need to be addressed, additional outreach is conducted.
2. LIRR's outreach efforts to attract women, minorities and veterans continue to expand to include community-based and veterans job fairs, including the Hispanic/Latino Professionals Association Job Fair. LIRR posted jobs on military websites and sent job postings to military contacts. LIRR HR staff met with representatives from various colleges to inform them about internship programs each agency offers, and the application process. Additionally, LIRR conducted on-campus college recruitment and attended college job fairs, most with diverse student bodies.
3. Between January 1 and June 30, 2015, LIRR staff attended the following job fairs/college presentations: Queensborough Community College (March 25); Vaughn College of Aeronautics (April 9); St. Francis College (April 15); CUNY Big Apple Job/Internship Fair (April 17); Y-STEM Job Fair at Hostos Community College (May 29); T.C.I. Job Fair (June 17); and Nassau County Job Fair (June 23). We also targeted veterans by attending veterans specific job fairs on February 26, March 12, April 10, and May 19. We also made presentations at area high schools: Transit Tech High School Career Day (February 25) and West Brooklyn High School Career Day (March 13). Additionally, we conducted Mock Interviews with veterans at West Point (February 27). We also conducted outreach to applicants with disabilities, meeting with Access-VR (March 11) and Easter Seal (April 22)..
4. Methods of advertising include social media, as well as professional organizations and career websites. The specific Hispanic websites include: Latinos for Hire, Society of Hispanic Professional Engineers, National Association of Hispanic Journalists, and Saludos.
5. Employment posters are conspicuously posted in stations and terminals.

Staff Summary

Subject FALL TRACK WORK PROGRAMS						Date SEPTEMBER 21, 2015			
Department SR. VICE PRESIDENT – OPERATIONS						Vendor Name			
Department Head Name D. KUBICEK						Contract Number			
Department Head Signature 						Contract Manager Signature			
Project Manager Name									
Board Action						Internal Approval			
Order	To	Date	Approval	Info	Other	Order	Approval	Order	Approval
1	LI COMM	9/21/15				3	Sr VP – Eng. 	1	President 
						2	VP Mktg & PA 		

PURPOSE:

This is to inform the Long Island Committee of the MTA Long Island Rail Road's plan to adjust schedules to support: rail grinding, the installation of two bridges, switch surfacing and Main Line 2nd track construction work during the months of September and October 2015.

TRACK WORK PROGRAMS

- Main Line, Queens Village-Hicksville – During the overnight hours on September 22-24, 2015, both main tracks between Queens Village and Hicksville will be out of service for rail grinding within Nassau Interlocking.
- Port Washington Branch – On the weekend of September 26-27, 2015, single main track will be out of service between Great Neck and Port Washington for the continued installation work of the new Colonial Road Bridge. In addition, one of two main tracks between Harold Interlocking and Bayside will be out of service for switch surfacing in Shea Interlocking.
- Port Washington Branch – On Saturday, October 3, 2015, single main track will be out of service between Great Neck and Port Washington for finishing work of the new Colonial Road Bridge.
- Main Line, Central Islip-Ronkonkoma – On Sunday, October 18, 2015 single main track between Central Islip and Ronkonkoma will be out of service for rail layout and construction work on Main Line 2nd track.
- Main Line, Mineola-Hicksville – On the weekend of October 24-25, 2015, both Main tracks will be out of service between Mineola and Hicksville for 48 hours, for the installation of the new Ellison Ave. Bridge in Westbury. In addition to the bridge installation, Engineering forces will replace a grade crossing at 12th St. in New Hyde Park and perform surfacing and other miscellaneous work between Mineola and Hicksville.

DISCUSSION:

Main Line, Queens Village-Hicksville – Nassau Interlocking Rail Grinding

Both main tracks on the Main Line between Queens Village and Hicksville will be out of service for a two-hour period on three consecutive overnights, September 22-24, 2015, for rail grinding within Nassau Interlocking. Two eastbound overnight trains and two overnight westbound trains will be replaced with buses between Jamaica and Hicksville. Eastbound customers will board buses at Jamaica for Hicksville, where train service will resume. Westbound customers will board buses at Hicksville for Jamaica, where train service will resume. Customers may experience up to 1 hour and 23 minutes additional travel time.

Port Washington Branch – Colonial Rd. Bridge Installation and Shea Interlocking Surfacing

Single main track will be out of service between Great Neck and Port Washington for 51 hours on the weekend of September 26-27, 2015, for the continued installation of the new Colonial Rd. Bridge in the village of Thomaston. Port Washington branch service will be reduced from half-hourly to hourly between Great Neck and Penn Station. Eastbound customers traveling to stations Manhasset, Plandome and Port Washington will detrain at Great Neck where they will transfer to buses or vans for their final destinations. Eastbound customers can expect up to 25 minutes of additional travel time. Westbound customers boarding at Port Washington, Plandome and Manhasset will board buses or vans for Great Neck where they will transfer for train service. Westbound customers will board buses up to 25 minutes earlier than normal at Port Washington, Plandome and Manhasset. In addition, to take full advantage of the service reduction, one of two main tracks between Harold Interlocking and Bayside will be out of service for switch surfacing at Shea Interlocking.

On Saturday, October 3, 2015, for a period of 16 hours, the Great Neck to Port Washington single main track outage will occur again for the purposes of Colonial Road Bridge installation finish work and clean-up. As on the previous weekend, Port Washington branch service will be reduced from half-hourly to hourly between Great Neck and Penn Station. Eastbound customers traveling to stations Manhasset, Plandome and Port Washington will detrain at Great Neck where they will transfer to buses or vans for their final destinations. Eastbound customers can expect up to 25 minutes of additional travel time. Westbound customers boarding at Port Washington, Plandome and Manhasset will board buses or vans for Great Neck where they will transfer for train service. Westbound customers will board buses up to 25 minutes earlier than normal at Port Washington, Plandome and Manhasset.

Main Line, Central Islip-Ronkonkoma – Main Line 2nd Track Rail Layout & Construction

Single main track will be out of service between Central Islip and Ronkonkoma for 24 hours on Sunday, October 7, 2015, for the layout of rail and other construction work related to the Main Line 2nd Track Project. Eastbound customers traveling to Ronkonkoma will board buses at Central Islip for Ronkonkoma and will experience up to 23 minutes additional travel time. Westbound customers from Ronkonkoma will board buses for Central Islip, where train service will resume. Westbound buses will depart up to 23 minutes earlier than normal train times in order to connect with trains at Central Islip. Customers traveling between Ronkonkoma and Greenport will have train service on adjusted schedules to connect to and from buses at Ronkonkoma. In addition, three trains in each direction, which normally provide half-hourly service between Ronkonkoma and Penn Station during certain day parts, will originate or terminate at Farmingdale.

Main Line, Mineola-Hicksville – Ellison Avenue Bridge Installation & Miscellaneous Work

On the weekend of October 24-25, 2015, the Main Line will be out of service between Mineola and Hicksville for 48 hours for the installation of the new Ellison Avenue bridge, the replacement of the 12th St. grade crossing in New Hyde Park, and miscellaneous work between Mineola and Hicksville.

This project will require system-wide service changes as buses will replace trains between Mineola and Hicksville. In addition, connection and clearance issues associated with the timetable changes necessary to serve Main Line customers required system-wide schedule alterations. As a result, all branches will be impacted throughout the weekend.

During the entire weekend, a bus bridge will serve Port Jefferson Branch customers traveling between Mineola and Hicksville. Trains will operate between western terminals and Mineola, where passengers will transfer to/from buses. Connecting train service will originate and terminate at Hicksville with adjusted schedules that provide hourly service for stations Syosset through Huntington, and two-hourly service for stations Greenlawn through Port Jefferson.

During the overnight hours, the bus bridge will also serve Ronkonkoma Branch customers. Overnight Ronkonkoma Branch trains will originate and terminate at Mineola, operating between there and western terminals. Connecting train service will originate and terminate at Hicksville on adjusted schedules for stations Bethpage through Ronkonkoma.

After the departure of the 5:58 AM westbound train from Ronkonkoma, and the 7:32 AM eastbound train from Hicksville, Farmingdale through Ronkonkoma customers will be provided with dual-mode train service operating to and from Penn Station via the Babylon and Central Branches. This allows affected customers to travel to or from western terminals without changing trains or using buses. Adjusted schedules will also be in place for Greenport service in order to preserve connections with re-routed Ronkonkoma Branch trains.

In the course of the 48-hour program, up to 41,000 customers will be affected by using substitute bus service, re-routed train service or schedule alterations. Schedule times may be substantially different than normal schedules with reduced frequencies in some cases. Trip times are extended up to 58 minutes for Port Jefferson Branch customers. For Ronkonkoma Branch customers, travel time is increased up to 44 minutes during the day when dual-mode trains operate, and up to 58 minutes in the overnight when the bus bridge operates.

A special combined Port Jefferson & Ronkonkoma Branch timetable will be issued for this weekend, as will special timetables listing adjusted schedules for all branches.

IMPACT ON FUNDING

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



Metro-North Railroad

Procurements September 2015



Subject	Request for Authorization to Award Various Procurements
Department	Procurement and Material Management
Department Head Name	Alfred Muir, Sr. Director
Department Head Signature	
Project Manager Name	

Date	September 9, 2015
Vendor Name	Various
Contract Number	Various
Contract Manager Name	Various
Table of Contents Ref #	

Board Action					
Order	To	Date	Approval	Info	Other
1	MNR Comm. Mtg.	9-21-15	X		
2	MTA Board Mtg.	9-24-15	X		

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

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

PURPOSE:

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

DISCUSSION:

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

		<u># of Actions</u>	<u>\$ Amount</u>
<u>Schedules Requiring Two-Thirds Vote (or more, where noted)</u>		<u>NONE</u>	
<u>Schedules Requiring Majority Vote</u>			
Schedule E:	Miscellaneous Procurement Contracts	1	\$450,000
	• Loram Maintenance of Way, Inc.		\$450,000
Schedule G:	Miscellaneous Service Contracts	2	\$6,984,130
	• Bombardier Transportation, Inc.		\$6,752,140
	• Simmons Machine Tool, Inc.		\$231,990
Schedule J:	Modifications to Miscellaneous Procurement Contracts	1	\$2,500,000
	• Transtechnik Corporation, USA		\$2,500,000
SUB TOTAL:		4	\$9,934,130

MNR proposes to award competitive procurements in the following categories:

<u>Schedules Requiring Two-Thirds Vote (or more, where noted)</u>		<u># of Actions</u>	<u>\$ Amount</u>
Schedule B:	Competitive Requests for Proposals (Solicitation of Purchase and Public Work Contracts)	1	TBD
	• Request to use RFP Process		TBD
<u>Schedules Requiring Majority Vote</u>			
Schedule F:	Personal Service Contracts	1	\$120,000
	• CareWorks Absence Management		\$120,000
Schedule G:	Miscellaneous Service Contracts	4	\$11,672,773
	• Abalon Exterminating Company, Inc.		\$1,620,360
	• Waste Technology Services, Inc.		\$6,000,000
	• WRS Environmental Services, Inc.		\$4,000,000
	• Dependable Hydraulics, Inc.		\$52,413
Schedule J:	Modifications to Miscellaneous Procurement Contracts	1	\$750,000
	• Various Heavy Equip/Vehicle Rental Suppliers		\$750,000
SUB TOTAL:		7	\$12,542,773

MNR presents the following procurement actions for Ratification:

<u>Schedules Requiring Two-Thirds Vote (or more, where noted)</u>			
Schedule D:	Ratification of Completed Procurement Actions		NONE
<u>Schedules Requiring Majority Vote</u>			
Schedule K:	Ratification of Completed Procurement Actions	1	\$115,000
	• Kato Engineering, Inc. \$115,000		
SUB TOTAL:		1	\$115,000
TOTAL:		12	\$22,591,903

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

BUDGET IMPACT: The purchases/contracts will result in obligating MNR operating and capital funds in the amount listed. Funds are available in the current MNR operating/capital budgets for this purpose.

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

METROPOLITAN TRANSPORTATION AUTHORITY

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

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

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

NOW, the Board resolves as follows:

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

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

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

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

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

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

SEPTEMBER 2015

METRO-NORTH RAILROAD

LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Schedules Requiring Majority Vote:

E. Miscellaneous Procurement Contracts

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

**1. Loram Maintenance of Way, Inc. \$450,000 (not-to-exceed) Staff Summary Attached
OEM Replacement Parts for MNR Tie Inserters/Removers and Railvac Units**

Approval is requested to award a non-competitive two-year miscellaneous purchase contract to Loram Maintenance of Way, Inc. (Loram) for OEM replacement parts for MNR tie inserter/removers and railvac units. Loram is the Original Equipment Manufacturer (OEM) of three Metro-North Railroad (MNR) owned tie inserters/removers and one railvac unit. The Loram tie inserter/removers were manufactured specifically for MNR's Maintenance of Way and are used to remove worn and insert new ties when conducting track repairs along the MNR right-of-way. The railvac unit is a unique excavation machine that conveys rail bed material through a vehicle mounted vacuum.

The parts and components to be purchased consist of but are not limited to the following: engine parts, hydraulic components, operator controls and fuel tanks; and will be purchased on an as-needed basis. The agreement with Loram eliminates the need and expense of individually advertising prospective procurements and will expedite material delivery.

In requesting this Board authorization, MNR has complied with PAL§ 1265-a (3) regarding the posting of advertisements in order to identify potential alternate suppliers and with MTA All-Agency Procurement Guidelines for the purchase of sole source material. No other firms expressed any interest in participating in this procurement. This agreement will apply to inventory items identified as obtained only from the OEM vendor for the following reasons a) sole pre-qualified items on the MNR Qualified Products list, and not available from any distributor or other source; b) is proprietary to the OEM vendors.

Based on the most frequently ordered sample items included in the price inquiry, the prices quoted reflect an average annual increase of 3% per year and is considered fair and reasonable. The pricing will remain firm throughout the entire contract period. The total award for this agreement is not-to-exceed \$450,000 and is to be funded by the MNR Operating Budget.

G. Miscellaneous Service Contracts

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

**2. Bombardier Transportation Inc. \$6,752,140 (not-to-exceed) Staff Summary Attached
Installation of M7 PTC Kits at MTA's Arch Street Facility**

Approval is requested to award a non-competitive, negotiated miscellaneous service contract with the firm, Bombardier Transportation Inc., for the installation of Positive Train Control (PTC) Kits on the 334 Railcars in the MNR M-7 Fleet. This work will be conducted at the MTA's Arch Street

facility, and will execute a license with Bombardier to use the facility for the purposes of these installations, subject to Board approval. Bombardier, the Original Equipment Manufacturer (OEM) of the M-7 Railcar fleet, shall furnish all labor and engineering resources necessary to install the PTC kits as provided by Metro-North and as delivered by the System Integrator. In addition to the installation of the delivered PTC kits, Bombardier will be refining the installation instructions and providing as-built documentation.

The 2008 Rail Safety Improvement Act (RSIA) requires PTC installation on commuter rail lines by December 2015, as reported at the Capital Program Oversight Committee (CPOC) in June; both MNR and Long Island Rail Road currently project that full implementation on their respective systems will not occur until December 2018. MNR does not have the labor or on-site resources to accomplish PTC installations on multiple fleets concurrently, and accordingly requires the use of a third party contractor to install PTC Kits on its 334 car M-7 fleet.

Bombardier, the M-7 OEM, has unparalleled knowledge of the M-7 equipment that will allow MNR to increase its installation rates to meet its targeted full implementation date. Any other vendor would require a learning curve to become acquainted with the M-7 equipment, which would put the current full implementation date, which is already three years later than the statutorily mandated date, in jeopardy.

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

Bombardier submitted a total cost proposal of \$5,871,425 for the installation of 334 Kits. A contingency has been added to the requested amount based upon the uncertainty of the final design and installation requirements. The unit cost for the installation of these kits is 35% less than the engineer's estimate. In addition to the cost savings associated with using the OEM for these installations, there is a 12 month savings in duration of this project. The prices submitted were deemed fair and reasonable. The direct costs associated with maintaining and operating the Arch Street facility and shop equipment will be billed by Bombardier to MNR and reimbursed at actual cost. These costs are not reflected in the \$5,871,425.

The total cost of this procurement is not-to-exceed \$6,752,140 and is to be funded by the MNR Capital Program.

3. Simmons Machine Tool, Inc. \$231,990 (not-to-exceed) Staff Summary Attached
Upgrades to the Underfloor Wheel Lathe

Approval is requested to award a non-competitive, miscellaneous service contract to Simmons Machine Tool, Inc. to perform various upgrades to the Tandem Railcar Underfloor Wheel Lathe located at Metro-North Railroad's (MNR) Croton Harmon facility. Simmons Machine Tool is the Original Equipment Manufacturer (OEM).

These upgrades require technological and hardware improvements that are specific to the Simmons machine. The upgrades will not only increase operator safety during the wheel truing process; but will also increase reliability and similar functionality to the newly acquired tandem underfloor

wheel lathe at MNR's New Haven facility. The proposed engineering hours and materials for this upgrade were reviewed and deemed reasonable. This procurement is to be funded by the MNR Operating Budget.

J. Modifications to Miscellaneous Procurement Contracts

(Approvals/Staff Summaries required for individual change orders greater than \$250K. Approvals without Staff Summaries required for change orders greater than 15% of previously approved amount which are also at least \$50K)

**4. Transtechnik Corporation, USA \$2,500,000 (not-to-exceed) Staff Summary Attached
Additional funding for the Purchase and Repair of OEM Parts for MNR's M-8 Railcar Fleet**

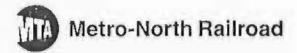
Approval is requested for additional funding in the not-to-exceed amount of \$2,500,000 for a previously Board approved three-year miscellaneous purchase contract (2014-2017) to Transtechnik Corporation USA (Transtechnik). Transtechnik is the Original Equipment Manufacturer (OEM) for MNR's M-8 railcar fleet replacement parts as well as for a number of critical main and auxiliary power systems parts and assemblies.

Metro-North has identified additional standard stock items not previously known at the time of the original award and MTA Board approval. Additionally, the Railroad has identified certain components and major assemblies that need to be maintained through a repair and return process. Thus, additional funding is required by MNR to cover these additional parts and services through the remaining contract term.

All previously Board-approved pricing and terms from 2014 remain fixed for the remaining contract term. The newly agreed upon pricing for parts and services shall remain fixed for the contract duration. This is an as-needed purchase agreement and MNR is not obligated to generate any minimum amount of purchase orders. The purchase agreement with Transtechnik will eliminate the need and expense of individually advertising prospective procurements, reduce administrative costs and will expedite material delivery.

The additional funds required by MNR are not-to-exceed \$2,500,000 and is to be funded by the MNR Operating Budget.

Schedule E: Miscellaneous Procurement Contracts



Item Number: E

Vendor Name (& Location) Loram Maintenance of Way, Inc.
Description Purchase Agreement for OEM Replacement Parts for MNR Tie Inserters/Removers and Railvac units
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 type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Sole Source/OEM

Contract Number TBD	AWO/Modification #
Renewal?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Total Amount:	\$450,000 (not-to-exceed)
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, Alfred Muir, Sr. Director	

Discussion:

Approval is requested to award a two-year miscellaneous purchase contract to Loram Maintenance of Way, Inc. (Loram) for OEM replacement parts for MNR Tie Inserter/Removers and Railvac Units. Loram is the Original Equipment Manufacturer (OEM) of three Metro-North Railroad (MNR) owned tie inserters/removers and one Railvac unit. The Loram tie inserter/removers were manufactured specifically for MNR's Maintenance of Way and are used to remove worn ties and insert new ties when conducting track repairs along the MNR right-of-way. The Railvac unit is a unique excavation machine that conveys rail bed material through a vehicle mounted vacuum.

The parts and components to be purchased consist of but are not limited to engine parts, hydraulic components, operator controls and fuel tanks; and will be purchased on an as needed basis. This agreement with Loram will eliminate the need and expense of individually advertising prospective procurements and will expedite material delivery.

In requesting this Board authorization, MNR has complied with PAL§ 1265-a (3) regarding the posting of advertisements in order to identify potential alternate suppliers and with MTA All-Agency Procurement Guidelines for the purchase of sole source material. No other firms expressed any interest in participating in this procurement. This agreement will apply to inventory items identified as obtained only from the OEM vendor for the following reasons a) sole pre-qualified items on the MNR Qualified Products list, and not available from any distributor or other source; b) is proprietary to the OEM vendors.

Based on the most frequently ordered sample items included in the price inquiry, the prices quoted reflect an average annual increase of 3% per year and is considered fair and reasonable. The pricing will remain firm throughout the entire contract period. The total award for this agreement is not-to-exceed \$450,000 and is to be funded by MNR's 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.	9-21-15	X		
2	MTA Board Mtg.	9-24-15	X		
Internal Approvals					
Order	Approval	Order	Approval		
X	President	X	Sr. V.P. Operations		
X	V.P. Engineering	X	V.P. Finance & IT		
X	Acting General Counsel		Capital Programs		

SUMMARY INFORMATION	
Vendor Name	Contract Number
Bombardier Transportation Inc.	
Description	
Installation of Positive Train Control (PTC) Kits for the MNR M7 Fleet.	
Total Amount	
\$6,752,140 (not-to-exceed)	
Contract Term (including Options, if any)	
2 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 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 a two year non-competitive, negotiated, miscellaneous service agreement in the total not-to-exceed amount of \$6,752,140 to the firm, Bombardier Transportation Inc. (Bombardier), for the installation of Positive Train Control (PTC) Kits on the 334 Railcars in the MNR M-7Fleet.

II. DISCUSSION:

The 2008 Rail Safety Improvement Act (RSIA) requires PTC installation on commuter rail lines by December of 2015. As reported at the Capital Program Oversight Committee (CPOC) in June, both Metro-North Railroad and Long Island Rail Road currently project that full implementation on their respective systems will not occur until December 2018. MNR does not have the labor or on-site resources to accomplish PTC installations on multiple fleets concurrently, and accordingly requires the use of a third party contractor to install PTC Kits on its 334 car M-7 fleet.

Bombardier, the M-7 Original Equipment Manufacturer (OEM), has unparalleled knowledge of the M-7 equipment that will allow MNR to increase its installation rates to meet its targeted full implementation date. Any other vendor would require a learning curve to become acquainted with the M-7 equipment, which would put the current full implementation date, which is already three years later than the statutorily mandated date, in jeopardy. Bombardier shall furnish all labor and engineering resources necessary to install the PTC kits. In addition to the installation of the delivered PTC kits, Bombardier will be refining the installation instructions and providing as-built documentation.

In an effort to further expedite the installation of the PTC Kits, LIRR is making its Arch Street Facility (owned by MTA) available for the performance of the MNR work. MTA, on behalf of Long Island Rail Road and MNR, will execute a

Staff Summary

license with Bombardier to use the Arch Street Facility. This license of the Arch Street Facility to Bombardier is outlined in a separate staff summary and will be presented to the Finance Committee by MTA Real Estate.

III. COST/PRICE ANALYSIS

Bombardier submitted a total cost proposal of \$5,871,425 for the installation of 334 Kits. A contingency has been added to the requested amount based upon the uncertainty of the final design and installation requirements. The unit cost for the installation of these kits is 35% less than the engineer's estimate. In addition to the cost savings associated with using the OEM for these installations, there is a 12 month savings in duration of this project. The prices submitted were deemed fair and reasonable. The direct costs associated with maintaining and operating the Arch Street facility and shop equipment will be billed by Bombardier to MNR and reimbursed at actual cost. These costs are not reflected in the \$5,871,425.

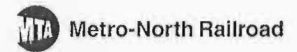
III. IMPACT ON FUNDING:

The total award amount for this agreement shall not exceed \$6,752,140 over the two year period and is to be funded by the MNR Capital Program.

IV. ALTERNATIVES:

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

Schedule G: Miscellaneous Service Contracts



Item Number: G

Vendor Name (& Location) Simmons Machine Tool, Inc., Albany, NY
Description Upgrades to the Croton Harmon Tandem Railcar Underfloor Wheel Lathe (UFWL)
Contract Term (including Options, if any) Immediate
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: Sole Source

Contract Number 9644-A	AWO/Modification #
Renewal?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Total Amount:	\$231,990
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, Alfred Munn, Sr. Director	

Discussion:

Approval is requested to award a non-competitive, miscellaneous service contract to Simmons Machine Tool, Inc. to perform various upgrades to the Tandem Railcar Underfloor Wheel Lathe located at Metro-North Railroad's (MNR) Croton Harmon facility. Simmons Machine Tool is the Original Equipment Manufacturer (OEM). These upgrades require technological and hardware improvements that are specific to the Simmons machine. Further, the installation of the upgrades will increase operator safety during the wheel truing process but will additionally increase reliability and similar functionality to the newly acquired tandem underfloor wheel lathe at MNR's New Haven Facility. The proposed engineering hours and materials for this upgrade were reviewed and deemed reasonable.

This procurement is to be funded by the MNR Operating Budget.

Schedule J: Modifications to Miscellaneous Procurement Contracts

Item Number: J

Vendor Name (& Location) Transtech Corporation, USA	Contract Number	AWO/Modification #
Description Purchase Agreement for OEM Replacement Parts and Components	Original Amount:	\$2,000,000
Contract Term (including Options, if any) Three Years	Prior Modifications:	\$0.00
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Prior Budgetary Increases:	\$0.00
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive	Current Amount:	\$2,000,000
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	This Request:	\$2,500,000
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	% of This Request to Current Amount:	%125
Requesting Dept/Div & Dept/Div Head Name: Procurement & Material Management, Alfred Muir, Sr. Director	% of Modifications (including This Request) to Original Amount:	%125

Discussion:

Approval is requested for additional funding in the amount of \$2,500,000 for a previously Board approved three-year miscellaneous purchase contract (2014-2017) to Transtechnik Corporation USA (Transtechnik) for various Original Equipment Manufacturer (OEM) replacement parts for MNR's M-8 railcar fleet. Transtechnik is the OEM supplier for various safety-critical parts, components, assemblies and repairs for the fleet's Main and Auxiliary Electrical systems.

Additional funding is required to cover the cost of additional standard stock items and recent new items for the Repair and Return Pool. The established pool is used as material float to maintain current fleet operations and scheduled maintenance in the event of unexpected component failure. Repairs to failed parts and components are performed because they are too expensive to purchase new and have shorter lead times. Depending on the nature of the failure, the repairs authorized are performed by the OEM at a much lower cost as opposed to new and then returned to MNR inventory. Approximately 42 new repair and return components were identified for the new M-8 Fleet. Pricing for the additional repair and return items exceeded MNR's original Board approved estimated amount of \$2,000,000 for the three year period. The replacement parts will be purchased on an as-needed basis. These orders will be processed and delivered accordingly to ensure the availability of material on-hand to meet current maintenance practices and inadvertent failures.

This is an as-needed purchase agreement and MNR is not obligated to generate any minimum amount of purchase orders. The purchase agreement with Transtechnik will eliminate the need and expense of individually advertising prospective procurements, will reduce administrative costs and possible procurement lead times for separate purchase orders and will expedite material delivery.

All pricing and terms per the approved agreement will remain fixed for the entire contract term. The additional funds required are not-to-exceed \$2,500,000 and is to be funded by the MNR Operating Budget.

SEPTEMBER 2015

METRO-NORTH RAILROAD

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Schedules Requiring Two-Thirds Vote:

B. Competitive Requests for Proposals (Solicitation of Purchase and Public Work Contracts)
(Staff Summaries only required for items estimated to be greater than \$1 million)

1. Request to use RFP Process \$TBD Staff Summary Attached

Request for MTA Board approval to use the Request for Proposal (RFP) process to solicit and evaluate proposals from prospective railcar remanufacturers to overhaul 12 MNR BL-20 locomotives and four Staten Island Railway locomotives.

The scope of services for this project includes the overhaul of 12 BL-20 MNR locomotives that have been maintained by the Maintenance of Equipment (M of E) Department for Metro-North's (MNR) East of Hudson Service. The Staten Island Railway (SIR) acquired four BL-20 locomotives at the same time and also require third party overhaul. The locomotives are at midlife and this will be their first overhaul since being delivered to MNR and SIR. The BL-20 fleet is used for both switcher and shuttle service. They are used for work trains, yard movements and service protection as well as operating in revenue service. The overhaul of these locomotives is per the recommendation of Brookville Locomotive the Original Equipment Manufacturer (OEM).

This project will include, but not be limited to electrical system re-wiring, overhaul or replacement of the main and HEP diesel engine and alternator packages, engine control systems, and all rotating components. This overhaul shall maintain the service life of these locomotives an additional 15 years.

In order to assure the selection of the remanufacturer with the necessary experience and expertise, it is in the public interest to use the RFP process to properly evaluate the technical and remanufacturing capabilities of prospective proposers. The Contractor will be selected based on an evaluation of technical capability, past performance, organization resources, experience of team members, and cost. This procurement is to be funded by MNR and SIR's Operating Budget.

Schedules Requiring Majority Vote:

F. Personal Service Contracts

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

**2. CareWorks Absence Management \$120,000 (not-to-exceed)
Family and Medical Leave Act (FMLA) Administration Pilot Program**

Approval is requested to award a competitively solicited and negotiated (RFP process, three proposals received) 12 month personal service contract to the firm, CareWorks Absence Management (CareWorks) to administer, on a pilot program basis, MNR's Family and Medical Leave Act (FMLA) Program.

This FMLA Administration pilot is intended to determine if the services that can be provided by a third party can, due to the selected vendor's expertise in the field, better manage employee absences. This management oversight must be done in a manner that is consistent with the protections afforded under the statute and relevant regulations. The pilot program shall consist of an initial evaluation of the Maintenance of Equipment Department which includes up to 1700 employees, based upon industry best practices. This pilot program will enable the Railroad to evaluate the effectiveness of this type of program and possible application on a larger scale. If deemed successful by MNR, this program may be extended to cover all MNR employees.

In accordance with MTA procurement guidelines, an advertisement for the required services was placed in the New York State Contract Reporter, New York Post, El Diario and the Daily Challenge and was also posted on the MNR website. RFP documents were sent to eight firms.

Three firms' submitted proposals and two firms were short-listed, and technical evaluations and oral presentations were conducted. Vendor evaluations were based on established selection criteria contained within the RFP documents and included: understanding of work scope requirements, detailed description of how the Services will be performed, commitment of relevant resources to the project, including the qualifications of key personnel and reliability to perform the services, demonstrated past experience and overall cost.

CareWorks' technical and cost proposal conveyed a comprehensive understanding of MNR requirements. As a result, the Selection Committee unanimously selected CareWorks as the best qualified and cost-effective firm for these services. CareWorks demonstrated extensive expertise in the administration of FMLA programs as well as overall absence management. The pilot will last for a period of twelve months, with an option to extend for an additional twelve months. A budgetary amount not-to-exceed \$120,000 (inclusive of option period costs) is being proposed for this pilot program. The pilot will cover approximately 1700 employees. During the option period, MNR may choose to expand the number of employees covered in the pilot program. MNR will work cooperatively with the approved vendor to determine the best methods, procedures and protocols to be followed during the implementation of the pilot. MNR has established unit pricing that will remain fixed throughout this program. This procurement is to be funded by the MNR Operating Budget.

G. Miscellaneous Service Contracts

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

**3. Abalon Exterminating Company, Inc. \$1,620,360 (not-to-exceed) Staff Summary Attached
Pest Control Services for Grand Central Terminal (GCT)**

Approval is requested to award a five year miscellaneous service contract (RFP Process, Non-Brooks Method; nine proposals received) to Abalon Exterminating Company, Inc., (Abalon) to provide Integrated Pest Management (IPM) services and regular pest control treatments to all MNR Grand Central Terminal (GCT) facilities and retail spaces. IPM is a sustainable approach to pest management that emphasizes non-chemical control of pests.

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 was also posted on the MNR website. The Selection Committee evaluated nine proposals and short-listed two firms. The Committee unanimously determined that Abalon was the best qualified to perform the subject services. Abalon's cost proposal was 66% below the other shortlisted firms.

It is recommended that the MTA Board approve the selection of Abalon Exterminating Company Inc., to provide pest control management services for Grand Central Terminal in the not-to-exceed amount of \$1,620,360. An estimated 66% of the charges (\$1,069,438) are directly reimbursed by Jones-Lang LaSalle (GCT managing agent for the tenants) to MTA / MNR and the remaining 34% (\$550,942) is to be funded by the MNR Operating Budget.

**4. Waste Technology Services, Inc. \$10,000,000 (not-to-exceed) Staff Summary Attached
WRS Environmental Services, Inc.
Transportation and Disposal of Regulated Waste**

Approval is requested to award two competitively solicited, five year miscellaneous service contracts (RFP process, four proposals received) to Waste Technology Services, Inc. ("WTS") in the not-to-exceed amount of \$6,000,000 and WRS Environmental Services, Inc. ("WRS") in the not-to-exceed amount of \$4,000,000. Both contracts are for the transportation and disposal of regulated waste from various MNR locations, throughout out New York and Connecticut, to approved disposal/recycling facilities.

In accordance with MTA procurement guidelines, 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 also posted on the MNR website. Seventeen vendors were provided the solicitation and four proposals were received. WTS' and WRS' prices were lower than rates on a currently approved contract by 4% and 8% respectively.

It is recommended that the MTA Board approve the selections of Waste Technology Services, Inc. and WRS Environmental Services, Inc. to provide MNR's transportation and disposal of regulated wastes in the combined not-to-exceed amount of \$10,000,000. This procurement is to be funded by the MNR Operating Budget and by the State of Connecticut.

5. Dependable Hydraulics, Inc. \$52,413 (not-to-exceed)

Repair/Upgrade of Trackmobile Remote Control System

Approval is requested for a competitively solicited miscellaneous service contract (2 bids received) with the firm Dependable Hydraulics Inc. This contract provides for repair and upgrade services on MNR's Trackmobile Remote Control System, which facilitates the safe connection and disconnection of the Trackmobile and the rolling stock that is moved within the maintenance yard. The current remote control system is obsolete and not in a state-of-good-repair.

In accordance with Original Equipment Manufacturer (OEM) specifications, Dependable Hydraulics shall perform all necessary repairs and upgrades to restore its original functionality. Dependable Hydraulics' was 9.96% lower than the other bidder. This procurement is to be funded by the MNR Operating Budget.

J. Modification to Miscellaneous Procurement Contracts

(Approvals/Staff Summaries required for individual change orders greater than \$250K. Approval without Staff Summaries required for change orders greater than 15% of previously approved amount which are also at least \$50K)

**6. Various Heavy Equip/ Vehicle Rental Suppliers \$750,000 (not-to-exceed) Staff Summary Attached
Heavy Equipment and Vehicle Rental Contract**

Approval is requested for additional funding in the total not-to-exceed amount of \$750,000 to an existing competitively awarded miscellaneous purchase agreement through April 2017 for multiple heavy equipment and vehicle rental suppliers. Through a joint procurement led by Long Island Rail Road (LIRR), MNR awarded a competitively solicited miscellaneous procurement contract to eight heavy equipment and vehicle rental suppliers for various MNR departments in support of the Maintenance of Way.

In recent years, the use of these heavy maintenance vehicles has increased proportionately with the amount of track work being accomplished by MNR. The increased use of these vehicles was not originally anticipated. The Operations Department foresees the higher level of usage to continue through 2017. The additional funds required by MNR are not-to-exceed \$750,000 and is to be funded by the MNR Operating Budget.

Staff Summary

Item Number B					
Dept. & Dept. Head Name:					
Procurement & Material Management, Alfred Muir, Sr. Director <i>AM</i>					
Division & Division Head Name:					
Executive Vice President, Catherine Rinaldi <i>CR</i>					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	M-N Comm. Mtg.	9-21-15	X		
2	MTA Board Mtg.	9-24-15	X		
Internal Approvals					
Order	Approval	Order	Approval		
X	President <i>AM</i>	X	Acting General Counsel <i>AGC</i>		
X	Sr. V.P. Operations <i>SR</i>		V.P. Planning		
X	V.P. Finance & IT <i>VF</i>				
	V.P. Capital Programs				

SUMMARY INFORMATION	
Vendor Name	Contract Number
TBD	TBD
Description	
Request to use the RFP process for the Overhaul 12 MNR BL-20 Locomotives and 4 Staten Island Railroad Locomotives.	
Total Amount	
TBD	
Contract Term (including Options, if any)	
4 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 checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type	
<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source	
<input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

I. PURPOSE/RECOMMENDATION:

Request for MTA Board approval to use the Request for Proposal (RFP) process to solicit and evaluate proposals from prospective railcar remanufacturers to overhaul 12 MNR BL-20 Locomotives and four Staten Island Railway locomotives.

II. DISCUSSION:

The scope of services of this project includes the overhaul of 12 BL-20 MNR locomotives that have been maintained by the Maintenance of Equipment (MofE) Department for Metro-North's (MNR) East of Hudson Service. The Staten Island Railway (SIR) acquired four BL-20 locomotives at the same time that also require third party overhaul. The locomotives are at midlife and this will be their first overhaul since being delivered to MNR and SIR. The BL-20 fleet is used for both switcher and shuttle service. They are used for work trains, yard movements and service protection as well as operating in revenue service. The overhaul of these locomotives is per the recommendation of Brookville Locomotive, the Original Equipment Manufacturer (OEM).

This project will include, but not be limited to, electrical system re-wiring, overhaul or replacement of the main and HEP diesel engine and alternator packages, engine control systems, and all rotating components. This overhaul shall maintain the service life of these locomotives an additional 15 years.

In order to assure the selection of the remanufacturer with the necessary experience and expertise, it is in the public interest to use the RFP process to properly evaluate the technical and remanufacturing capabilities of prospective proposers. The Contractor will be selected based on an evaluation of technical capability, past performance, organization resources, experience of team members, and cost. The contract is to be funded by MNR's and SIR's Operating Budget(s).

Staff Summary

II. D/M/WBE INFORMATION:
TBD

IV. IMPACT ON FUNDING:

This procurement will be funded by MNR's and SIR's Operating Budget(s).

V. ALTERNATIVES:

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

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/LIRR Comm. Mtg.	9-21-15	X		
2	MTA Board Meeting	9-24-15	X		
Internal Approvals					
Order	Approval	Order	Approval		
X	President	X	Acting General Counsel		
X	Sr. V.P. Operations		V.P. Planning		
X	V.P. Finance & IT				
	V.P. Capital Programs				

SUMMARY INFORMATION	
Vendor Name Abalon Exterminating Company Inc.	Contract Number 49152
Description Grand Central Terminal – Pest Control Services	
Total Amount \$1,620,360	
Contract Term (including Options, if any) Five 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 checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input checked="" type="checkbox"/> Other:	

I. PURPOSE/RECOMMENDATION: To obtain MTA Board approval to award a five year miscellaneous service contract to the firm, Abalon Exterminating Company, Inc. (Abalon), to provide Integrated Pest Management (IPM) services and regular pest control treatments to all MNR Grand Central Terminal (GCT) facilities and retail spaces. Through the IPM process, the firm will identify the source(s) of pest problems and work to eliminate them rather than reacting to the symptoms of the problem. IPM is preventative in nature and reduces or eliminates the use of toxic pesticides and provides for a safer environment for employees and customers.

MNR has selected an experienced pest management company that is capable of developing and employing a Pest Management program for a mixed-use facility such as GCT. This contract offers additional resources for more proactive service including 24/7 coverage as well as an on-staff Entomologist. The locations to be serviced include, but are not limited to: office towers, crew facilities, loading docks, GCT North, the Station Master's office, track areas, 98 retail operations located within GCT including balcony restaurants, the Grand Central Market and the various non-food retail shops.

II. DISCUSSION: In March 2015, the MTA Board approved the use of the RFP process for this procurement. A Request for Proposal (RFP) was issued for the required pest control services, and a proposal review team/selection committee was assembled comprising of individuals representing the following areas: Director Grand Central Terminal Development, MTA Real Estate Department – MNR Manager Environmental Compliance; MTA Strategic Initiatives;– Manager of Administration, GCT Operations and MNR Procurement & Material Management Department.

On April 2, 2015, a Request For Proposal (RFP) was publicly advertised in the following publications: The New York Post, the Daily Challenge, the New York State Contract Reporter, and was also posted on the MNR website. Thirty firms obtained the RFP documents.

Nine proposals were received on April 30, 2015. The selection criteria as stated in the RFP were listed as follows:

- Demonstrated understanding of the Work scope requirements, and ability to handle a contract of this magnitude.
- Project plan/Integrated Pest Management Program (IPM); Accessibility in emergencies; reporting systems monthly reports.
- Staff/Technicians qualifications
- Cost

Staff Summary

E. Past Commercial Experience on similar projects

The Selection Committee evaluated the nine proposals in accordance with the selection criteria and Metro-North's Procurement procedures and short-listed two firms: Abalon Exterminating, and Assured Environments. The two short-listed firms were invited to provide oral presentations on June 18th, 2015.

Following the oral presentations the two firms were requested to submit a Best and Final Offer (BAFO). The BAFO submitted by Abalon for \$1,620,360 was 66% lower than Assured Environments' proposed amount of \$2,696,265. The Selection Committee unanimously determined that Abalon Exterminating Company, Inc. was highly qualified and offered the best value in light of their cost, relevant experience with large client base mixed-use facilities and their proactive approach. Abalon is currently the incumbent for these services in GCT and has performed excellent work to date.

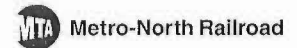
Pricing for these types of services is a factor of the different types of spaces: (1) Retail/Food and (2) GCT and Public Spaces. Retail/Food pricing is based on service frequency & square footage for which Abalon has provided all-inclusive monthly rates fixed for the term of the agreement. The rate for GCT is \$8,326 and Retail Spaces is \$18,880 totaling \$27,006 (an all-inclusive monthly rate for the term of agreement). The existing contract's hourly rate is \$87.50 compared to the newly proposed hourly rate of \$68.20, reflecting a reduction of 22 %. It is recommended that the MTA Board approve the selection of Abalon Exterminating Company, Inc., to provide pest control management services in GCT for a five year period in the not-to-exceed amount of \$1,620,360.

III. D/M/WBE INFORMATION: The MTA Department of Diversity and Civil Rights (DDCR) established a 10% MBE and a 10% WBE goal for this project. DDCR has determined that Abalon Exterminating has responded satisfactorily to the MBE/WBE submission requirements established for this contract.

IV. IMPACT ON FUNDING: The total cost of this contract for the five year period is \$1,620,360. An estimated 66% of the charges (\$1,069,438) are directly reimbursed by Jones-Lang LaSalle (the GCT managing agent for the tenants) to MTA/MNR and the remaining 34% (\$550,922) is to be funded by the MNR Operating Budget.

V. ALTERNATIVES: None at this time. Metro North does not have the available in-house staff with the experience, equipment or certifications to furnish the required pest control services for GCT.

Schedule G: Miscellaneous Service Contracts



Item Number: G

Vendor Name (& Location) Waste Technology Services, Inc. WRS Environmental Services, Inc.
Description Transportation and Disposal of Regulated Waste
Contract Term (including Options, if any) Five 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 checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:

Contract Number 47054 (WTS) 55150 (WRS)	AWO/Modification #
Renewal?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Total Amount:	\$10,000,000 (not-to-exceed)
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, Alfred Muir, Sr. Director	

Discussion:

Approval is requested to award two competitively solicited, five year miscellaneous service contracts (RFP process, four proposals received) to Waste Technology Services, Inc. ("WTS") in the not-to-exceed amount of \$6,000,000 and WRS Environmental Services, Inc. ("WRS") in the not-to-exceed amount of \$4,000,000. Both contracts are for the transportation and disposal of regulated waste from various MNR locations throughout out New York and Connecticut to approved disposal/recycling facilities. These wastes are generated daily and include polychlorinated biphenyls, asbestos, lead paint waste, petroleum-contaminated materials (including soil), solvents, medical waste, transformers, batteries, and waste oils. The purpose of contracting with two service providers is to allow MNR the option to utilize the contractor that is most available to meet specific schedule and project requirements as well as to have qualified resources available to respond to emergency service requests. MNR's principal goal is to ensure environmentally regulated waste is handled in a manner that protects health, safety, and the environment while providing MNR with the fullest possible protection from liability.

In accordance with MTA procurement guidelines, 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 also posted on the MNR website. Seventeen vendors were provided the solicitation and four proposals were received. The award amounts, as estimated and as bid, are based upon estimated quantities that are projected to be expended over a five year period. Proposed unit prices by each contractor were compared to the current unit prices approved under an existing agreement. A comparative analysis of these rates was performed for the most heavily utilized services as a sample of work that represents typical and representational waste disposal expenditures. Based on this analysis, WTS' and WRS' prices were lower than current approved rates by 4% and 8% respectively.

These five year contracts for the transportation and disposal of regulated waste equal the not-to-exceed amounts of \$6,000,000 to WTS and WRS for \$4,000,000. This procurement is to be funded by the MNR Operating Budget and by the State of Connecticut.

Schedule J: Modifications to Miscellaneous Procurement Contracts

Item Number: J

Vendor Name (& Location) Various Heavy Equipment and Vehicle Rental Suppliers	Contract Number IT04360-MW04	AWO/Modification # 1
Description Heavy Equipment and Vehicle Rental Contract	Original Amount: \$ 2,046,000	
Contract Term (including Options, if any) Three Years	Prior Modifications: \$ 0.00	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Prior Budgetary Increases: \$ 0.00	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	Current Amount: \$ 2,046,000	
Solicitation Type <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other:	This Request: \$750,000	
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	% of This Request to Current Amount: % 63.35	
Requesting Dept/Div & Dept/Div Head Name: Procurement & Material Management, Alfred Muir, Sr. Director	% of Modifications (including This Request) to Original Amount: % 63.35	

Discussion:

Approval is requested for additional funding in the total not-to-exceed amount of \$750,000 to an existing competitively-awarded miscellaneous purchase agreement through April 2017 with various Heavy Equipment and Vehicle Rental suppliers. Through a joint procurement lead by Long Island Rail Road (LIRR), MNR awarded a competitively solicited miscellaneous procurement contract to eight heavy equipment and vehicle rental suppliers to support various MNR departments in support of the Maintenance of Way. The current agreement will expire in April 2017.

The use of these heavy maintenance vehicles has proportionately increased with the amount of track work being accomplished by MNR over the previous two years. The increased use of these vehicles was not originally anticipated or budget. The Operations Department foresees the higher level of usage through 2017. Additional funds required by MNR is not-to-exceed \$750,000 and is to be funded by the MNR Operating Budget.

SEPTEMBER 2015

METRO-NORTH RAILROAD

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Schedules Requiring Majority Vote:

K. Ratification of Completed Procurement Actions

(Staff Summaries required for unusually large or complex items which otherwise would require Board approval)

1. Kato Engineering Inc. \$115,000 (not-to-exceed)

Repair and Return of Two Main Traction Alternators for BL20 Locomotives

Approval is requested for a non-competitive procurement to repair of two main traction alternators for Metro North Railroad's (MNR) Brookville manufactured BL20 Locomotives. The referenced Locomotives (Units No. 128 and 129) have currently been placed out-of-service due to broken shafts within the alternators. The absence of these Locomotives significantly detracts from MNR's Track Department's ability to efficiently and effectively maintain its maintenance schedules. Kato Engineering is the Original Equipment Manufacturer (OEM) and the only supplier qualified to perform the repair of the traction alternators. The quoted prices are comparable to what was previously paid in 2013 and 2014 and is deemed fair and reasonable. This procurement is to be funded by the MNR Operating Budget.

LONG ISLAND RAIL ROAD

PROCUREMENTS

FOR

BOARD ACTION

September 24, 2015

Staff Summary



Subject : Request for Authorization to Award Various Procurements						Date <div style="text-align: center;">September 24, 2015</div>			
Department Procurement & Logistics									
Department Head Name Dennis L. Mahon, Chief Procurement & Logistics Officer									
Department Head Signature 									
Board Action						Internal Approvals			
Order	To	Date	Approval	Info	Other	Order	Approval	Order	Approval
1	LI Committee	9.21.15				X	President		
2	MTA Board	9.24.15				X	Exec VP		

PURPOSE:

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

DISCUSSION:

	<u># of Actions</u>	<u>\$ Amount</u>
LIRR proposes to award Non-Competitive Procurements in the following categories:		
<u>Schedules Requiring Two-Thirds Vote</u>		
Schedule A: Non-Competitive Purchases and Public Works Contracts	1	\$19,000,000
SUBTOTAL:	1	\$19,000,000
	<u># of Actions</u>	<u>\$ Amount</u>
LIRR proposes to award Competitive Procurements in the following categories:		
<u>Schedules Requiring Majority Vote</u>		
Schedule G: Miscellaneous Service Contracts	2	\$206,064
SUBTOTAL:	2	\$206,004
Schedule H: Modifications to Purchase Contracts and Public Works Contracts	1	\$10,000,000
SUBTOTAL:	1	\$10,000,000
	<u># of Actions</u>	<u>\$ Amount</u>
LIRR proposes to award Ratifications in the following categories:		
	None	
<u>TOTAL:</u>	<u>4</u>	<u>\$29,206,064</u>

BUDGET IMPACT:

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

RECOMMENDATION:

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

METROPOLITAN TRANSPORTATION AUTHORITY

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

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

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

NOW, the Board resolves as follows:

1. As to each purchase and public work contract set forth in the annexed Schedule A, the Board declares competitive bidding to be impractical or inappropriate for the reasons specified therein and authorizes the execution of each such contract.
2. As to each request for proposals (for purchase and public work contracts) set forth in Schedule B for which it is deemed in the public interest to obtain authorization to solicit competitive proposals through a publicly advertised RFP for the reasons specified therein the Board declares it to be impractical or inappropriate to utilize a procurement process inviting sealed bids with award to the lowest responsive/responsible bidder.
3. As to each request for proposals (for purchase and public work contracts) set forth in Schedule C for which a recommendation is made to award the contract, the Board authorizes the execution of said contract.
4. The Board ratifies each action taken set forth in Schedule D for which ratification is requested.
5. The Board authorizes the execution of each of the following for which Board authorization is required: i) the miscellaneous procurement contracts set forth in Schedule E; ii) the personal service contracts set forth in Schedule F; iii) the miscellaneous service contracts set forth in Schedule G; iv) the modifications to personal/miscellaneous service contracts set forth in Schedule H; v) the contract modifications to purchase and public work contracts set forth in Schedule I; and vi) the modifications to miscellaneous procurement contracts set forth in Schedule J.
6. The Board ratifies each action taken set forth in Schedule K for which ratification is requested.

SEPTEMBER 2015

MTA LONG ISLAND RAIL ROAD

LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote

Schedule A: Non-Competitive Purchase and Public Works Contracts

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

- | | | | |
|-----------|---|---|--------------------------------------|
| 1. | Telephonics Corporation
Sole Source
Contract No. TBD | \$19,000,000
Not-to-Exceed | <i><u>Staff Summary Attached</u></i> |
|-----------|---|---|--------------------------------------|

LIRR requests MTA Board approval to award a Sole Source Contract to Telephonics Corporation (Telephonics) in the Not to Exceed amount of \$19,000,000 (\$10M for the Base Order plus four Options totaling \$9M). LIRR's commuter diesel fleet consists of 45 DE/DM Locomotives and 134 C-3 bi-level coaches (23 cab cars and 111 Trailer Cars). Under the Base Contract, LIRR will Purchase 88 replacement Communications Control Units (CCUs) for its 45 Locomotives and 23 cab cars, and 20 Spares required to keep the remaining fleet in operation. The options include the purchase of an additional 111 CCUs for all C-3 Trailer Cars and several other technology based needs. The 45 Diesel Locomotives are about 16 years old and are due to be retired in 2025; while the C3, which are also about 16 years old, are to be retired in 2034-2035. The new CCUs will be designed to restore full operation of the existing Automatic Station Identification (ASI) systems as originally designed, which provides "next station" information over the PA system and on both the interior and exterior destination signs. Telephonics is the Original Equipment Manufacturer (OEM) of LIRR's diesel fleet Communications System and the only company capable of performing the work under the Contract due to the proprietary nature of the CCU design.

Schedule A: Non-Competitive Purchases and Public Works

Staff Summary



Long Island Rail Road

Item Number: 1

Vendor Name (& Location) Telephonics Corporation 815 Broad Hollow Road Farmingdale, NY	Contact Number TBD	Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Description Purchase of Communications Control Units (CCU's) – Includes restoration of Automatic Station Identification (ASI) and Repair & Return efforts for Radio & Public Address System components	Total Amount: \$19,000,000 NTE (\$10,000,000 - Base \$9,000,000 – 4 Options)	
Contract Term (including Options, if any) September 1, 2015 – August 31, 2020	Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Requesting Dept/Div & Dept/Div Head Name: Maintenance of Equipment – Craig Daly (Acting)	
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-Competitive	Contract Manager : Carl Cipriano	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other:		

Discussion:

LIRR requests MTA Board approval to award a Sole Source Contract to Telephonics Corporation (Telephonics) in the Not-to-Exceed amount of \$19,000,000 (\$10M for the Base Order plus four Options totaling approximately \$9M). LIRR's commuter diesel fleet consists of 45 DE/DM Locomotives and 134 C-3 bi-level coaches (23 cab cars and 111 Trailer Cars). This procurement is required to address obsolescence of the Diesel Fleet's Communications Control Units (CCU's); restore functionality of the Automatic Station Identification (ASI); and provide onboard system compatibility during and after installation.

The CCU is an integral component of the LIRR diesel fleet communication system, providing all of the audio processing and switching for Public Address, Intercom, Passenger Emergency Intercom, Train Radio and ASI. Due to obsolescence, some of the CCU components are no longer commercially available. LIRR was notified by Telephonics that it will be unable to fully support the repairs of CCU's beyond the immediate future. Thus, the prompt purchase of replacement CCU's under this contract, which will require redesign and software upgrades to current technology, is essential to provide a permanent solution.

The LIRR recommended approach to replace the CCU component, as opposed to system level replacement, will best satisfy the objectives of this procurement with minimal risk, complexity and cost. The advantages of replacing the obsolete component CCU with equipment from the OEM provides the following benefits: ease of integration; significantly reduced installation cost and complexity; reduced cost by reusing all existing wiring and connectors and all other related system components including the Passenger Emergency Intercom, interior and exterior Message Signs, Voice radios, and Speakers. In addition, we will be able to maximize reuse of existing system software files and maintain existing environmental qualifications. Most importantly from an operational perspective we will avoid the necessity of operating segregated diesel train consists during installation due to incompatibility of communication networks.

Schedule A: Non-Competitive Purchases and Public Works

Staff Summary



Long Island Rail Road

The CCU component upgrade approach will optimize cost efficiencies by reducing design and installation time, as well as providing “plug and play” compatibility with the existing units currently on LIRR’s diesel fleet. This compatibility allows LIRR to mix diesel equipment with current CCU’s with equipment with upgraded CCU’s in the same consist while providing all required capabilities including Public Address, FRA-required Radio Access, Crew Intercom, Passenger Emergency Intercom, and ASI including visual sign messages and automated voice announcements.

The existing ASI system, as originally designed, provides customers with “next station” information over the PA system, and on both the interior and exterior destination signs. However, the system has been inoperable for several years and requires upgrades to the CCU’s to be returned to functionality.

Under the Base Contract, LIRR will purchase 88 replacement CCU’s for its 45 locomotives and 23 cab cars, and 20 spares. This would allow the LIRR to restore a functioning ASI system to all cars (including trailer cars) in the diesel fleet. The contract options, including the purchase of an additional 111 CCU’s for all C-3 Trailer Cars and the addition of GPS technology, would make the system more robust and allow for remote updating of ASI information. The base order is valued at \$10.0M and covers the purchase of the 88 CCU’s (as described above) and non-recurring costs for engineering and prototyping.

Also included in the contract are the following four options estimated at a total of \$9.0M:

- Option 1 - Dedicated antenna system for GPS (up to \$400K), will be required only if GPS is not provided over the car network by the PTC contractor.
- Option 2 - Wi-Fi network/remote access capability (up to \$2.1M), to provide route and message file updates for service changes by remote download to the vehicles over a Wi-Fi limited access point network.
- Option 3 – Replacement of 60 trailer car CCU’s – (\$3.3M)
- Option 4 – Replacement of 51 trailer car CCU’s – (\$3.2M)

Labor, material rates and associated mark-ups proposed under the contract were reviewed by MTA Audit and their subsequent recommendations were utilized in negotiating the NTE amount of the base as well as the options. As a result, the price is considered fair and reasonable. All work will be funded in the LIRR’s Operating Budget.

No M/WBE goals were assigned to this procurement as Sole Source OEM Parts Agreements are included on the approved Exempt/Excluded list.

Telephonics is the Original Equipment Manufacturer (OEM) of LIRR’s diesel fleet Communications System and the only company capable of performing the work under the contract due to the proprietary nature of the CCU design.

SEPTEMBER 2015

MTA LONG ISLAND RAIL ROAD

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote

Schedule G: Miscellaneous Service Contracts

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

- 2. Malvese Equipment Co., Inc. \$45,000**
Competitive IFB Not-to-Exceed
Contract No. 04-1101

Long Island Rail Road requests MTA Board approval to award a competitively bid 3-year Miscellaneous Service Contract to Malvese Equipment Co., Inc. (Malvese), in the total, not-to-exceed amount of \$45,000. Services under this contract will include the repair of skid steer loaders and other similar equipment manufactured by New Holland, Bradco, Case, and others as necessary. The Price Schedule was based on estimated quantities, a discount from a manufacturer's price list of parts, and hourly labor rates. MTA Department of Diversity and Civil Rights has established a 0%/0% M/WBE goal for this procurement, as these services are on the current Exemption/Exclusion List. The IFB was advertised in the New York State Contract Reporter on April 30, 2015, in the New York Post on May 14, 2015 and on the MTA website on May 5, 2015. In addition, notices were mailed to seven firms. LIRR received one bid. The last time the LIRR received labor rates for this particular service was in 2012, and the hourly rate was \$95.00. Malvese's proposed labor rate for this service is \$100.00 per hour, representing a 5% increase over prior contract rates in effect since 2012. When compared to the Producer Price Index (PPI) for Commercial Machinery Repair and Maintenance, which shows an increase of 5.6% from 2012 to 2015, Malvese's price is considered fair and reasonable. The LIRR's Operating Budget will fund this contract.

- 3. Mayday Communications, Inc. \$161,064**
Competitive Fixed Amount
Contract No. TBD

Long Island Rail Road requests MTA Board approval to award a three-year contract to Mayday Communications, Inc. ("Mayday") in a fixed amount of \$161,064, to perform maintenance and repair of various voice recording equipment imbedded in seven digital voice recording systems which are located at Penn Station, Jamaica Station and LIRR's Hillside Maintenance facility. The

Voice Recording Systems are used to archive all radio and voice communications affecting train movement, manpower call outs and safety related issues. The scope of the contract covers all parts and labor necessary to maintain and service the voice logging and recording equipment, as well as on-site service at the LIRR on a 24/7 basis. Service to be performed includes testing, furnishing replacement parts and troubleshooting. Mayday also is required to maintain an inventory of spare parts to meet any single repair requirement to limit any downtime on any given recorder. LIRR advertised this procurement in the New York Post, NYS Contract Reporter and on LIRR Procurement Web Site. No MBE/WBE goals were assigned to this procurement, as these services are listed on the exempt/excluded list. In addition to publicly advertising, solicitations were sent to five known qualified firms; one bid was received from Mayday, the incumbent provider for these services. Mayday's aggregate proposed price for the three year term of this contract is approximately 1.11% higher than its previous contract (2012-2015) on an annualized basis. As a result, Mayday's price has been determined to be fair and reasonable. The LIRR's Operating Budget will fund this contract.

Procurements Requiring Majority Vote

Schedule H: Mods. To Personal Service Contracts and Miscellaneous Service Contracts Awarded as Contracts for Services.

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

- | | | | |
|----|--|---|-------------------------------|
| 4. | Automotive Rentals, Inc.
Competitive
Contract No. 04000...494 | \$10,000,000
Not-to-Exceed | <u>Staff Summary Attached</u> |
|----|--|---|-------------------------------|

Long Island Rail Road requests MTA Board Approval to issue a Contract Modification in the not-to-exceed amount of \$10 million to Automotive Rentals, Inc. (ARI), for the period from September 30, 2015 through the July 31, 2017 contract expiration date to fund additional costs associated with vehicle maintenance and fleet management services during this period. The contract, is a multi-agency, competitively negotiated, contract, in the total not-to-exceed amount of \$34,080,000 for fleet maintenance and management services that was awarded to ARI by Metro-North Railroad. The Contract, which includes New York City Transit's Paratransit and LIRR, was approved by the MTA Board in April 2012. The LIRR's Operating Budget will fund this contract modification.

Staff Summary



Item Number: 4

Vendor Name (& Location) Automotive Rentals, Inc. – Mt. Laurel N.J.
Description Fleet Maintenance and Management Services
Contract Term (including Options, if any) August 1, 2012 - July 31, 2017
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-Competitive
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid Other: <input type="checkbox"/> Ride
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: Robert Murphy - Chief of Security System & Service, Security

Contact Number	AWO/Modificaiton #
04000...494	Modification #1
Original Amount:	\$18,080,000
Prior Modifications:	\$0
Prior Budgetary Increases:	\$0
Current Amount:	\$18,080,000
This Request:	\$10,000,000
% of This Request to Current Amount:	TBD%
% of Modifications (including This Request) to Original Amount:	TBD%

I. Discussion:

Long Island Rail Road (“LIRR”) requests MTA Board Approval to issue a Contract Modification in the not-to-exceed amount of \$10 million to Automotive Rentals, Inc. (ARI), for the period from September 30, 2015 through the July 31, 2017 contract expiration date to fund additional costs associated with vehicle maintenance and fleet management services during this period. The contract, is a multi-agency, competitively negotiated, contract, in the total not-to-exceed amount of \$34,080,000 for fleet maintenance and management services that was awarded to ARI by Metro-North Railroad (“MNR”). The Contract, which includes New York City Transit’s (“NYCT”) Paratransit and LIRR, was approved by the MTA Board in April 2012.

In response to financial pressures during the 2010-2012 timeframe, the MTA implemented various cost savings initiatives, including one to reduce the cost of its non-revenue fleet (including trucks and highway vehicles). The analysis behind that initiative demonstrated that there would be savings from the deferral of vehicle replacements which would be partially offset by higher maintenance costs associated with an older fleet. While the initiative resulted in net cost savings, maintenance costs have exceeded initial expectations. The April 2012 Board-approved contract did not factor in the impact of the increase in average fleet age and as a result, it underestimated maintenance requirements. The resulting increased spending has been captured within LIRR operating budgets and the MTA Financial Plan; this modification will align the contract with the Financial Plan. The contract also reflects the projection that maintenance costs will come down as new vehicles arrive and replace the over-aged vehicles.

LIRR has been actively working to return to a normal vehicle replacement cycle. In this regard, LIRR’s vehicle replacement program is sufficiently funded to accomplish this goal, notwithstanding the challenges associated with addressing the backlog vehicles in addition to the normal annual vehicle procurements. Currently, all vehicles which are beyond the replacement guidelines are in the procurement process for replacement. With current build/delivery lead time between 8-18 months for some of the more critical vehicles, such as the trucks, LIRR anticipates that the entire fleet will be returned to normal lifecycle by the 4th quarter of 2016, which will also result in maintenance costs returning to normal levels. Included in the contract modification amount of \$10M is a \$500,000 contingency which will be used if new vehicle replacement delivery dates slip beyond the planned 2016 date.

Staff Summary



Long Island Rail Road

Funding:

Funding for this contract modification is included in LIRR's Operating Budget.

Recommendation:

Board approval is requested to authorize a contract modification to add funds through the contract term, where follow-on services will be coordinated with MNR under a multi-agency procurement. All other pricing, terms and conditions will remain firm.

Staff Summary


Subject	Request for Authorization to Award Procurements				
Department	Law and Procurement				
Department Head Name	Evan M. Eisland				
Department Head Signature					
Board Action					
Order	To	Date	Approval	Info	Other
1	Metro-North & Long Island Rail Road Joint Committee	9/21/15	X		
2	Board	9/24/15	X		

Date: September 16, 2015			
Vendor Name Various			
Contract Number Various			
Contract Manager Name Various			
Internal Approvals			
	Approval		Approval
4	President 	3	Executive Vice President and CFO
2	Vice President, Program Controls 	1	Chief Procurement Officer

PURPOSE

To obtain the approval of the Board to award contract modifications and to inform the Metro North and Long Island Railroad Joint Committee of this procurement action.

DISCUSSION

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

Schedules Requiring Majority Vote:

Schedule I Modifications to Purchase and Public Work Contracts

	<u># of Actions</u>	<u>\$ Amount</u>
	1	\$ 3,500,000
TOTAL	1	\$ 3,500,000

Budget Impact:

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

Recommendation:

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

SEPTEMBER 2015

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

Schedule I. Modifications To Purchase and Public Work Contracts

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

- | | | | |
|----|---|--------------|-------------------------------|
| 1. | Harold Structures Joint Venture
Contract No. CH057A
Modification No. 11 | \$ 3,500,000 | <u>Staff Summary Attached</u> |
|----|---|--------------|-------------------------------|

In accordance with Article IX of the MTA All-Agency Procurement Guidelines, MTACC seeks Board approval of a modification to the Contract to compensate the Contractor for additional direct costs associated with railroad interferences.

Item Number 1

Vendor Name (& Location) Harold Structures Joint Venture (Secaucus, NJ)	Contract Number CH057A	AWO/Modification # 11
Description Harold Structures Part 3A for the ESA Project		
Contract Term (including Options, if any) 26 Months	Original Amount:	\$ 104,300,000
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	Prior Modifications:	\$ 4,942,137
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	Prior Budgetary Increases:	\$ 0
Solicitation Type <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	Current Amount:	\$ 109,242,137
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	This Request	\$ 3,500,000
Requesting Dept./Div. & Dept./Div. Head Name: East Side Access, W. Goodrich, P.E.	% of This Request to Current Amount:	3.2%
	% of Modifications (including This Request) to Original Amount:	8.1%

Discussion:

This Contract is for the construction of a jacked shield tunnel, approach structures, direct fixation track and electrical systems for the Westbound Bypass Structure for the East Side Access ("ESA") Project. Contract work also includes the installation of catenary and signal bridges along the Westbound Bypass alignment. In accordance with Article IX of the All-Agency Procurement Guidelines, MTACC seeks Board approval of a modification to the Contract to compensate the Contractor for additional direct costs associated with railroad interferences.

The Contract provides for Contractor reimbursement of certain direct costs associated with the railroads' unanticipated interference with Contractor's planned work shifts. Examples of such unanticipated interferences are: i) a railroad withdraws a planned track or power outage; or ii) a railroad is unable to provide required railroad protection for a planned outage; and iii) the Contractor cannot reallocate its labor and equipment for the planned outage to other work. The Contract includes the first 5,000 man-hours of interferences in the base contract price. The Contract provides for interferences beyond the first 5,000 hours to be paid out of a \$1M allowance in Bid Item No. 7. Based on the current trend, the allowance will be depleted by October, 2015, with approximately 70% of the Contract work remaining to be completed.

The ESA Project Team has performed an analysis of the interferences experienced to date and the work that remains to be performed on this Contract and estimates the additional direct costs from future potential railroad interferences at \$3.5M. By this Modification MTACC seeks approval to increase Bid Item No. 7 by that amount.



Metro-North Railroad

Operations Report

August 2015

Performance Summary			2015 Data			2014 Data	
			Annual Goal	August	YTD thru August	August	YTD thru August
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%	96.1%	92.9%	95.5%	91.7%
		AM Peak	93.0%	97.5%	90.0%	96.3%	88.8%
		AM Reverse Peak	93.0%	98.5%	93.9%	97.6%	93.5%
		PM Peak	93.0%	96.7%	95.5%	99.0%	93.0%
		Total Peak	93.0%	97.3%	92.8%	97.6%	91.2%
		Off Peak Weekday	92.0%	94.0%	91.7%	95.6%	91.1%
		Weekend	92.0%	98.0%	95.0%	92.1%	93.7%
	Hudson Line	Overall	93.0%	94.8%	93.7%	93.6%	91.6%
		AM Peak	93.0%	97.7%	91.0%	96.1%	90.7%
		AM Reverse Peak	93.0%	99.1%	96.8%	98.0%	93.3%
		PM Peak	93.0%	95.2%	97.0%	98.8%	93.0%
		Total Peak	93.0%	96.8%	94.3%	97.5%	92.0%
		Off Peak Weekday	92.0%	92.0%	92.4%	93.7%	90.6%
		Weekend	92.0%	96.4%	95.1%	87.3%	92.8%
	Harlem Line	Overall	93.0%	97.2%	93.7%	96.9%	93.9%
		AM Peak	93.0%	97.4%	90.8%	98.3%	91.4%
		AM Reverse Peak	93.0%	98.7%	94.2%	99.2%	96.5%
		PM Peak	93.0%	98.1%	95.0%	99.6%	95.2%
		Total Peak	93.0%	97.9%	93.1%	99.0%	93.7%
		Off Peak Weekday	92.0%	95.6%	93.3%	97.8%	93.3%
		Weekend	92.0%	99.2%	95.4%	91.8%	95.7%
	New Haven Line	Overall	93.0%	96.0%	91.8%	95.6%	90.0%
		AM Peak	93.0%	97.5%	88.6%	94.9%	85.7%
		AM Reverse Peak	93.0%	97.9%	92.1%	96.0%	91.1%
		PM Peak	93.0%	96.5%	94.8%	98.6%	91.2%
		Total Peak	93.0%	97.1%	91.6%	96.5%	88.7%
		Off Peak Weekday	92.0%	93.9%	90.3%	94.9%	89.6%
		Weekend	92.0%	98.1%	94.7%	95.5%	92.8%
Operating Statistics							
	Trains Scheduled			19,710	153,761	19,324	151,392
	Avg. Delay per Late Train (min) <i>excluding trains canceled or terminated</i>			11.7	11.9	10.6	12.2
	Trains Over 15 min. Late <i>excluding trains canceled or terminated</i>		1,800	138	1,904	121	2,110
	Trains Canceled		220	5	221	2	335
	Trains Terminated		220	12	255	13	354
	Percent of Scheduled Trips Completed		99.7%	99.9%	99.7%	99.9%	99.5%
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%	99.8%	99.6%	99.8%	99.4%
		AM Peak	99.8%	99.7%	99.3%	99.8%	98.8%
		AM Reverse Peak	99.8%	100.0%	99.9%	100.0%	99.9%
		PM Peak	99.8%	99.4%	98.8%	99.4%	98.8%
		Total Peak	99.8%	99.6%	99.2%	99.7%	98.9%
		Off Peak Weekday	99.8%	99.9%	99.8%	99.9%	99.7%
		Weekend	99.8%	99.9%	99.9%	99.9%	99.8%
	Hudson Line	AM Peak	99.8%	100.0%	99.9%	99.9%	99.6%
		PM Peak	99.8%	100.0%	99.7%	100.0%	99.7%
	Harlem Line	AM Peak	99.8%	99.7%	99.1%	99.6%	99.3%
		PM Peak	99.8%	99.6%	98.8%	99.2%	99.3%
	New Haven Line	AM Peak	99.8%	99.5%	99.1%	99.8%	97.7%
		PM Peak	99.8%	98.9%	98.1%	99.2%	97.8%

SYSTEM Category of Delay

Delay Minutes / Delay Threshold	% Total	July	2015 Data		2014 Data		YTD 2015 Vs 2014
			August	YTD thru August	August	YTD thru August	
Engineering	46.2%	1,208	679	10,643	969	12,341	-1,698
Maintenance of Equipment	21.8%	316	320	3,441	161	3,258	183
Transportation	4.5%	98	66	770	44	1,730	-960
Capital Projects	0.0%	0	0	22	4	107	-85
Weather and Environmental	1.8%	42	26	2,185	44	2,671	-486
Police	9.0%	156	132	1,590	132	1,381	209
Customers	5.7%	111	84	928	100	939	-11
Other	11.0%	68	162	1,168	60	1,854	-686
3rd Party Operations	0.1%	4	2	55	0	6	49
TOTAL	100.0%	2,003	1,471	20,802	1,514	24,287	-3,485

HUDSON LINE	% Total	July	August	YTD thru August	August	YTD thru August	YTD 2015 Vs 2014
Engineering	59.6%	325	296	2,264	362	2,680	-416
Maintenance of Equipment	20.5%	92	102	718	54	686	32
Transportation	3.6%	28	18	156	22	488	-332
Capital Projects	0.0%	0	0	0	0	6	-6
Weather and Environmental	4.8%	2	24	403	3	642	-239
Police	4.0%	109	20	254	21	320	-66
Customers	4.2%	41	21	266	46	365	-99
Other	3.0%	8	15	328	12	351	-23
3rd Party Operations	0.2%	2	1	6	0	0	6
TOTAL	100.0%	607	497	4,395	520	5,538	-1,143

HARLEM LINE	% Total	July	August	YTD thru August	August	YTD thru August	YTD 2015 Vs 2014
Engineering	40.1%	309	136	2,951	281	3,022	-71
Maintenance of Equipment	14.7%	83	50	830	36	636	194
Transportation	6.8%	22	23	197	10	502	-305
Capital Projects	0.0%	0	0	0	0	3	-3
Weather and Environmental	0.0%	14	0	734	0	739	-5
Police	3.5%	10	12	614	16	362	252
Customers	4.1%	32	14	220	10	129	91
Other	30.7%	16	104	452	16	355	97
3rd Party Operations	0.0%	0	0	0	0	0	0
TOTAL	100.0%	486	339	5,998	369	5,748	250

NEW HAVEN LINE	% Total	July	August	YTD thru August	August	YTD thru August	YTD 2015 Vs 2014
Engineering	38.8%	574	247	5,427	326	6,639	-1,212
Maintenance of Equipment	26.4%	140	168	1,893	70	1,936	-43
Transportation	3.9%	48	25	417	12	740	-323
Capital Projects	0.0%	0	0	22	3	98	-76
Weather and Environmental	0.3%	26	2	1,048	41	1,290	-242
Police	15.7%	38	100	722	94	699	23
Customers	7.7%	39	49	442	45	445	-3
Other	6.8%	44	43	388	32	1,147	-759
3rd Party Operations	0.3%	1	2	49	0	6	43
TOTAL	100.0%	910	636	10,408	623	13,000	-2,592



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

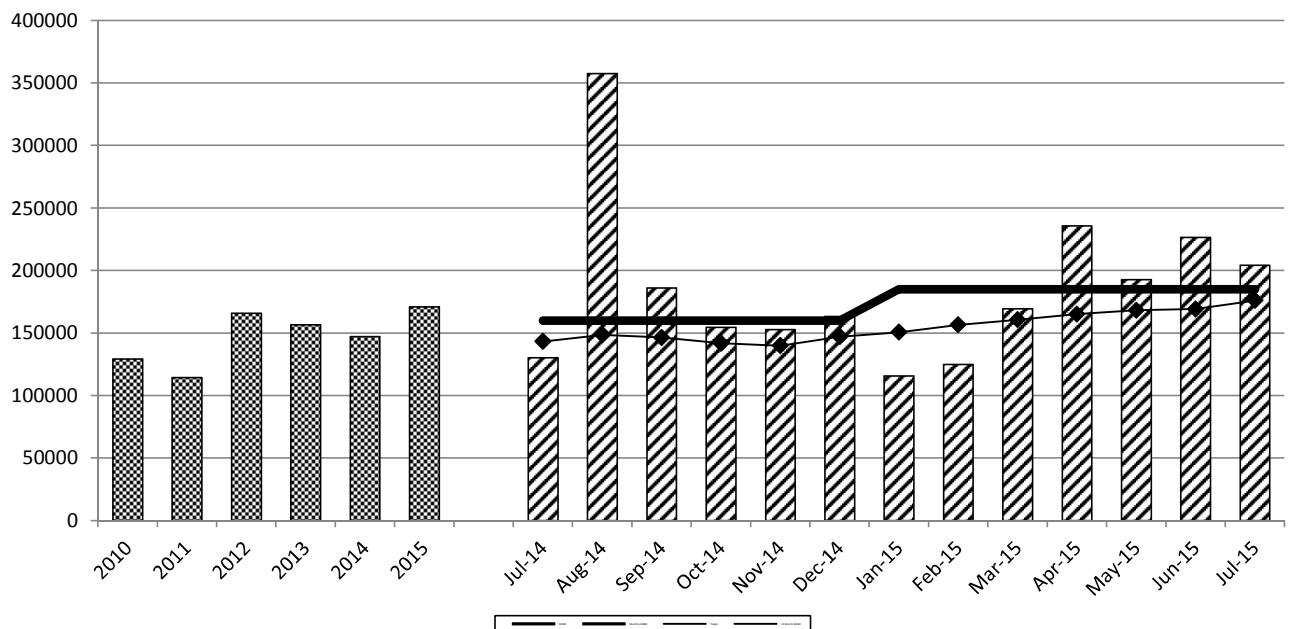
Date	Day	DESCRIPTION OF EVENT	Number of Late Trains												TOTAL		
			AM Peak			AM Reverse			PM Peak			Off Peak					
			L	C	T	L	C	T	L	C	T	L	C	T	Late	Cxld	Term
08/04	Tue	Track circuit 1921BK was down north of CP119 on track 1.	0	0	0	0	0	0	0	0	0	17	0	0	17	0	0
08/05	Wed	Track circuit 1273, 1st circuit east of CP212, on track 3 was down.	7	0	0	0	0	0	0	0	0	3	0	0	10	0	0
08/07	Fri	Train 1514 was terminated at Cos Cob account striking trespasser.	0	0	0	1	0	1	0	0	0	20	1	1	21	1	2
08/07	Fri	Congestion account track circuits 433 and B3A on track 3 at CP4 were down.	0	0	0	0	0	0	8	0	0	35	0	0	43	0	0
08/11	Tue	Train 682 was terminated due to striking a trespasser on track 2 south of White Plains Station.	0	0	0	0	0	0	0	0	0	15	1	2	15	1	2
08/31	Mon	Congestion due to VCOR hit at CP223.	0	0	0	0	0	0	3	0	0	7	0	0	10	0	0
TOTAL FOR MONTH			7	0	0	1	0	1	11	0	0	97	2	3	116	2	4
															122		

	Equip- ment Type	Total Fleet Size	2015 Data						2014 Data		
			MDBF Goal (miles)	Jul MDBF (miles)	Primary Failure Goal	Jul No. of Primary Failures	YTD MDBF thru Jul (miles)	12 month MDBF Rolling Avg (miles)	Jul MDBF (miles)	Jul No. of Primary Failures	YTD MDBF thru Jul (miles)
Mean Distance Bet een Failures	M246	36	40,000	49,629	2	1	37,547	39,592	23,914	13	29,341
	M8	405	280,000	337,822	10	8	255,766	257,337	245,864	10	196,602
	M3	140	135,000	62,065	2	5	126,845	135,511	117,687	3	154,157
	M7	336	460,000	713,600	4	3	416,987	418,996	297,553	7	358,163
	Coach	213	295,000	374,327	5	4	276,760	329,218	243,637	6	205,598
	P-32	31	35,000	16,250	5	12	22,186	22,316	19,361	10	24,530
	BL-20	12	13,000	44,635	3	1	15,591	17,267	12,524	3	15,378
	Fleet	1173	185,000	204 126	31	34	171 007	175 934	132 663	52	128 189
	M2/4/6/8		185,000	305,801	12	9	172,446	170,012	120,414	23	96,609
	M3/7		320,000	306,391	6	8	320,273	326,699	243,593	10	301,495
	Diesel/Coach		120,000	102,173	13	17	102,238	110,219	89,106	19	97,338

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	August	YTD thru August	August	YTD thru August
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%	96.8%	94.7%	96.5%	95.3%
		AM Peak	95.5%	95.6%	94.5%	94.2%	95.0%
		PM Peak	95.5%	98.2%	94.5%	97.8%	95.4%
		Total Peak	95.5%	96.8%	94.5%	95.9%	95.2%
		Off Peak Weekday	95.5%	95.6%	94.6%	95.9%	95.4%
		Weekend	95.5%	99.2%	95.2%	98.7%	95.4%
	Pascack Line	Overall	96.5%	96.8%	94.8%	96.2%	95.9%
	Valley Line	AM Peak	96.5%	93.5%	94.9%	94.0%	96.1%
		PM Peak	96.5%	99.3%	94.1%	95.9%	95.4%
		Total Peak	96.5%	96.2%	94.5%	94.9%	95.8%
		Off Peak Weekday	96.5%	96.1%	94.8%	96.1%	95.8%
		Weekend	96.5%	98.8%	95.3%	97.9%	96.4%
	Port Jervis Line	Overall	95.0%	96.9%	94.4%	97.1%	94.5%
		AM Peak	95.0%	98.4%	93.9%	94.4%	93.4%
		PM Peak	95.0%	96.8%	94.9%	100.0%	95.4%
		Total Peak	95.0%	97.6%	94.4%	97.2%	94.4%
		Off Peak Weekday	95.0%	94.9%	94.2%	95.6%	94.8%
		Weekend	95.0%	100.0%	95.1%	100.0%	93.9%
Operating Statistics	Trains Scheduled			1,703	13,388	1,703	13,375
	Avg. Delay per Late Train (min) <small>excluding trains canceled or terminated</small>			15.2	19.0	19.7	19.1
	Trains Over 15 min. Late <small>excluding trains canceled or terminated</small>		200	11	266	22	237
	Trains Canceled		60	14	60	12	65
	Trains Terminated		60	4	40	4	29
	Percent of Scheduled Trips Completed		99.4%	98.9%	99.3%	99.1%	99.3%

AUGUST 2015 STANDEE REPORT

East of Hudson

			AUGUST 2014	YTD 2014	AUGUST 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	12	11	3	17
		Total Standees	12	11	3	17
	New Haven Line	Program Standees	0	0	0	0
		Add'l Standees	4	65	23	15
		Total Standees	4	65	23	15
	EAST OF HUDSON TOTAL - AM PEAK		16	77	26	32
Daily Average PM Peak	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	0	2	0	2
		Total Standees	0	2	0	2
	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	4	7	5	26
		Total Standees	4	7	5	26
	New Haven Line	Program Standees	0	0	0	0
		Add'l Standees	19	48	15	32
		Total Standees	19	48	15	32
	EAST OF HUDSON TOTAL - PM PEAK		23	57	20	60

West of Hudson

West of Hudson			AUGUST 2014	YTD 2014	AUGUST 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 reported as consist compliance less than 100%.

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

ELEVATOR AND ESCALATOR OPERATING REPORT

FOR MONTH OF August 2015

Elevator Availability	2015		2014	
	August	Year to Date	August	Year to Date
Grand Central Terminal	97.81%	98.71%	99.80%	97.96%
Harlem	98.62%	99.61%	99.35%	99.70%
Hudson	99.94%	99.70%	99.82%	99.66%
New Haven	100.00%	99.94%	99.26%	98.99%
Overall Average	99.09%	99.49%	99.56%	99.08%

Escalator Availability	2015		2014	
	August	Year to Date	August	Year to Date
Grand Central Terminal	96.00%	97.64%	99.25%	93.26%
White Plains	100.00%	99.81%	100.00%	100.00%
Overall Average	98.00%	98.72%	99.63%	96.63%



Metro-North Railroad

Operations Report

July 2015

Performance Summary			2015 Data			2014 Data	
			Annual Goal	July	YTD thru July	July	YTD thru July
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	System	Overall	93.0%	94.2	92.4	91.8	91.1
		AM Peak	93.0%	94.2%	88.9%	93.0%	87.7%
		AM Reverse Peak	93.0%	97.3%	93.3%	96.5%	92.9%
		PM Peak	93.0%	94.5%	95.3%	93.8%	92.1%
		Total Pea	93.0%	94.8	92.1	93.9	90.2
		Off Peak Weekday	92.0%	92.4%	91.4%	89.9%	90.4%
		Weekend	92.0%	96.8%	94.6%	92.0%	93.9%
	Hudson Line	Overall	93.0%	93.5	93.6	91.6	91.4
		AM Peak	93.0%	94.6%	90.1%	93.1%	89.9%
		AM Reverse Peak	93.0%	98.3%	96.5%	95.5%	92.6%
		PM Peak	93.0%	94.9%	97.2%	96.5%	92.1%
		Total Pea	93.0%	95.2	93.9	94.8	91.2
		Off Peak Weekday	92.0%	88.9%	92.5%	89.0%	90.2%
		Weekend	92.0%	98.7%	94.9%	90.8%	93.6%
	Harlem Line	Overall	93.0%	95.5	93.2	92.2	93.5
		AM Peak	93.0%	95.5%	89.8%	93.2%	90.4%
		AM Reverse Peak	93.0%	97.6%	93.6%	98.0%	96.1%
		PM Peak	93.0%	94.3%	94.6%	92.1%	94.6%
		Total Pea	93.0%	95.4	92.4	93.6	92.9
		Off Peak Weekday	92.0%	95.0%	93.0%	91.2%	92.6%
		Weekend	92.0%	96.6%	94.9%	91.6%	96.3%
	Ne Haven Line	Overall	93.0%	93.6	91.1	91.6	89.2
		AM Peak	93.0%	92.7%	87.3%	92.9%	84.4%
		AM Reverse Peak	93.0%	96.4%	91.2%	95.7%	90.4%
		PM Peak	93.0%	94.4%	94.6%	93.4%	90.2%
		Total Pea	93.0%	94.0	90.9	93.5	87.6
		Off Peak Weekday	92.0%	92.4%	89.8%	89.5%	88.8%
		Weekend	92.0%	95.7%	94.2%	93.0%	92.4%
Operating Statistics			Trains Scheduled			19 595	132 068
Avg. Delay per Late Train (min)						10.4	12.4
			<i>excluding trains canceled or terminated</i>				
Trains Over 15 min. Late			1,800	143	1,766	192	1,989
			<i>excluding trains canceled or terminated</i>				
Trains Canceled			220	3	216	5	333
Trains Terminated			220	19	243	52	341
Percent of Scheduled Trips Completed			99.7%	99.9%	99.7%	99.7%	99.5%
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	99.6	99.4
		AM Peak	99.8%	99.6%	99.3%	99.1%	98.6%
		AM Reverse Peak	99.8%	100.0%	99.9%	100.0%	99.9%
		PM Peak	99.8%	99.4%	98.7%	99.2%	98.7%
		Total Pea	99.8%	99.6	99.1	99.3	98.8
		Off Peak Weekday	99.8%	99.8%	99.8%	99.8%	99.7%
		Weekend	99.8%	99.8%	99.9%	99.9%	99.8%
	Hudson Line	AM Peak	99.8%	100.0%	99.9%	99.9%	99.6%
		PM Peak	99.8%	99.9%	99.7%	99.9%	99.7%
	Harlem Line	AM Peak	99.8%	99.4%	99.0%	98.6%	99.3%
		PM Peak	99.8%	99.1%	98.7%	99.4%	99.3%
	Ne Haven Line	AM Peak	99.8%	99.4%	99.1%	98.9%	97.4%
		PM Peak	99.8%	99.5%	98.0%	98.6%	97.7%

SYSTEM Category of Delay

Delay Minutes / Delay Threshold	% Total	June	2015 Data YTD thru July		2014 Data YTD thru July		YTD 2015 Vs 2014
Maintenance of Equipment	15.8%	339	316	3,116	535	3,098	18
Engineering	60.3%	999	1,208	10,038	1,377	11,376	-1,338
Transportation	4.8%	96	97	700	85	1,686	-986
Capital Projects	0.0%	0	0	22	6	103	-81
Weather and Environmental	2.1%	210	42	2,158	135	2,626	-468
Police	7.8%	424	156	1,457	205	1,250	207
Customers	5.5%	96	111	844	129	839	5
Other	3.4%	52	68	942	208	1,790	-848
3rd Party Operations	0.2%	2	4	53	0	6	47
TOTAL	100.0%	2,218	2,002	19,330	2,680	22,774	-3,444

HUDSON LINE	% Total	June	YTD thru July		YTD thru July		YTD 2015 Vs 2014
Maintenance of Equipment	15.2%	71	92	615	126	632	-17
Engineering	53.5%	222	325	1,970	341	2,318	-348
Transportation	4.6%	22	28	139	12	466	-327
Capital Projects	0.0%	0	0	0	0	6	-6
Weather and Environmental	0.3%	9	2	380	18	639	-259
Police	18.0%	10	109	234	51	298	-64
Customers	6.8%	40	41	245	47	319	-74
Other	1.3%	14	8	312	46	339	-27
3rd Party Operations	0.3%	2	2	5	0	0	5
TOTAL	100.0%	390	607	3,900	641	5,017	-1,117

HARLEM LINE	% Total	June	YTD thru July		YTD thru July		YTD 2015 Vs 2014
Maintenance of Equipment	17.1%	60	83	780	114	600	180
Engineering	63.6%	184	309	2,841	504	2,742	99
Transportation	4.5%	18	22	170	23	492	-322
Capital Projects	0.0%	0	0	0	0	2	-2
Weather and Environmental	2.9%	193	14	733	52	739	-6
Police	2.1%	329	10	602	80	346	256
Customers	6.6%	20	32	206	31	119	87
Other	3.3%	2	16	327	50	339	-12
3rd Party Operations	0.0%	0	0	0	0	0	0
TOTAL	100.0%	806	486	5,659	854	5,379	280

NEW HAVEN LINE	% Total	June	YTD thru July		YTD thru July		YTD 2015 Vs 2014
Maintenance of Equipment	15.4%	208	140	1,721	295	1,865	-144
Engineering	63.1%	592	574	5,228	532	6,316	-1,088
Transportation	5.3%	55	48	391	50	728	-337
Capital Projects	0.0%	0	0	22	6	94	-72
Weather and Environmental	2.9%	7	26	1,045	65	1,248	-203
Police	4.2%	85	38	622	74	605	17
Customers	4.3%	36	39	392	51	400	-8
Other	4.8%	36	44	303	112	1,112	-809
3rd Party Operations	0.1%	0	1	47	0	6	41
TOTAL	100.0%	1,019	910	9,771	1,185	12,374	-2,603

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
07/01	Wed	Congestion account 1 and 3 span on CP261, Devon Bridge, will not close.	8	0	0	2	0	0	0	0	0	13	0	2
07/02	Thu	Delays due to Devon Bridge span occurrence on July 1.	9	0	0	0	0	0	4	0	0	11	0	0
07/13	Mon	Congestion account the bad Bond Box caused the bad insulated joint on track 1 between CP4 and CP3.	0	0	0	0	0	0	4	0	0	18	0	0
07/14	Tue	Deadhead train 1186 at MP 17 on the Waterbury Branch and 1923 on track 4 at CP 266 had low water fault issues, causing delays.	6	0	0	2	0	0	1	0	0	9	0	0
07/15	Wed	Track Circuit 421BK was down on track 1 at CP 46.	0	0	0	0	0	0	7	0	0	7	0	0
07/16	Thu	Delays due to switch failures between CP5 to CP1 and CP248 to CP241.	17	0	0	4	0	1	0	0	0	1	0	0
07/17	Fri	Train 1376 was disabled on track 3 at Willaims Bridge with a bad blower fault.	0	0	0	0	0	0	6	0	0	5	0	0
07/20	Mon	The 2B Track Circuit was down, causing congestion between CP1 to CP5.	6	0	0	6	0	0	0	0	0	0	0	0
07/21	Tue	Congestion account trespasser stuck at Croton Harmon on track 3.	0	0	0	0	0	0	9	0	0	13	0	1
07/22	Wed	Congestion account terminated train 649 at Fordham Station, single tracking in effect from CP112 to CP106.	0	0	0	0	0	0	41	0	1	23	0	0
07/22	Wed	Congestion from CP106 to CP1 account track circuit down in interlocking CP5.	21	0	0	0	0	0	0	0	0	0	0	0

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

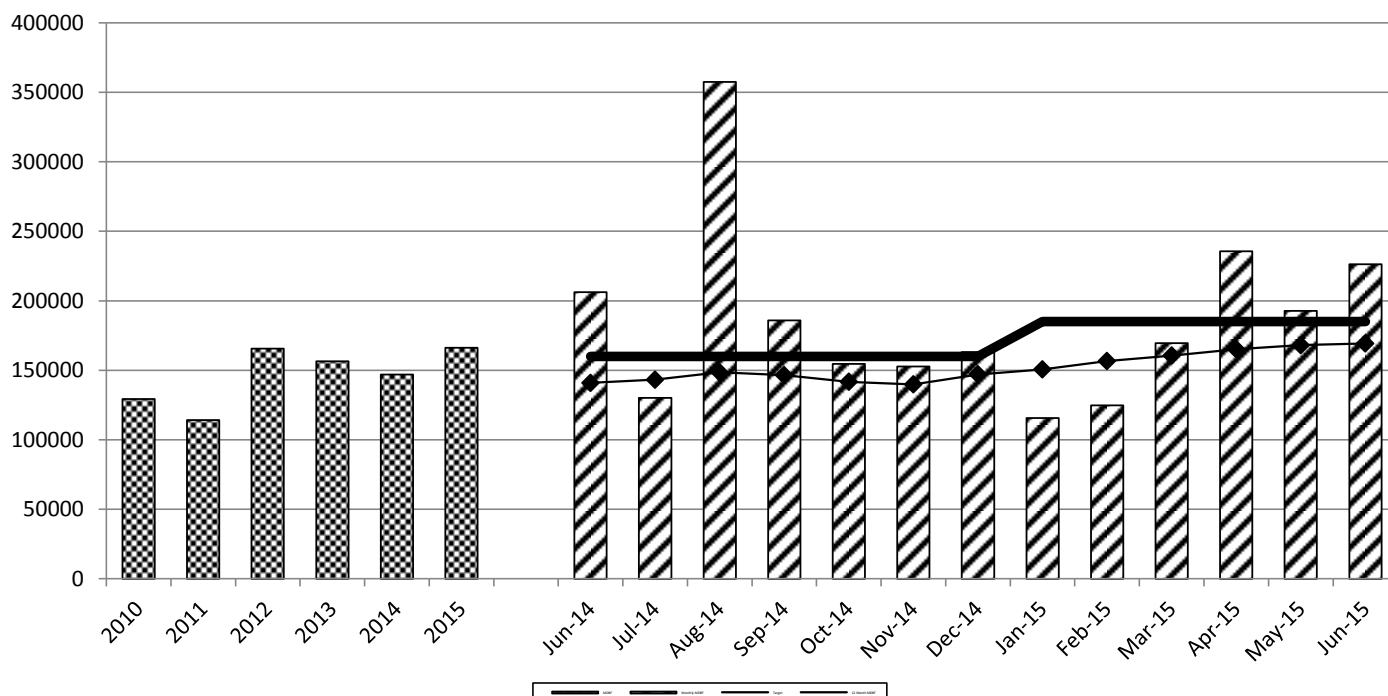
Date	Day	DESCRIPTION OF EVENT	Number of Late Trains											
			AM Peak			AM Reverse			PM Peak			Off Peak		
			L	C	T	L	C	T	L	C	T	L	C	T
07/22	Wed	Train 920 was disabled on track 2 at 125th Street with engine shut down, had to reset.	12	0	0	1	0	0	0	0	0	0	0	0
07/28	Tue	The M4B Track Circuit was down at CP5, causing delays.	0	0	0	0	0	0	19	0	0	24	0	0
TOTAL FOR MONTH			79	0	0	15	0	1	91	0	1	124	0	3
												314		

	Equip- ment Type	Total Fleet Size	2015 Data						2014 Data		
			MDBF Goal (miles)	Jun MDBF (miles)	Primary Failure Goal	Jun No. of Primary Failures	YTD MDBF thru Jun (miles)	12 month MDBF Rolling Avg (miles)	Jun MDBF (miles)	Jun No. of Primary Failures	YTD MDBF thru Jun (miles)
Mean Distance Between Failures	M246	66	40,000	202,974	6	0	37,252	37,189	46,934	8	30,069
	M8	404	280,000	192,470	9	13	244,825	250,853	225,558	10	188,906
	M3	140	135,000	303,379	2	1	153,837	147,578	313,974	1	163,275
	M7	336	460,000	2,091,562	4	1	388,282	391,030	514,543	4	371,421
	Coach	213	295,000	728,928	5	2	264,564	316,368	1,378,515	1	200,031
	P-32	31	35,000	21,124	5	9	23,701	22,753	26,516	7	25,732
	BL-20	12	13,000	10,633	3	4	13,882	15,832	29,942	1	16,092
	Fleet	1202	185,000	226,351	34	30	166,315	169,193	206,164	32	127,416
	M2/4/6/8		185,000	208,083	15	13	160,563	158,542	146,170	18	93,209
	M3/7		320,000	1,197,471	6	2	322,856	319,101	474,429	5	314,654
	Diesel/Coach		120,000	112,700	13	15	102,250	108,767	177,118	9	98,967

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	July	YTD thru July	July	YTD thru July
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	West of Hudson Total	Overall	95.5%	94.9%	94.4%	96.7%	95.2%
		AM Peak	95.5%	94.8%	94.3%	98.7%	95.1%
		PM Peak	95.5%	97.6%	93.9%	96.5%	95.0%
		Total Peak	95.5%	96.1%	94.1%	97.6%	95.1%
		Off Peak Weekday	95.5%	94.4%	94.4%	96.3%	95.4%
		Weekend	95.5%	93.9%	94.6%	95.9%	95.0%
	Pascack Line	Overall	96.5%	95.3%	94.6%	97.7%	95.9%
	Valley Line	AM Peak	96.5%	95.5%	95.1%	98.9%	96.4%
		PM Peak	96.5%	97.4%	93.3%	97.4%	95.3%
		Total Peak	96.5%	96.4%	94.3%	98.2%	95.9%
		Off Peak Weekday	96.5%	94.0%	94.6%	97.5%	95.8%
		Weekend	96.5%	96.8%	94.8%	97.2%	96.1%
	Port Jervis Line	Overall	95.0%	94.3%	94.1%	95.3%	94.1%
		AM Peak	95.0%	93.9%	93.3%	98.5%	93.3%
		PM Peak	95.0%	97.7%	94.6%	95.5%	94.7%
		Total Peak	95.0%	95.8%	93.9%	97.0%	94.0%
		Off Peak Weekday	95.0%	95.1%	94.1%	94.5%	94.7%
		Weekend	95.0%	89.2%	94.3%	93.7%	93.0%
Operating Statistics	Trains Scheduled			1,732	11,685	1,728	11,672
	Avg. Delay per Late Train (min) <small>excluding trains canceled or terminated</small>			18.1	19.2	16.6	19.1
	Trains Over 15 min. Late <small>excluding trains canceled or terminated</small>		200	35	255	19	215
	Trains Canceled		60	2	46	4	53
	Trains Terminated		60	4	36	4	25
	Percent of Scheduled Trips Completed		99.4%	99.7%	99.3%	99.5%	99.3%

JULY 2015 STANDEE REPORT

East of Hudson

East of Hudson			JULY 2014	YTD 2014	JULY 2015	YTD 2015
Daily Average AM Pea	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	1	2	0	0
		Total Standees	1	2	0	0
	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	52	11	16	19
		Total Standees	52	11	16	19
	Ne Haven Line	Program Standees	0	0	0	0
		Add'l Standees	16	74	3	14
		Total Standees	16	74	3	14
	EAST OF HUDSON TOTAL - AM PEA			69	87	19
Daily Average PM Pea	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	2	3	0	2
		Total Standees	2	3	0	2
	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	11	7	19	29
		Total Standees	11	7	19	29
	Ne Haven Line	Program Standees	0	0	0	0
		Add'l Standees	37	52	2	35
		Total Standees	37	52	2	35
	EAST OF HUDSON TOTAL - PM PEA			50	62	21

West of Hudson

West of Hudson			JULY 2014	YTD 2014	JULY 2015	YTD 2015
Daily Average AM Pea	Port Jervis Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		Total Standees	0	0	0	0
	Pascac 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 PEA			0	0	0	0
Daily Average PM Pea	Port Jervis Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		Total Standees	0	0	0	0
	Pascac 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 PEA			0	0	0	0

Definitions

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

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

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

Note These statistics do not include the effects of daily ridership variation or uneven distribution of customers within trains. Annulled or terminated trains are not included in this report.

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

ELEVATOR AND ESCALATOR OPERATING REPORT

FOR MONTH OF July 2015

Elevator Availability	2015		2014	
	July	Year to Date	July	Year to Date
Grand Central Terminal	100.00%	98.84%	97.58%	97.70%
Harlem	100.00%	99.75%	99.92%	99.75%
Hudson	100.00%	99.67%	99.41%	99.63%
New Haven	100.00%	99.93%	99.46%	98.95%
Overall Average	100.00%	99.55%	99.09%	99.01%

Escalator Availability	2015		2014	
	July	Year to Date	July	Year to Date
Grand Central Terminal	94.17%	97.87%	99.25%	92.40%
White Plains	100.00%	99.79%	100.00%	100.00%
Overall Average	97.08%	98.83%	99.63%	96.20%



Metro-North Railroad

**Financial Report
July 2015**

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

July YTD Operating results were favorable with a net operating deficit that was \$15.0 million or 3.3% lower than the Mid-Year Forecast. Operating Revenues through July were \$1.4 million above the Mid-Year Forecast due to higher net GCT revenues from lower management expenses and increased tenant rents. Total Expenses through July were \$13.6 million lower than projected due to the timing of contracted services for maintenance and professional services (\$10.2 million), lower electric power rates (\$2.4 million) and lower net labor expenses (\$1.4 million).

YTD Reimbursable Capital program expenditures (and reimbursements) were \$4.4 million higher than Mid-Year Forecast due to scheduling changes of several forecasted projects (GCT Turnouts, Catenary Projects and EMU Fleet Replacement).

Ridership

Total ridership through July of 49.2 million was slightly below the Mid-Year Forecast primarily due to lower than anticipated non-commutation ridership.

East of Hudson

- YTD Ridership of 48.1 million was slightly lower than the Mid-Year Forecast but 1.2% higher than 2014.
- July ridership of 7.5 million was 0.1% lower than the Mid-Year Forecast.
- YTD Commutation ridership was on target to the Mid-Year Forecast and 0.9% higher for the month. July YTD commutation was 0.8% higher than 2014.
- YTD Non-commutation ridership was 0.4% lower than the Mid-Year Forecast and 1.3% lower than the Mid-Year Forecast for the month. Compared to 2014, YTD non-commutation was 1.8% higher than the Mid-Year Forecast.

West of Hudson

- YTD Ridership was slightly lower than the Mid-Year Forecast. July ridership was 2.1% lower than the Mid-Year Forecast. Compared to 2014, YTD ridership was 4.3% higher.

Revenue and Reimbursements

Total YTD Revenue and Reimbursements through July was \$527.7 million and higher than the Mid-Year Forecast:

- Farebox Revenue of \$384.5 million was \$0.2 million higher than the Mid-Year Forecast.
- Other Operating Revenue of \$36.1 million was \$1.2 million higher than the Mid-Year Forecast primarily due to higher net GCT revenues from lower management expenses and increased tenant rents and an earlier than expected settlement payment for defective concrete ties.
- Capital and Other Reimbursements of \$107.0 million was \$4.4 million higher than the Mid-Year Forecast due to project timing previously discussed.

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

Total YTD Non-Reimbursable and Reimbursable expenses of \$797.1 million through July were \$8.8 million (1.1%) lower than the Mid-Year Forecast:

- Non-labor costs were \$17.6 million lower primarily due to reduced contractual expenditures for maintenance and professional services and scheduling changes for capital project expenditures.
- Labor costs were \$8.8 million higher due to Railroad Retirement Tier II tax rate adjustments, timing of Railroad Retirement Tier II payments related to RWA and higher capital project work.

Financial Performance Measures

The YTD performance indicators reflect higher overall expenses:

- Adjusted Farebox Operating Ratio of 64.8% through July was slightly better with the Mid-Year Forecast.
- Adjusted Cost per Passenger of \$13.76 for the period was slightly higher than the Mid-Year Forecast.
- Revenue per Passenger of \$8.07 for the period was slightly above the Mid-Year Forecast.

**MTA METRO-NORTH RAILROAD
JULY 2015 FINANCIAL REPORT
YEAR-TO-DATE ACTUAL VERSUS MID-YEAR FORECAST**

REVENUE

Total Revenue and reimbursements were \$5.8 million (1.1%) higher than the Mid-Year Forecast through July:

- **Farebox Revenue** . YTD was higher than the Mid-Year Forecast by \$0.2 million. For the month, revenue was \$0.1 million below the Mid-Year Forecast.
- **Other Operating Revenue** . YTD was higher than the Mid-Year Forecast by \$1.2 million due to higher net GCT revenues from lower management expenses and increased tenant rents and an earlier than expected settlement for defective materials claims. For the month, revenue was \$0.2 million below the Mid-Year Forecast.
- **Capital and Other Reimbursements** . YTD was higher by \$4.4 million due to timing differences/scheduling changes of capital projects (GCT Turnouts, Catenary Projects and EMU Fleet Replacement). For the month, reimbursements were \$1.9 million below the Mid-Year Forecast.

EXPENSES

Total Expenses . YTD expenses of \$971.8 million were \$9.2 million (0.9%) lower than the Mid-Year Forecast. For the month, expenses were \$5.7 million (3.8%) lower than the Mid-Year Forecast.

- **Labor expenses (including fringes and overhead recoveries)** . YTD expenses of \$570.7 million were \$8.9 million higher than the Mid-Year Forecast primarily due higher Railroad Retirement taxes related to a year-to-date increase in Tier II employer contribution rates and RWA settlements and higher capital project work. For the month, expenses were \$2.5 million (2.9%) higher than the Mid-Year Forecast.
- **Non-Labor Expenses** were \$226.4 million YTD; \$17.6 million lower than Mid-Year Forecast and \$7.7 million lower for the month:
 - **Electric Power** . YTD was \$1.9 million below the Mid-Year Forecast primarily due to lower rates partially offset by higher usage and reimbursable prior period billing adjustments. For the month, expenses were \$1.2 million below the Mid-Year Forecast.
 - **Fuel** . YTD was \$0.7 million below the Mid-Year Forecast primarily due to lower diesel fuel prices per gallon. For the month, expenses were slightly above the Mid-Year Forecast.
 - **Maintenance Other Operating Contracts** . YTD was \$6.1 million below the Mid-Year Forecast primarily due to timing differences for maintenance contracts, GCT utilities and locomotive overhauls. For the month, expenses were \$2.3 million lower than the Mid-Year Forecast.
 - **Professional Services** . YTD was \$2.5 million below the Mid-Year Forecast primarily due to timing differences for IT expense reimbursements, engineer and consulting services, medical fees and outside training. For the month, expenses were \$0.8 million lower than the Mid-Year Forecast.
 - **Materials Supplies** . YTD was \$6.5 million below the Mid-Year Forecast primarily due to timing differences in reimbursable project activity (Component Change-Out Shop, Mainline Turnouts and Positive Train Control). For the month, expenses were \$1.6 million lower than the Mid-Year Forecast.
 - **Other Business Expenses** . YTD was slightly below the Mid-Year Forecast primarily due to lower NJT subsidy payments due to inflationary adjustments largely offset by non-capitalizable Madison Avenue relocation expenses, employment settlement payments and the timing of cost recoveries from other railroads. For the month, expenses were \$1.6 million lower than the Mid-Year Forecast.

Depreciation and Other Non-Cash Liability Adjustments . \$0.4 million higher than the Mid-Year Forecast due to the timing of projects requiring environmental remediation.

CASH DEFICIT

The Cash Deficit through July of \$366.1 million was \$3.1 million unfavorable to the Mid-Year Forecast primarily due to timing of capital reimbursements partly offset by lower expenses.

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
July 2015
(\$ in millions)

SCHEDULE I - A

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
Revenue												
Farebox Revenue	\$60.212	\$60.135	(\$0.077)	(0.1)	\$0.000	\$0.000	\$0.000	-	\$60.212	\$60.135	(\$0.077)	(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	5.111	4.881	(0.230)	(4.5)	0.000	0.000	0.000	-	5.111	4.881	(0.230)	(4.5)
<i>Capital & Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	10.914	10.503	(0.411)	(3.8)	10.914	10.503	(0.411)	(3.8)
CDOT	0.000	0.000	0.000	-	6.813	5.180	(1.633)	(24.0)	6.813	5.180	(1.633)	(24.0)
Other	0.000	0.000	0.000	-	1.509	1.694	0.186	12.3	1.509	1.694	0.186	12.3
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	19.235	17.378	(1.858)	(9.7)	19.235	17.378	(1.858)	(9.7)
Total Revenue/Receipts	\$65.323	\$65.016	(\$0.307)	(0.5)	\$19.235	\$17.378	(\$1.858)	(9.7)	\$84.558	\$82.394	(\$2.164)	(2.6)
Expenses												
<i>Labor:</i>												
Payroll	\$40.350	\$42.515	(\$2.165)	(5.4)	\$4.218	\$4.675	(\$0.457)	(10.8)	\$44.568	\$47.190	(\$2.622)	(5.9)
Overtime	8.650	7.707	0.943	10.9	1.786	2.132	(0.346)	(19.4)	10.436	9.839	0.597	5.7
Health and Welfare	8.473	8.529	(0.056)	(0.7)	1.265	1.408	(0.143)	(11.3)	9.739	9.938	(0.199)	(2.0)
OPEB Current Payment	2.064	2.378	(0.314)	(15.2)	0.000	0.000	0.000	-	2.064	2.378	(0.314)	(15.2)
Pensions	7.859	7.496	0.363	4.6	0.851	0.915	(0.065)	(7.6)	8.710	8.411	0.298	3.4
Other Fringe Benefits	9.472	9.268	0.204	2.2	0.967	1.207	(0.240)	(24.8)	10.439	10.475	(0.036)	(0.3)
Reimbursable Overhead	(4.796)	(4.921)	0.125	2.6	4.589	4.942	(0.353)	(7.7)	(0.207)	0.021	(0.228)	*
Total Labor	\$72.072	\$72.972	(\$0.899)	(1.2)	\$13.676	\$15.279	(\$1.603)	(11.7)	\$85.749	\$88.251	(\$2.502)	(2.9)
<i>Non-Labor:</i>												
Electric Power	\$7.658	\$6.443	\$1.216	15.9	\$0.000	\$0.004	(\$0.004)	-	\$7.658	\$6.446	\$1.212	15.8
Fuel	1.668	1.711	(0.043)	(2.6)	0.000	0.000	0.000	-	1.668	1.711	(0.043)	(2.6)
Insurance	1.669	1.609	0.060	3.6	0.419	0.318	0.101	24.2	2.088	1.926	0.161	7.7
Claims	0.098	0.047	0.052	52.3	0.000	0.000	0.000	-	0.098	0.047	0.052	52.3
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	10.973	9.274	1.699	15.5	1.358	0.714	0.644	47.5	12.331	9.988	2.343	19.0
Professional Service Contracts	3.237	2.455	0.782	24.2	0.184	0.145	0.039	21.1	3.421	2.600	0.821	24.0
Materials & Supplies	6.227	7.331	(1.104)	(17.7)	3.536	0.879	2.657	75.1	9.763	8.210	1.553	15.9
Other Business Expenses	2.409	0.855	1.554	64.5	0.062	0.039	0.023	36.8	2.471	0.894	1.577	63.8
Total Non-Labor	\$33.940	\$29.725	\$4.215	12.4	\$5.559	\$2.099	\$3.461	62.3	\$39.499	\$31.823	\$7.676	19.4
<i>Other Adjustments:</i>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$106.012	\$102.696	\$3.316	3.1	\$19.235	\$17.378	\$1.858	9.7	\$125.248	\$120.074	\$5.173	4.1
Depreciation	19.021	18.509	0.512	2.7	0.000	0.000	0.000	-	19.021	18.509	0.512	2.7
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	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses	\$130.726	\$126.899	\$3.827	2.9	\$19.235	\$17.378	\$1.858	9.7	\$149.961	\$144.276	\$5.685	3.8
Net Surplus/(Deficit)	(\$65.403)	(\$61.883)	\$3.521	5.4	\$0.000	\$0.000	\$0.000	-	(\$65.403)	(\$61.883)	\$3.521	5.4
<i>Cash Conversion Adjustments:</i>												
Depreciation	19.021	18.509	(0.512)	(2.7)	0.000	0.000	0.000	-	19.021	18.509	(0.512)	(2.7)
Operating/Capital	(2.237)	(1.676)	0.561	25.1	0.000	0.000	0.000	-	(2.237)	(1.676)	0.561	25.1
Other Cash Adjustments	6.897	(0.536)	(7.433)	*	0.000	0.000	0.000	-	6.897	(0.536)	(7.433)	*
Total Cash Conversion Adjustments	\$23.682	\$16.298	(\$7.384)	(31.2)	\$0.000	\$0.000	\$0.000	-	\$23.682	\$16.298	(\$7.384)	(31.2)
Net Cash Surplus/(Deficit)	(\$41.721)	(\$45.585)	(\$3.864)	(9.3)	\$0.000	\$0.000	\$0.000	-	(\$41.721)	(\$45.585)	(\$3.864)	(9.3)

Note:

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

-- Differences are due to rounding.

* Variance exceeds 100%.

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
ACCURAL STATEMENT of OPERATIONS by CATEGORY
July Year-To-Date
(\$ in millions)

SCHEDULE I - B

	Nonreimbursable				Reimbursable				Total			
	Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)			
	Mid-Year Forecast	Actual	Variance	Percent	Mid-Year Forecast	Actual	Variance	Percent	Mid-Year Forecast	Actual	Variance	Percent
Revenue												
Farebox Revenue	\$384.356	\$384.527	\$0.170	0.0	\$0.000	\$0.000	\$0.000	-	\$384.356	\$384.527	\$0.170	0.0
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	34.920	36.130	1.210	3.5	0.000	0.000	0.000	-	34.920	36.130	1.210	3.5
<i>Capital & Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	58.007	63.562	5.554	9.6	58.007	63.562	5.554	9.6
CDOT	0.000	0.000	0.000	-	35.659	35.464	(0.196)	(0.5)	35.659	35.464	(0.196)	(0.5)
Other	0.000	0.000	0.000	-	8.947	8.007	(0.940)	(10.5)	8.947	8.007	(0.940)	(10.5)
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	102.613	107.032	4.419	4.3	102.613	107.032	4.419	4.3
Total Revenue/Receipts	\$419.277	\$420.657	\$1.380	0.3	\$102.613	\$107.032	\$4.419	4.3	\$521.890	\$527.689	\$5.799	1.1
Expenses												
<i>Labor:</i>												
Payroll	\$269.341	\$268.701	\$0.640	0.2	\$25.955	\$28.996	(\$3.041)	(11.7)	\$295.296	\$297.697	(\$2.401)	(0.8)
Overtime	54.671	52.353	2.318	4.2	9.765	11.485	(1.720)	(17.6)	64.436	63.838	0.598	0.9
Health and Welfare	55.435	53.673	1.762	3.2	7.546	9.102	(1.557)	(20.6)	62.981	62.775	0.205	0.3
OPEB Current Payment	14.479	15.959	(1.479)	(10.2)	0.000	0.000	0.000	-	14.479	15.959	(1.479)	(10.2)
Pensions	50.879	47.527	3.353	6.6	5.037	6.133	(1.096)	(21.8)	55.917	53.660	2.257	4.0
Other Fringe Benefits	63.009	71.262	(8.253)	(13.1)	6.167	5.458	0.709	11.5	69.176	76.720	(7.544)	(10.9)
Reimbursable Overhead	(26.062)	(29.152)	3.090	11.9	25.640	29.221	(3.581)	(14.0)	(0.422)	0.069	(0.491)	*
Total Labor	\$481.753	\$480.322	\$1.431	0.3	\$80.110	\$90.395	(\$10.286)	(12.8)	\$561.862	\$570.717	(\$8.855)	(1.6)
<i>Non-Labor:</i>												
Electric Power	\$53.990	\$51.565	\$2.425	4.5	\$0.000	\$0.482	(\$0.482)	-	\$53.990	\$52.047	\$1.943	3.6
Fuel	12.300	11.606	0.693	5.6	0.000	0.000	0.000	-	12.300	11.606	0.693	5.6
Insurance	11.083	10.887	0.196	1.8	2.204	2.371	(0.167)	(7.6)	13.287	13.258	0.029	0.2
Claims	0.421	0.638	(0.217)	(51.7)	0.000	0.000	0.000	-	0.421	0.638	(0.217)	(51.7)
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	62.916	56.008	6.907	11.0	4.163	4.934	(0.771)	(18.5)	67.079	60.943	6.136	9.1
Professional Service Contracts	20.233	16.912	3.321	16.4	2.578	3.412	(0.834)	(32.3)	22.811	20.324	2.487	10.9
Materials & Supplies	43.592	45.038	(1.445)	(3.3)	13.230	5.238	7.992	60.4	56.822	50.275	6.547	11.5
Other Business Expenses	17.018	17.136	(0.118)	(0.7)	0.329	0.200	0.129	39.3	17.347	17.336	0.011	0.1
Total Non-Labor	\$221.552	\$209.790	\$11.762	5.3	\$22.504	\$16.637	\$5.867	26.1	\$244.056	\$226.427	\$17.629	7.2
<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.	\$703.305	\$690.112	\$13.193	1.9	\$102.613	\$107.032	(\$4.419)	(4.3)	\$805.918	\$797.144	\$8.774	1.1
Depreciation	131.103	131.031	0.071	0.1	0.000	0.000	0.000	-	131.103	131.031	0.071	0.1
OPEB Obligation	39.851	39.851	0.000	0.0	0.000	0.000	0.000	-	39.851	39.851	0.000	0.0
Environmental Remediation	4.093	3.723	0.370	9.0	0.000	0.000	0.000	-	4.093	3.723	0.370	9.0
Total Expenses	\$878.352	\$864.718	\$13.634	1.6	\$102.613	\$107.032	(\$4.419)	(4.3)	\$980.965	\$971.750	\$9.215	0.9
Net Surplus/(Deficit)	(\$459.075)	(\$444.061)	\$15.014	3.3	\$0.000	\$0.000	\$0.000	-	(\$459.075)	(\$444.061)	\$15.014	3.3
<i>Cash Conversion Adjustments:</i>												
Depreciation	131.103	131.031	(0.071)	(0.1)	0.000	0.000	0.000	-	131.103	131.031	(0.071)	(0.1)
Operating/Capital	(11.271)	(9.730)	1.541	13.7	0.000	0.000	0.000	-	(11.271)	(9.730)	1.541	13.7
Other Cash Adjustments	(23.750)	(43.377)	(19.628)	(82.6)	0.000	0.000	0.000	-	(23.750)	(43.377)	(19.628)	(82.6)
Total Cash Conversion Adjustments	\$96.082	\$77.924	(\$18.158)	(18.9)	\$0.000	\$0.000	\$0.000	-	\$96.082	\$77.924	(\$18.158)	(18.9)
Net Cash Surplus/(Deficit)	(\$362.993)	(\$366.137)	(\$3.144)	(0.9)	\$0.000	\$0.000	\$0.000	-	(\$362.993)	(\$366.137)	(\$3.144)	(0.9)

Note:

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

-- Differences are due to rounding.

* Variance exceeds 100%.

MTA METRO-NORTH RAILROAD
 ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY
 EXPLANATION OF VARIANCE BETWEEN MID-YEAR FORECAST AND ACTUAL RESULTS
 JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
 JULY 2015
 (\$ in millions)

		Current Month vs. Mid-Year Forecast			Year to Date vs. Mid-Year Forecast		
Generic Revenue or Expense Category	Non Reimb. or Reimb.	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$			\$		
OTHER OPERATING REVENUE	Non-Reimb	(\$0.230)	(4.5%)	Reflects lower advertising revenue due to seasonal timing differences.	\$1.210	3.5%	Primarily reflects higher net GCT revenues (lower management expenses and increased tenant rents) and the timing of settlement reimbursements for defective material claims.
CAPITAL AND OTHER REIMBURSEMENTS	Reimb	(\$1.858)	(9.7%)	Lower reimbursements reflect scheduling changes in capital project expenditures.	\$4.419	4.3%	Higher reimbursements reflect increased project activity.
PAYROLL	Non-Reimb	(\$2.165)	(5.4%)	Reflects timing of retroactive wage adjustment (RWA) settlement payouts.	\$0.640	0.2%	Reflects higher project activity for the following projects: Catenary Program, EMU Fleet Replacement, and GCT Turnouts.
	Reimb	(\$0.457)	(10.8%)	Reflects higher project activity for the Component Change Out Shop.	(\$3.041)	(11.7%)	
OVERTIME	Non-Reimb	\$0.943	10.9%	See overtime tables.	\$2.318	4.2%	See overtime tables.
	Reimb	(\$0.346)	(19.4%)	See overtime tables.	(\$1.720)	(17.6%)	See overtime tables.
HEALTH AND WELFARE	Reimb	(\$0.143)	(11.3%)	Reflects higher than forecasted project activities.	(\$1.557)	(20.6%)	Reflects higher project activity in GCT Turnouts.
OPEB CURRENT PAYMENT	Non-Reimb	(\$0.314)	(15.2%)	Reflects a higher than forecasted number of retirees.	(\$1.479)	(10.2%)	Reflects an adjustment for prior period premiums combined with a higher than forecasted number of retirees.
PENSIONS	Non-Reimb	\$0.363	4.6%	Reflects higher project activity for the Harlem Line Lift Bridge.	\$3.353	6.6%	Primarily reflects lower than forecasted rates. Pension expenses will be further adjusted pending year-end Actuarial Valuation report.
	Reimb	(\$0.065)	(11.6%)		(\$1.096)	(21.8%)	Reflects higher project activity for the GCT Turnouts, EMU Replacement and Catenary Projects.

MTA METRO-NORTH RAILROAD
 ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY
 EXPLANATION OF VARIANCE BETWEEN MID-YEAR FORECAST AND ACTUAL RESULTS
 JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
 JULY 2015
 (\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Mid-Year Forecast			Year to Date vs. Mid-Year Forecast		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$			\$		
OTHER FRINGE BENEFITS	Non-Reimb	\$0.204	2.2%		(\$8.253)	(13.1%)	Primarily reflects a YTD Railroad Retirement Tier II tax rate adjustment and the timing of Railroad Retirement Tier II payments related to RWA.
	Reimb	(\$0.240)	(24.8%)	Reflects higher project activity for the Harlem Line Lift Bridge.	\$0.709	11.5%	Reflects RWA adjustments and lower project activity for the Turnouts: Mainline/High Speed.
REIMBURSABLE OVERHEAD	Non-Reimb	\$0.125	2.6%	The non-reimbursable and reimbursable variances reflects higher project activity for the following projects: 5 Anchor Bridge Substations Program, Harlem Line Lift Bridge, East of Hudson Overhead Bridge Program and Substation Bridge 23.	\$3.090	11.9%	The non-reimbursable and reimbursable variances reflects higher project activity for the following projects: GCT Turnouts, EMU Fleet Replacement, NHL Signal Improvement and Catenary Projects.
	Reimb	(\$0.353)	(7.7%)		(\$3.581)	(14.0%)	
ELECTRIC POWER	Non-Reimb	\$1.216	15.9%	Primarily due to favorable rates on the Harlem and Hudson lines.	\$2.425	4.5%	
	Reimb	(\$0.004)	-	Reflects several insignificant variances.	(\$0.482)	-	Reflects prior period billing adjustments for Shore Line East service power utilization on the New Haven Line.
FUEL	Non-Reim	(\$0.043)	(2.6%)		\$0.693	5.6%	Lower diesel fuel price per gallon.
INSURANCE	Reimb	\$0.101	24.2%	Reflects lower activity for the Turnouts: Mainline/High Speed.	(\$0.167)	(7.6%)	Due to higher project activity for the GCT Turnouts.
CLAIMS	Non-Reimb	\$0.052	52.3%	Primarily due to lower claim payments for the period.	(\$0.217)	(51.7%)	Primarily due to accrual adjustments related to the Bridgeport train derailment.

MTA METRO-NORTH RAILROAD
ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY
EXPLANATION OF VARIANCE BETWEEN MID-YEAR FORECAST AND ACTUAL RESULTS
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
JULY 2015
(\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Mid-Year Forecast			Year to Date vs. Mid-Year Forecast		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$			\$		
MAINTENANCE AND OTHER OPERATING CONTRACTS	Non-Reimb	\$1.699	15.5%	Primarily reflects timing of expenses for maintenance contracts, GCT utilities and locomotive overhauls.	\$6.907	11.0%	Primarily reflects timing of expenses for maintenance contracts, GCT utilities and locomotive overhauls.
	Reimb	\$0.644	47.5%	Reflects timing of New Caanan Rehab Over Merritt Bridge and NHL Waterbury Branch.	(\$0.771)	(18.5%)	Reflects timing of PTC partially offset by lower project activity for the New Canaan Rehab Over Merritt Bridge and GCT Leaks.
PROFESSIONAL SERVICE CONTRACTS	Non-Reimb	\$0.782	24.2%	Favorable variance reflects the timing of expenses for engineer services and legal fees.	\$3.321	16.4%	Primarily due to IT consolidation expense reimbursements for January - April 2015 and the timing of expenses for engineer and consulting services, medical fees and outside training.
	Reimb	\$0.039	21.1%	Reflects lower project activity for Devon Bridge Program and NHL Timber Replacement.	(\$0.834)	(32.3%)	Reflects higher than forecasted expenses for the NHL Signal System.
MATERIAL AND SUPPLIES	Non-Reimb	(\$1.104)	(17.7%)	Primarily reflects purchase price variance adjustments.	(\$1.445)	(3.3%)	
	Reimb	\$2.657	75.1%	Reflects lower project activity for the following projects: Component Changeout Shop, Turnouts: Mainline/High Speed due to emergency work at CP3 and the timing of PTC expenses.	\$7.992	60.4%	Reflects timing of PTC expenses as well as lower activity for the following projects: Component Changeout shop, Turnouts: Mainline/High Speed and Bronx Stations/Capacity.
OTHER BUSINESS EXPENSES	Non-Reimb	\$1.554	64.5%	Reflects lower NJT Subsidy payments due to YTD 2015 inflationary adjustments.	(\$0.118)	(0.7%)	
	Reimb	\$0.023	36.8%	Reflects lower project activity for the Monthly Ticket Hologram Program, as well as the EMU Replacement Program and H&H Lines Power.	\$0.129	39.3%	Reflects lower project activity for EMU Replacement Program, H&H Lines Power and Replace 5 Anchor Bridge Substations.
ENVIRONMENTAL REMEDIATION	Non-Reimb	\$0.000	-		\$0.370	9.0%	Timing of projects requiring remediation.
OPERATING CAPITAL	Non-Reim	\$0.561	25.1%	Reflects lower activity during the period on the Demolition of Carey's Hole Space, Upgrade Lomotive Simulators, and Purchase of Prefab Buildings for Croton - Harmon projects, partially offset by higher activity than anticipated on the 525 No. Broadway Building Improvements project.	\$1.541	13.7%	Reflects lower activity during the period on the Mobile Ticketing System Upgrade, Purchase of Prefab Building for Croton - Harmon, Avaya Software Upgrade, and Demolition of Carey's Hole Space projects, partially offset by higher than anticipated activity on the Vehicle Fleet Replacement project.

* Variance exceeds 100%.

MTA Metro-North Railroad
July Financial Plan - 2015 Mid-Year Forecast
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	July					July Year-to-Date				
	Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)	Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)
	Hours	\$	Hours	\$	Hours \$	Hours	\$	Hours	\$	Hours \$
NON-REIMBURSABLE OVERTIME										
<u>Scheduled Service</u> ¹	55,865	\$ 3.295	47,217	\$ 2.765	8,648 \$ 0.531 15.5% 16.1%	370,898	\$ 21.804	333,994	\$ 19.679	36,904 \$ 2.125 9.9% 9.7%
<u>Unscheduled Service</u>	0	\$ -	0	\$ -	0 \$ - -	0	\$ -	0	\$ -	0 \$ - -
<u>Programmatic/Routine Maintenance</u>	62,022	\$ 3.351	44,414	\$ 2.289	17,608 \$ 1.062 28.4% 31.7%	298,231	\$ 16.170	304,576	\$ 16.138	(6,345) \$ 0.032 -2.1% 0.2%
<u>Unscheduled Maintenance</u>	768	\$ 0.039	588	\$ 0.031	180 \$ 0.008 23.4% 20.5%	8,884	\$ 0.471	13,662	\$ 0.734	(4,778) \$ (0.263) -53.8% \$ (0.558)
<u>Vacancy/Absentee Coverage</u> ²	31,019	\$ 1.629	29,623	\$ 1.543	1,396 \$ 0.086 4.5% 5.3%	169,679	\$ 8.914	187,219	\$ 9.802	(17,540) \$ (0.888) -10.3% -10.0%
<u>Weather Emergencies</u>	6,127	\$ 0.336	1,242	\$ 0.067	4,885 \$ 0.268 79.7% 79.8%	121,114	\$ 6.590	105,617	\$ 5.730	15,497 \$ 0.860 12.8% 13.1%
<u>Safety/Security/Law Enforcement</u> ³	0	\$ -	0	\$ -	0 \$ - -	0	\$ -	0	\$ -	0 \$ - -
<u>Other</u> ⁴	0	\$ -	0	\$ 1.012	0 \$ (1.013) -	0	\$ 0.721	0	\$ 0.269	0 \$ 0.452 - \$ 0.627
Subtotal	155,801	\$ 8.650	123,084	\$ 7.706	32,717 \$ 0.943 21.0% 10.9%	968,806	\$ 54.670	945,068	\$ 52.352	23,738 \$ 2.318 2.5% 4.2%
REIMBURSABLE OVERTIME	31,331	\$ 1.786	26,085	\$ 2.132	5,246 \$ (0.346) 16.7% -19.4%	171,324	\$ 9.766	196,562	\$ 11.485	(25,238) \$ (1.720) -14.7% -17.6%
TOTAL OVERTIME	187,132	\$ 10.436	149,169	\$ 9.838	37,963 \$ 0.597 20.3% 5.7%	1,140,130	\$ 64.436	1,141,630	\$ 63.837	(1,500) \$ 0.598 -0.1% 0.9%

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
July Financial Plan - 2015 Mid-Year Forecast
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)**

	July			July Year To Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u> ¹	8,648	\$0.531	Higher staff availability due to newly graduated conductor classes available for service coverage as well as lower than anticipated attrition.	36,904	\$2.125	Primarily due to higher staff availability due to newly graduating conductor classes available for service coverage as well as lower than anticipated attrition.
	15.5%	16.1%		9.9%	9.7%	
<u>Unscheduled Service</u>	0	\$0.000		0	\$0.000	
	-	-		-	-	
<u>Programmatic/Routine Maintenance</u>	17,608	\$1.062	Primarily due to lower than anticipated programmatic expenses.	(6,345)	\$0.032	
	28.4%	31.7%		-2.1%	0.2%	
<u>Unscheduled Maintenance</u>	180	\$0.008		(4,778)	(\$0.263)	Primarily due to coverage for the CSX derailment.
	23.4%	20.5%		-53.8%	-55.8%	
<u>Vacancy/Absentee Coverage</u> ²	1,396	\$0.086		(17,540)	(\$0.888)	Primarily due to vacation, sick and vacancy coverage for M of E must-fill positions.
	4.5%	5.3%		-10.3%	-10.0%	
<u>Weather Emergencies</u>	4,885	\$0.268	No severe weather events for the month.	15,497	\$0.860	No severe weather events for the last several months.
	79.7%	79.8%		12.8%	13.1%	
<u>Safety/Security/Law Enforcement</u> ³	0	\$0.000		0	\$0.000	
	-	-		-	-	
<u>Other</u> ⁴	0	(\$1.013)	Reflects timing differences related to payroll and calendar cutoff dates.	0	\$0.452	Reflects timing differences related to payroll and calendar cutoff dates.
	-	-		-	62.7%	
Subtotal	32,717	\$0.942		23,738	\$2.318	
	21.0%	10.9%		2.5%	4.2%	
REIMBURSABLE OVERTIME	5,246	(\$0.346)	Higher project activity for the Harlem River Lift Bridge, C&S Infrastructure and Catenary Program.	(25,238)	(\$1.720)	Reflects higher project activity for the GCT Turnouts, EMU Replacement and Catenary Projects.
	16.7%	-19.4%		-14.7%	-17.6%	
TOTAL OVERTIME	37,963	\$0.596		(1,500)	\$0.598	

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
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
CASH RECEIPTS AND EXPENDITURES
(\$ in millions)

SCHEDULE III

	July 2015				Year-to-Date			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Receipts	\$60.575	\$63.013	\$2.438	4.0	\$385.891	\$388.352	\$2.461	0.6
Toll Receipts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Receipts	20.137	6.694	(13.443)	(66.8)	55.157	42.913	(12.244)	(22.2)
<i>Capital & Other Reimbursements:</i>								
MTA	17.448	4.098	(13.350)	(76.5)	50.725	38.747	(11.978)	(23.6)
CDOT	5.923	11.905	5.982	*	38.765	45.144	6.379	16.5
Other	1.485	1.871	0.386	26.0	10.130	8.244	(1.886)	(18.6)
Total Capital and Other Reimbursements	24.855	17.874	(6.981)	(28.1)	99.620	92.135	(7.485)	(7.5)
Total Receipts	\$105.568	\$87.581	(\$17.987)	(17.0)	\$540.668	\$523.400	(\$17.268)	(3.2)
Expenditures								
<i>Labor:</i>								
Payroll	\$50.676	\$52.972	(\$2.296)	(4.5)	\$369.882	\$372.179	(\$2.297)	(0.6)
Overtime	14.983	10.168	4.815	32.1	64.818	60.003	4.815	7.4
Health and Welfare	9.396	12.064	(2.668)	(28.4)	68.033	70.973	(2.940)	(4.3)
OPEB Current Payment	1.825	2.379	(0.554)	(30.4)	15.677	15.959	(0.282)	(1.8)
Pensions	11.412	8.294	3.118	27.3	31.014	27.895	3.119	10.1
Other Fringe Benefits	9.132	11.800	(2.668)	(29.2)	86.652	89.319	(2.667)	(3.1)
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	\$97.425	\$97.677	(\$0.252)	(0.3)	\$636.075	\$636.328	(\$0.253)	(0.0)
<i>Non-Labor:</i>								
Electric Power	\$8.312	\$5.736	\$2.576	31.0	\$52.277	\$49.701	\$2.576	4.9
Fuel	1.378	2.507	(1.129)	(82.0)	12.898	14.028	(1.130)	(8.8)
Insurance	1.706	2.540	(0.834)	(48.9)	12.705	13.539	(0.834)	(6.6)
Claims	6.466	1.533	4.933	76.3	16.526	11.592	4.934	29.9
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	12.956	8.082	4.874	37.6	59.498	54.623	4.875	8.2
Professional Service Contracts	4.285	3.384	0.901	21.0	20.694	19.793	0.901	4.4
Materials & Supplies	9.829	9.744	0.085	0.9	64.677	64.591	0.086	0.1
Other Business Expenditures	4.932	1.963	2.969	60.2	28.311	25.342	2.969	10.5
Total Non-Labor	\$49.864	\$35.489	\$14.375	28.8	\$267.585	\$253.209	\$14.376	5.4
<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	\$147.289	\$133.166	\$14.123	9.6	\$903.661	\$889.537	\$14.124	1.6
Net Cash Deficit (excludes Opening Cash Balance)	(\$41.721)	(\$45.585)	(\$3.864)	(9.3)	(\$362.993)	(\$366.137)	(\$3.144)	(0.9)
Subsidies								
MTA	18.215	29.611	11.396	62.6	269.590	280.197	10.607	3.9
CDOT	23.506	13.114	(10.392)	(44.2)	87.485	77.972	(9.513)	(10.9)
Total Subsidies	\$41.721	\$42.725	\$1.004	2.4	\$357.076	\$358.169	\$1.093	0.3
Cash Timing and Availability Adjustment	\$0.000	\$2.860	\$2.860	-	\$5.918	\$7.968	\$2.050	34.6

-- Differences are due to rounding.

* Variance exceeds 100%.

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

\$ Detail

Generic Receipt or Expense Category	July Month vs Mid-Year Forecast			Year-To-Date as of July 31, 2015		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
FARE REVENUE	2.438	4.0%	Higher monthly fare revenue combined with timing of cash receipts.	2.461	0.6%	
OTHER OPERATING REVENUE	(13.443)	(66.8%)	Timing of anticipated claim reimbursement from FMTAC combined with timing of advertising receipts partially offset by miscellaneous receipts.	(12.244)	(22.2%)	Timing of anticipated claim reimbursement from FMTAC combined with timing of advertising receipts partially offset by miscellaneous receipts and timing of Rocla concrete tie settlement.
CAPITAL AND OTHER REIMBURSEMENTS:						
MTA	(13.350)	(76.5%)	Lower cash receipts due to lower capital related project activity combined with timing of payments.	(11.977)	(23.6%)	Lower cash receipts due to timing of payments partially offset by higher capital related project activity.
CDOT	5.982	*	Higher cash receipts due to timing of payments (including an advanced payment on relocation expenses) partially offset by lower capital related project activity.	6.380	16.5%	Higher cash receipts due to higher timing of payments (including cap admin) partially offset by lower capital related project activity.
OTHER	0.386	26.0%	Higher cash receipts due to timing of payments partially offset by lower capital related project activity.	(1.887)	(18.6%)	Lower cash receipts due to timing of payments combined with lower capital related project activity.
PAYROLL	(2.296)	(4.5%)	Timing of vacation buyback and retroactive wage adjustment (RWA) settlement payouts.	(2.296)	(0.6%)	
OVERTIME	4.815	32.1%	Timing of payments combined with lower scheduled service, programmatic maintenance and no weather events.	4.815	7.4%	Timing of payments combined with lower scheduled service, programmatic maintenance and no weather events.
HEALTH & WELFARE	(2.668)	(28.4%)	Timing of quarterly dental/vision premium payment.	(2.941)	(4.3%)	
OPEB CURRENT PAYMENT	(0.554)	(30.4%)	Timing of retiree health benefit payments.	(0.282)	(1.8%)	
PENSIONS	3.118	27.3%	Timing of payments combined with lower than forecasted rates.	3.118	10.1%	Timing of payments combined with lower than forecasted rates.
OTHER FRINGE BENEFITS	(2.668)	(29.2%)	Refund of erroneous receipt from IRS (mentioned above in Other Operating Revenue) combined with higher payroll taxes associated with vacation buyback.	(2.667)	(3.1%)	Refund of erroneous receipt from IRS (mentioned above in Other Operating Revenue) combined with higher payroll taxes associated with vacation buyback.
GASB ACCOUNT	0.000	0.0%		0.000	0.0%	
ELECTRIC POWER	2.576	31.0%	Timing of payments combined with lower electric rates on all lines.	2.576	4.9%	

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

\$ Detail

Generic Receipt or Expense Category	July Month vs Mid-Year Forecast			Year-To-Date as of July 31, 2015		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
FUEL	(1.129)	(82.0%)	Timing of payments.	(1.130)	(8.8%)	Timing of payments partially offset by lower diesel fuel price per gallon.
INSURANCE	(0.834)	(48.9%)	Timing of Force Account premium payments.	(0.834)	(6.6%)	Timing of Force Account premium payments.
CLAIMS	4.933	76.3%	Timing of claim payments for Spuyten Duyvil and Bridgeport incidents.	4.934	29.9%	Timing of claim payments for Spuyten Duyvil and Bridgeport incidents.
MAINTENANCE & OTHER OPERATING CONTRACTS	4.874	37.6%	Timing of payments for MTA Police, Maintenance & Repair and capital related projects (Rehab over Merritt Pkwy Bridge and NHL - CWR Replacement MP2-MP 8).	4.875	8.2%	Timing of payments for MTA Police, Maintenance & Repair and capital related projects (Rehab over Merritt Pkwy Bridge and NHL - CWR Replacement MP2-MP 8).
PROFESSIONAL SERVICE CONTRACTS	0.901	21.0%	Timing of payments for engineering services partially offset by IT Consulting Services.	0.901	4.4%	
MATERIALS & SUPPLIES	0.085	0.9%		0.085	0.1%	
OTHER BUSINESS EXPENSES	2.969	60.2%	Reclass of YTD technology costs from MNR to MTA Headquarters combined with lower NJT subsidy and timing of stationary & office supplies.	2.970	10.5%	Reclass of YTD technology costs from MNR to MTA Headquarters combined with lower NJT subsidy and timing of stationary & office supplies.
MTA SUBSIDY RECEIPTS	11.396	62.6%	Lower CDOT subsidy combined with higher net cash deficit partially offset by impact of cash balances.	10.607	3.9%	Lower CDOT subsidy combined with higher net cash deficit partially offset by impact of cash balances.
CDOT SUBSIDY RECEIPTS	(10.392)	(44.2%)	Timing of reimbursement for RWA payments to be received in August.	(9.513)	(10.9%)	Timing of reimbursement for RWA payments to be received in August partially offset by timing of cap admin payment received.
TOTAL SUBSIDY RECEIPTS	1.004	2.4%		1.093	0.3%	

* Variance exceeds 100%

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
CASH CONVERSION (CASH FLOW ADJUSTMENT)
(\$ in millions)

	July 2015				Year-to-Date			
			Favorable (Unfavorable)				Favorable (Unfavorable)	
	Mid-Year Forecast	Actual	Variance	Percent	Mid-Year Forecast	Actual	Variance	Percent
Receipts								
Farebox Revenue	\$0.363	\$2.878	\$2.515	*	\$1.535	\$3.825	\$2.291	*
Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	15.027	1.813	(13.213)	(87.9)	20.237	6.783	(13.454)	(66.5)
Capital & Other Reimbursements:		0.000			0.000	0.000		
MTA	6.534	(6.405)	(12.939)	*	(7.283)	(24.815)	(17.532)	*
CDOT	(0.890)	6.725	7.615	*	3.106	9.680	6.574	*
Other	(0.024)	0.177	0.201	*	1.183	0.237	(0.946)	(79.9)
Total Capital and Other Reimbursements	5.620	0.496	(5.124)	(91.2)	(2.993)	(14.897)	(11.904)	*
Total Revenue/Receipts	\$21.009	\$5.187	(\$15.822)	(75.3)	\$18.778	(\$4.289)	(\$23.067)	*
Expenditures								
<i>Labor:</i>								
Payroll	(\$6.109)	(\$5.782)	\$0.326	5.3	(\$74.587)	(\$74.482)	\$0.105	0.1
Overtime	(4.547)	(0.329)	4.218	92.8	(0.382)	3.835	4.217	*
Health and Welfare	0.342	(2.126)	(2.469)	*	(5.052)	(8.198)	(3.145)	(62.3)
OPEB Current Payment	0.239	(0.001)	0.000		(1.198)	(0.000)	1.197	100.0
Pensions	(2.703)	0.117	2.820	*	24.903	25.765	0.862	3.5
Other Fringe Benefits	1.307	(1.325)	(2.632)	*	(17.476)	(12.599)	4.877	27.9
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	(0.207)	0.021	0.228	*	(0.422)	0.069	0.491	*
Total Labor	(\$11.676)	(\$9.426)	\$2.250	19.3	(\$74.213)	(\$65.611)	\$8.603	11.6
<i>Non-Labor:</i>								
Electric Power	(\$0.654)	\$0.710	\$1.364	*	\$1.713	\$2.346	\$0.633	37.0
Fuel	0.291	(0.796)	(1.086)	*	(0.598)	(2.422)	(1.823)	*
Insurance	0.382	(0.614)	(0.996)	*	0.582	(0.281)	(0.863)	*
Claims	(6.368)	(1.486)	4.881	76.7	(16.105)	(10.954)	5.151	32.0
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	(0.625)	1.906	2.531	*	7.581	6.320	(1.262)	(16.6)
Professional Service Contracts	(0.865)	(0.784)	0.081	9.3	2.117	0.531	(1.586)	(74.9)
Materials & Supplies	(0.066)	(1.534)	(1.468)	*	(7.855)	(14.316)	(6.461)	(82.3)
Other Business Expenses	(2.461)	(1.069)	1.392	56.6	(10.964)	(8.006)	2.958	27.0
Total Non-Labor	(\$10.365)	(\$3.666)	\$6.700	64.6	(\$23.530)	(\$26.782)	(\$3.253)	(13.8)
<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.	(\$22.042)	(\$13.092)	\$8.950	40.6	(\$97.743)	(\$92.393)	\$5.350	5.5
Depreciation	19.021	18.509	(0.512)	(2.7)	131.103	131.031	(0.071)	(0.1)
OPEB Obligation	5.693	5.693	0.000	0.0	39.851	39.851	0.000	0.0
Environmental Remediation	0.000	0.000	0.000	-	4.093	3.723	(0.370)	9.0
Total Expenditures Adjustments	\$2.672	\$11.110	\$8.438	*	\$77.304	\$82.213	\$4.909	6.3
Total Cash Conversion Adjustments	\$23.682	\$16.298	(\$7.384)	(31.2)	\$96.082	\$77.924	(\$18.158)	(18.9)

Note:

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

-- Differences are due to rounding.

* Variance exceeds 100%.

**MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST**

**UTILIZATION
(in millions)**

	Month of July		Variance		Year-to-Date July		Variance	
	MYF	Actual	Fav (Unfav)		MYF	Actual	Fav (Unfav)	
			Amount	%			Amount	%
<u>Farebox Revenue</u>								
Harlem Line	\$17.718	\$17.766	\$0.048	0.3	\$114.458	\$114.613	\$0.155	0.1
Hudson Line	\$13.078	\$12.947	(\$0.130)	-1.0	\$83.101	\$83.029	(\$0.072)	-0.1
New Haven Line	\$29.383	\$29.392	\$0.009	0.0	\$186.565	\$186.657	\$0.092	0.0
 Total Farebox Revenue	 \$60.179	 \$60.106 ⁽¹⁾	 (\$0.073)	 -0.1	 \$384.124	 \$384.298 ⁽¹⁾	 \$0.175	 0.0
 <u>Ridership</u>								
Harlem Line	2.393	2.406	0.013	0.5	15.726	15.749	0.023	0.1
Hudson Line	1.476	1.463	(0.013)	-0.9	9.409	9.380	(0.029)	-0.3
New Haven Line	3.625	3.618	(0.007)	-0.2	23.040	23.017	(0.023)	-0.1
 Total Ridership East of Hudson	 7.494	 7.487	 (0.007)	 -0.1	 48.175	 48.146	 (0.029)	 -0.1
 West of Hudson	 0.161	 0.157	 (0.003)	 -2.1	 1.014	 1.010	 (0.004)	 -0.4
 Total Ridership	 7.654	 7.644	 (0.010)	 -0.1	 49.189	 49.156	 (0.034)	 -0.1

(1) Excludes West of Hudson Mail & Ride revenue totaling \$0.030 million for the month and \$0.218 million year-to-date.

East of Hudson:

East of Hudson ridership for the month reflected a decrease of 0.1% or 7K rides as compared to the Forecast:

- Harlem Line had a 0.5% increase due to higher than projected commutation growth
- New Haven Line had a 0.2% decrease due to lower than projected non-commutation growth
- Hudson Line reflected an decrease of 0.9% due lower than both projected commutation and non-commutation growth
- Compared to July 2014, East of Hudson ridership was up by 1.6%

YTD East of Hudson ridership was 0.1% or 29K rides below the Forecast:

- Harlem Line was 0.1% higher due to higher commutation growth
- New Haven Line was 0.1% lower due to lower non-commutation rides
- Hudson Line was 0.3% lower due to lower commutation and non-commutation rides
- Compared to YTD July 2014, East of Hudson ridership was up by 1.2%

Commutation ridership as compared to the Forecast was:

- Overall 0.9% higher for the month versus the Forecast
- YTD Commutation was 0.1% higher to the Forecast
- Compared to YTD July 2014, commutation ridership was 0.8% higher

Non-commutation ridership as compared to the Forecast was:

- 1.3% lower for the month reflecting lower than projected growth across all all East of Hudson lines
- Overall, YTD Non-Commutation was 0.4 % lower reflecting lower than projected ridership growth
- Compared to YTD July 2014, non-commutation ridership was 1.8% higher

West of Hudson:

West of Hudson ridership as compared to the Forecast was:

- 2.1% lower for the month and 0.4% lower YTD
- Commutation ridership was 1.6% lower YTD
- Non-commutation ridership was 1.3% higher YTD
- Compared to 2014, July YTD ridership was 4.3% higher reflecting progressive growth over the projected ridership

MTA METRO-NORTH RAILROAD
2015 MID-YEAR FORECAST VS. ACTUALS
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
July 31, 2015

<u>Department</u>	<u>Mid-Year Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>
Administration			
President	4	4	-
Labor Relations	18	16	3
Safety (1)	59	46	13
COS/Corporate & Public Affairs	18	16	2
Legal	19	17	3
Claims Services	13	13	0
Environmental Compliance & Svce	7	7	-
VP Human Resources	4	4	0
Human Resources	38	29	9
Training (1)	80	56	24
Employee Relations & Diversity	6	6	-
VP Planning	2	2	1
Operations Planning & Analysis	20	16	4
Capital Planning & Programming	14	10	4
GCT & Corporate Development	32	29	3
Long Range Planning	7	7	-
VP Finance & Information Systems	2	1	1
Controller (2)	74	75	(1)
Budget	20	17	3
Customer Service	49	44	5
Procurement & Material Mgmt	32	31	1
Total Administration	518	445	73
Operations			
Operations Administration	80	74	7
Transportation (4)	1,478	1,472	6
Customer Service	229	226	4
GCT & Corporate Development	34	29	5
Metro-North West	30	30	1
Total Operations	1,851	1,830	21
Maintenance			
GCT & Corporate Development (3)	172	161	12
Maintenance of Equipment (1)(3)	1,657	1,620	37
Maintenance of Way (1)	1,913	1,871	42
Procurement & Material Mgmt (5)	120	119	1
Total Maintenance	3,862	3,771	91
Engineering/Capital			
Construction Management	33	33	0
Engineering & Design	64	65	(1)
Total Engineering/Capital	97	98	(1)
Total Positions	6,328	6,143	185
Non-Reimbursable	5,574	5,749	(175)
Reimbursable	754	395	359
Total Full-Time	6,327	6,142	185
Total Full-Time-Equivalents	1	1	-
(of part-time positions)			

(1) Variance reflects new vacant positions.

(2) Variance reflects later attrition of positions than planned. (Paid positions are within authorized levels.)

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

MTA METRO-NORTH RAILROAD
2015 MID-YEAR FORECAST VS. ACTUALS
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
July 31, 2015

FUNCTION/OCCUPATION	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance
Administration (1)			
Managers/Supervisors	136	136	1
Professional, Technical, Clerical	382	309	72
Operational Hourlies	-	-	-
Total Administration	518	445	73
Operations (1)			
Managers/Supervisors	211	137	74
Professional, Technical, Clerical	184	250	(65)
Operational Hourlies	1,456	1,444	13
Total Operations	1,851	1,830	21
Maintenance (1)			
Managers/Supervisors	619	512	106
Professional, Technical, Clerical	521	485	36
Operational Hourlies	2,723	2,774	(51)
Total Maintenance	3,862	3,771	91
Engineering/Capital			
Managers/Supervisors	42	42	-
Professional, Technical, Clerical	55	56	(1)
Operational Hourlies	-	-	-
	97	98	(1)
Public Safety			
Managers/Supervisors	-	-	-
Professional, Technical, Clerical	-	-	-
Operational Hourlies	-	-	-
Total Public Safety	-	-	-
Total Positions			
Managers/Supervisors	1,008	827	181
Professional, Technical, Clerical	1,142	1,099	42
Operational Hourlies	4,179	4,217	(38)
Total Positions	6,328	6,143	185

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 MID-YEAR FORECAST VS. ACTUALS**

July 31, 2015

Agency-wide (Non-Reimbursable and Reimbursable)	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<i>Functional Classification:</i>				
Operations (1)	1,851	1,830	21	
Maintenance (1)	3,862	3,771	91	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 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)	518	445	73	Vacancies reflects timing differences in hiring of newly created positions in the Training and Safety departments.
Engineering / Capital	97	98	(1)	
Total Agency-wide Headcount	6,328	6,143	185	
Non-Reimbursable	5,574	5,749	(175)	Reflects a transfer of reimbursable Maintenance of Way positions to perform operating work.
Reimbursable	754	395	359	

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
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
MONTHLY PERFORMANCE INDICATORS *
JULY 2015**

	MONTH			VARIANCE	
	2015	MYF	2014	MYF	2014
Farebox Operating Ratio					
Standard ⁽¹⁾	60.3%	57.5%	30.4%	2.8%	29.9%
Adjusted ⁽²⁾	67.5%	64.2%	33.5%	3.3%	34.0%
Cost per Passenger					
Standard ⁽¹⁾	\$13.46	\$14.10	\$25.93	\$0.64	\$12.47
Adjusted ⁽²⁾	\$13.20	\$13.90	\$25.76	\$0.70	\$12.56
Passenger Revenue/Passenger ⁽³⁾	\$8.12	\$8.11	\$7.89	\$0.01	\$0.23
	YEAR-TO-DATE			VARIANCE	
	2015	MYF	2014	MYF	2014
Farebox Operating Ratio					
Standard ⁽¹⁾	57.4%	57.1%	50.8%	0.3%	6.6%
Adjusted ⁽²⁾	64.8%	64.2%	56.9%	0.6%	7.9%
Cost per Passenger					
Standard ⁽¹⁾	\$14.06	\$14.12	\$15.54	\$0.06	\$1.48
Adjusted ⁽²⁾	\$13.76	\$13.83	\$15.27	\$0.07	\$1.51
Passenger Revenue/Passenger ⁽³⁾	\$8.07	\$8.06	\$7.90	\$0.01	\$0.17

(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.

2014 actual results include the wage impact of the Commuter Rail Labor - July 17th Agreement with LIRR.



Metro-North Railroad

**Financial Report
June 2015**

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

June YTD Operating results were favorable with a net operating deficit that was \$11.5 million or 2.9% lower than the Mid-Year Forecast. Operating Revenues through June were \$1.7 million above the Mid-Year Forecast reflecting higher net GCT revenues due to lower management expenses, increased tenant rents and higher digital advertising. Total Expenses through June were \$9.8 million lower than projected due to the timing of contracted services for maintenance and professional services (\$7.7 million) and lower net labor expenses (\$2.3 million).

YTD Reimbursable Capital program expenditures (and reimbursements) were \$6.3 million higher than Mid-Year Forecast due to scheduling changes of several forecasted projects (Cyclical Track Program, Catenary Projects and EMU Fleet Replacement).

Ridership

Total ridership through June of 41.5 million was slightly below the Mid-Year Forecast primarily due to lower than anticipated non-commutation ridership.

East of Hudson

- YTD Ridership of 40.7 million was slightly lower than the Mid-Year Forecast but 1.2% higher than 2014.
- June ridership of 7.4 million was 1.1% lower than the Mid-Year Forecast.
- YTD Commutation ridership was on target to the Mid-Year Forecast and 0.5% higher for the month. June YTD commutation was 0.6% higher than 2014.
- YTD Non-commutation ridership was 0.2% lower than the Mid-Year Forecast and 3.3% lower than the Mid-Year Forecast for the month. Compared to 2014, YTD non-commutation was 1.9% higher than the Mid-Year Forecast.

West of Hudson

- YTD Ridership was slightly lower than the Mid-Year Forecast. June ridership was 0.6% lower than the Mid-Year Forecast. Compared to 2014, YTD ridership was 4.8% higher.

Revenue and Reimbursements

Total YTD Revenue and Reimbursements through June of \$445.3 million were \$8.0 million higher than the Mid-Year Forecast:

- Farebox Revenue of \$324.4 million was \$0.2 million higher than the Mid-Year Forecast.
- Other Operating Revenue of \$31.2 million was \$1.4 million higher than the Mid-Year Forecast reflecting higher net GCT revenues due to lower management expenses, increased tenant rents and higher digital advertising.
- Capital and Other Reimbursements of \$89.7 million was \$6.3 million higher than the Mid-Year Forecast due to project timing previously discussed.

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

Total YTD Non-Reimbursable and Reimbursable expenses of \$677.1 million through June were \$3.6 million (0.5%) lower than the Mid-Year Forecast:

- Non-labor costs were \$10.0 million favorable primarily due to reduced contractual service expenditures for maintenance and professional services and scheduling changes for capital project expenditures.
- Labor costs were \$6.4 million unfavorable primarily due to Railroad Retirement Tier II tax rate adjustments, timing of Railroad Retirement Tier II payments related to RWA and higher capital project work.

Financial Performance Measures

The YTD performance indicators reflect higher overall expenses:

- Adjusted Farebox Operating Ratio of 64.3% through June was slightly better with the Mid-Year Forecast.
- Adjusted Cost per Passenger of \$13.86 for the period was slightly higher than the Mid-Year Forecast.
- Revenue per Passenger of \$8.06 was on target to the Mid-Year Forecast.

**MTA METRO-NORTH RAILROAD
JUNE 2015 FINANCIAL REPORT
YEAR-TO-DATE ACTUAL VERSUS MID-YEAR FORECAST**

REVENUE

Total Revenue and reimbursements were \$8.0 million (1.8%) higher than the Mid-Year Forecast through June:

- **Farebox Revenue** – YTD was higher than the Mid-Year Forecast by \$0.2 million. For the month, revenue was \$0.5 million below the Mid-Year Forecast.
- **Other Operating Revenue** – YTD was higher than the Mid-Year Forecast by \$1.4 million reflecting higher net GCT revenues due to lower management expenses, increased tenant rents and higher digital advertising. For the month, revenue was \$0.3 million above the Mid-Year Forecast.
- **Capital and Other Reimbursements** – YTD was higher by \$6.3 million due to timing differences/scheduling changes of capital projects (Cyclical Track Program, Catenary Projects and EMU Fleet Replacement). For the month, reimbursements were \$0.4 million below the Mid-Year Forecast.

EXPENSES

Total Expenses – YTD expenses of \$827.5 million were \$3.5 million (0.4%) lower than the Mid-Year Forecast. For the month, expenses were \$1.2 million (0.8%) higher than the Mid-Year Forecast.

- **Labor expenses (including fringes and overhead recoveries)** – YTD expenses of \$482.5 million were \$6.4 million higher than the Mid-Year Forecast primarily due to Railroad Retirement Tier II tax rate adjustments, timing of Railroad Retirement Tier II payments related to RWA and higher capital project activity. For the month, expenses were \$5.4 million (6.7%) higher than the Mid-Year Forecast.
- **Non-Labor Expenses** were \$194.6 million YTD; \$10.0 million lower than Mid-Year Forecast and \$4.3 million lower for the month:
 - **Electric Power** – YTD was \$0.7 million below the Mid-Year Forecast primarily due to lower rates partially offset by higher usage and reimbursable prior period billing adjustments. For the month, expenses were \$0.9 million below the Mid-Year Forecast.
 - **Fuel** – YTD was \$0.7 million below the Mid-Year Forecast primarily due to lower diesel fuel prices per gallon. For the month, expenses were \$0.2 million below to the Mid-Year Forecast.
 - **Maintenance & Other Operating Contracts** – YTD was \$3.8 million below the Mid-Year Forecast primarily due to timing differences for maintenance contracts and GCT utilities. For the month, expenses were \$1.6 million lower than the Mid-Year Forecast.
 - **Professional Services** – YTD was \$1.7 million below the Mid-Year Forecast primarily due to IT consolidation expense reimbursements through April 2015 and the timing of expenses for consulting services, medical fees, and outside training. For the month, expenses were \$1.2 million lower than the Mid-Year Forecast.
 - **Materials & Supplies** – YTD was \$5.0 million below the Mid-Year Forecast 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 \$1.7 million lower than the Mid-Year Forecast.
 - **Other Business Expenses** – YTD was higher than the Mid-Year Forecast by \$1.6 million primarily due to non-capitalizable Madison Avenue relocation expenses, employment settlement payment and the timing of cost recoveries from other railroads. For the month, expenses were \$0.7 million higher than the Mid-Year Forecast.

Depreciation and Other Non-Cash Liability Adjustments – \$0.1 million higher than the Mid-Year Forecast due to higher capitalization of assets largely offset by the timing of projects requiring remediation.

CASH DEFICIT

The Cash Deficit through June of \$320.4 million was \$0.8 million favorable to the Mid-Year Forecast primarily due to an earlier than forecasted settlement payment for defective concrete ties.

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
June 2015
(\$ in millions)

SCHEDULE I - A

	Nonreimbursable				Reimbursable				Total			
	Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)			
	Mid-Year Forecast	Actual	Variance	Percent	Mid-Year Forecast	Actual	Variance	Percent	Mid-Year Forecast	Actual	Variance	Percent
Revenue												
Farebox Revenue	\$59.780	\$59.264	(\$0.516)	(0.9)	\$0.000	\$0.000	\$0.000	-	\$59.780	\$59.264	(\$0.516)	(0.9)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	4.823	5.111	0.288	6.0	0.000	0.000	0.000	-	4.823	5.111	0.288	6.0
<i>Capital & Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	10.036	11.657	1.621	16.2	10.036	11.657	1.621	16.2
CDOT	0.000	0.000	0.000	-	7.021	6.892	(0.129)	(1.8)	7.021	6.892	(0.129)	(1.8)
Other	0.000	0.000	0.000	-	1.557	(0.320)	(1.877)	*	1.557	(0.320)	(1.877)	*
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	18.614	18.229	(0.385)	(2.1)	18.614	18.229	(0.385)	(2.1)
Total Revenue/Receipts	\$64.603	\$64.376	(\$0.228)	(0.4)	\$18.614	\$18.229	(\$0.385)	(2.1)	\$83.217	\$82.605	(\$0.613)	(0.7)
Expenses												
<i>Labor:</i>												
Payroll	\$38.338	\$36.266	\$2.072	5.4	\$4.234	\$4.921	(\$0.687)	(16.2)	\$42.572	\$41.187	\$1.385	3.3
Overtime	7.234	6.642	0.592	8.2	1.937	1.820	0.118	6.1	9.171	8.461	0.710	7.7
Health and Welfare	7.786	6.202	1.584	20.3	1.298	2.199	(0.901)	(69.4)	9.084	8.401	0.683	7.5
OPEB Current Payment	2.064	3.303	(1.239)	(60.0)	0.000	0.000	0.000	-	2.064	3.303	(1.239)	(60.0)
Pensions	7.364	6.416	0.949	12.9	0.870	1.578	(0.708)	(81.3)	8.234	7.993	0.241	2.9
Other Fringe Benefits	8.919	18.404	(9.485)	*	0.989	(0.940)	1.929	*	9.908	17.464	(7.555)	(76.3)
Reimbursable Overhead	(4.785)	(6.174)	1.389	29.0	4.647	5.643	(0.996)	(21.4)	(0.138)	(0.531)	0.393	*
Total Labor	\$66.920	\$71.058	(\$4.138)	(6.2)	\$13.975	\$15.220	(\$1.245)	(8.9)	\$80.895	\$86.278	(\$5.383)	(6.7)
<i>Non-Labor:</i>												
Electric Power	\$7.352	\$6.458	\$0.894	12.2	\$0.000	\$0.004	(\$0.004)	-	\$7.352	\$6.462	\$0.890	12.1
Fuel	1.690	1.452	0.237	14.0	0.000	0.000	0.000	-	1.690	1.452	0.237	14.0
Insurance	1.694	1.627	0.067	3.9	0.438	0.725	(0.287)	(65.4)	2.132	2.352	(0.220)	(10.3)
Claims	0.098	0.511	(0.413)	*	0.000	0.000	0.000	-	0.098	0.511	(0.413)	*
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	10.079	8.630	1.448	14.4	0.954	0.780	0.174	18.3	11.032	9.410	1.623	14.7
Professional Service Contracts	3.592	2.180	1.412	39.3	0.392	0.595	(0.203)	(51.9)	3.983	2.775	1.209	30.3
Materials & Supplies	6.174	6.407	(0.234)	(3.8)	2.806	0.865	1.941	69.2	8.980	7.273	1.707	19.0
Other Business Expenses	1.990	2.736	(0.746)	(37.5)	0.049	0.041	0.008	16.0	2.038	2.777	(0.739)	(36.2)
Total Non-Labor	\$32.667	\$30.002	\$2.665	8.2	\$4.639	\$3.009	\$1.630	35.1	\$37.306	\$33.011	\$4.295	11.5
<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.	\$99.587	\$101.060	(\$1.473)	(1.5)	\$18.614	\$18.229	\$0.385	2.1	\$118.201	\$119.289	(\$1.088)	(0.9)
Depreciation	19.021	19.518	(0.498)	(2.6)	0.000	0.000	0.000	-	19.021	19.518	(0.498)	(2.6)
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	0.640	0.227	0.413	64.5	0.000	0.000	0.000	-	0.640	0.227	0.413	64.5
Total Expenses	\$124.941	\$126.499	(\$1.558)	(1.2)	\$18.614	\$18.229	\$0.385	2.1	\$143.555	\$144.728	(\$1.172)	(0.8)
Net Surplus/(Deficit)	(\$60.338)	(\$62.123)	(\$1.785)	(3.0)	\$0.000	\$0.000	\$0.000	-	(\$60.338)	(\$62.123)	(\$1.785)	(3.0)
<i>Cash Conversion Adjustments:</i>												
Depreciation	19.021	19.518	0.498	2.6	0.000	0.000	0.000	-	19.021	19.518	0.498	2.6
Operating/Capital	(3.119)	(1.590)	1.529	49.0	0.000	0.000	0.000	-	(3.119)	(1.590)	1.529	49.0
Other Cash Adjustments	(41.627)	(41.023)	0.604	1.5	0.000	0.000	0.000	-	(41.627)	(41.023)	0.604	1.5
Total Cash Conversion Adjustments	(\$25.725)	(\$23.095)	\$2.630	10.2	\$0.000	\$0.000	\$0.000	-	(\$25.725)	(\$23.095)	\$2.630	10.2
Net Cash Surplus/(Deficit)	(\$86.063)	(\$85.218)	\$0.845	1.0	\$0.000	\$0.000	\$0.000	-	(\$86.063)	(\$85.218)	\$0.845	1.0

Note:

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

-- Differences are due to rounding.

* Variance exceeds 100%.

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
June Year-To-Date
(\$ in millions)

SCHEDULE I - B

	Nonreimbursable				Reimbursable				Total			
	Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)			
	Mid-Year Forecast	Actual	Variance	Percent	Mid-Year Forecast	Actual	Variance	Percent	Mid-Year Forecast	Actual	Variance	Percent
Revenue												
Farebox Revenue	\$324.144	\$324.391	\$0.247	0.1	\$0.000	\$0.000	\$0.000	-	\$324.144	\$324.391	\$0.247	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	29.810	31.249	1.440	4.8	0.000	0.000	0.000	-	29.810	31.249	1.440	4.8
<i>Capital & Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	47.093	53.058	5.965	12.7	47.093	53.058	5.965	12.7
CDOT	0.000	0.000	0.000	-	28.847	30.284	1.437	5.0	28.847	30.284	1.437	5.0
Other	0.000	0.000	0.000	-	7.438	6.312	(1.126)	(15.1)	7.438	6.312	(1.126)	(15.1)
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	83.378	89.654	6.276	7.5	83.378	89.654	6.276	7.5
Total Revenue/Receipts	\$353.954	\$355.641	\$1.687	0.5	\$83.378	\$89.654	\$6.276	7.5	\$437.332	\$445.295	\$7.963	1.8
Expenses												
<i>Labor:</i>												
Payroll	\$228.991	\$226.186	\$2.805	1.2	\$21.737	\$24.321	(\$2.584)	(11.9)	\$250.728	\$250.507	\$0.221	0.1
Overtime	46.020	44.646	1.375	3.0	7.980	9.353	(1.374)	(17.2)	54.000	53.999	0.001	0.0
Health and Welfare	46.962	45.144	1.818	3.9	6.280	7.694	(1.414)	(22.5)	53.242	52.838	0.404	0.8
OPEB Current Payment	12.415	13.581	(1.166)	(9.4)	0.000	0.000	0.000	-	12.415	13.581	(1.166)	(9.4)
Pensions	43.020	40.031	2.990	6.9	4.186	5.218	(1.031)	(24.6)	47.207	45.248	1.958	4.1
Other Fringe Benefits	53.537	61.994	(8.457)	(15.8)	5.200	4.251	0.948	18.2	58.737	66.245	(7.508)	(12.8)
Reimbursable Overhead	(21.266)	(24.232)	2.966	13.9	21.051	24.279	(3.229)	(15.3)	(0.215)	0.048	(0.263)	*
Total Labor	\$409.680	\$407.350	\$2.330	0.6	\$66.433	\$75.116	(\$8.683)	(13.1)	\$476.114	\$482.467	(\$6.353)	(1.3)
<i>Non-Labor:</i>												
Electric Power	\$46.332	\$45.122	\$1.209	2.6	\$0.000	\$0.478	(\$0.478)	-	\$46.332	\$45.601	\$0.731	1.6
Fuel	10.631	9.895	0.736	6.9	0.000	0.000	0.000	-	10.631	9.895	0.736	6.9
Insurance	9.414	9.278	0.136	1.4	1.785	2.054	(0.268)	(15.0)	11.199	11.332	(0.132)	(1.2)
Claims	0.322	0.591	(0.269)	(83.4)	0.000	0.000	0.000	-	0.322	0.591	(0.269)	(83.4)
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	51.943	46.734	5.209	10.0	2.805	4.221	(1.416)	(50.5)	54.748	50.955	3.793	6.9
Professional Service Contracts	16.996	14.457	2.539	14.9	2.394	3.267	(0.873)	(36.5)	19.390	17.723	1.667	8.6
Materials & Supplies	37.365	37.707	(0.342)	(0.9)	9.693	4.358	5.335	55.0	47.059	42.065	4.994	10.6
Other Business Expenses	14.609	16.281	(1.672)	(11.4)	0.267	0.161	0.106	39.9	14.876	16.442	(1.566)	(10.5)
Total Non-Labor	\$187.612	\$180.066	\$7.547	4.0	\$16.945	\$14.538	\$2.407	14.2	\$204.557	\$194.603	\$9.953	4.9
<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.	\$597.293	\$587.416	\$9.877	1.7	\$83.378	\$89.654	(\$6.276)	(7.5)	\$680.671	\$677.070	\$3.600	0.5
Depreciation	112.082	112.522	(0.440)	(0.4)	0.000	0.000	0.000	-	112.082	112.522	(0.440)	(0.4)
OPEB Obligation	34.158	34.158	0.000	0.0	0.000	0.000	0.000	-	34.158	34.158	0.000	0.0
Environmental Remediation	4.093	3.723	0.370	9.0	0.000	0.000	0.000	-	4.093	3.723	0.370	9.0
Total Expenses	\$747.626	\$737.819	\$9.807	1.3	\$83.378	\$89.654	(\$6.276)	(7.5)	\$831.004	\$827.474	\$3.530	0.4
Net Surplus/(Deficit)	(\$393.672)	(\$382.179)	\$11.493	2.9	\$0.000	\$0.000	\$0.000	-	(\$393.672)	(\$382.179)	\$11.493	2.9
<i>Cash Conversion Adjustments:</i>												
Depreciation	112.082	112.522	0.440	0.4	0.000	0.000	0.000	-	112.082	112.522	0.440	0.4
Operating/Capital	(9.034)	(8.054)	0.980	10.9	0.000	0.000	0.000	-	(9.034)	(8.054)	0.980	10.9
Other Cash Adjustments	(30.647)	(42.716)	(12.069)	(39.4)	0.000	0.000	0.000	-	(30.647)	(42.716)	(12.069)	(39.4)
Total Cash Conversion Adjustments	\$72.401	\$61.752	(\$10.649)	(14.7)	\$0.000	\$0.000	\$0.000	-	\$72.401	\$61.752	(\$10.649)	(14.7)
Net Cash Surplus/(Deficit)	(\$321.272)	(\$320.427)	\$0.845	0.3	\$0.000	\$0.000	\$0.000	-	(\$321.272)	(\$320.427)	\$0.845	0.3

Note:

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

-- Differences are due to rounding.

* Variance exceeds 100%.

MTA METRO-NORTH RAILROAD
ACCURAL STATEMENT OF OPERATIONS BY CATEGORY
EXPLANATION OF VARIANCE BETWEEN MID-YEAR FORECAST AND ACTUAL RESULTS
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
JUNE 2015
(\$ in millions)

		Current Month vs. Mid-Year Forecast			Year to Date vs. Mid-Year Forecast		
Generic Revenue or Expense Category	Non Reimb. or Reimb.	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
OTHER OPERATING REVENUE	Non-Reimb	\$0.288	6.0%	Reflects higher net GCT revenues due to lower management expenses and an earlier than forecasted receipt of settlement payments for defective concrete ties.	\$1.440	4.8%	Primarily reflects higher net GCT revenues (lower management expenses and increased tenant rents) and higher GCT digital advertising.
CAPITAL AND OTHER REIMBURSEMENTS	Reimb	(\$0.385)	(2.1%)		\$6.276	7.5%	Lower reimbursements reflect scheduling changes in capital project expenditures.
PAYROLL	Non-Reimb	\$2.072	5.4%	Reflects timing of retroactive wage adjustment (RWA) settlement payouts.	\$2.805	1.2%	Reflects higher activity for the following projects: EMU Fleet Replacement, Catenary Programs, CT Track Program and GCT Turnouts.
	Reimb	(\$0.687)	(16.2%)	Reflects higher activity for the following projects: EMU Fleet Replacement, Catenary Programs and CT Track Program.	(\$2.584)	(11.9%)	
OVERTIME	Non-Reimb	\$0.592	8.2%	See overtime tables.	\$1.375	3.0%	See overtime tables.
	Reimb	\$0.118	6.1%	See overtime tables.	(\$1.374)	(17.2%)	See overtime tables.
HEALTH AND WELFARE	Non-Reimb	\$1.584	20.3%	Primarily due to lower than forecasted premiums.	\$1.818	3.9%	Primarily due to lower than forecasted premiums.
	Reimb	(\$0.901)	(69.4%)	Reflects higher than forecasted expenses during the period, primarily for the CT Track Program and EMU Fleet Replacement.	(\$1.414)	(22.5%)	Reflects higher than forecasted expenses for the CT Track Program and EMU Fleet Replacement.
OPEB CURRENT PAYMENT	Non-Reimb	(\$1.239)	(60.0%)	Reflects an adjustment for prior period premiums combined with a higher than forecasted number of retirees.	(\$1.166)	(9.4%)	Reflects an adjustment for prior period premiums combined with a higher than forecasted number of retirees.
PENSIONS	Non-Reimb	\$0.949	12.9%	Primarily reflects lower than forecasted rates.	\$2.990	6.9%	Primarily reflects lower than forecasted rates. Pension expenses will be further adjusted pending year-end Actuarial Valuation report.
	Reimb	(\$0.708)	(81.3%)	Reflects higher than forecasted expenses for the CT Track Program and EMU Fleet Replacement.	(\$1.031)	(24.6%)	Reflects higher than forecasted expenses for the CT Track Program and EMU Fleet Replacement.

MTA METRO-NORTH RAILROAD
ACCURAL STATEMENT OF OPERATIONS BY CATEGORY
EXPLANATION OF VARIANCE BETWEEN MID-YEAR FORECAST AND ACTUAL RESULTS
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
JUNE 2015
(\$ in millions)

		Current Month vs. Mid-Year Forecast			Year to Date vs. Mid-Year Forecast		
Generic Revenue or Expense Category	Non Reimb. or Reimb.	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
OTHER FRINGE BENEFITS	Non-Reimb	(\$9.485)	*	Primarily reflects a YTD Railroad Retirement Tier II tax rate adjustment, the timing of Railroad Retirement Tier II payments related to RWA and higher employee claims.	(\$8.457)	(15.8%)	Primarily reflects a YTD Railroad Retirement Tier II tax rate adjustment and the timing of Railroad Retirement Tier II payments related to RWA.
	Reimb	\$1.929	*	Primarily due to RWA adjustments.	\$0.948	18.2%	Primarily due to RWA adjustments.
REIMBURSABLE OVERHEAD	Non-Reimb	\$1.389	29.0%	The non-reimbursable and reimbursable variances primarily reflect higher project activity.	\$2.966	13.9%	The non-reimbursable and reimbursable variances primarily reflect higher project activity.
	Reimb	(\$0.996)	(21.4%)		(\$3.229)	(15.3%)	
ELECTRIC POWER	Non-Reimb	\$0.894	12.2%	Primarily due to favorable rates and usage on Harlem and Hudson lines, partially offset by higher than anticipated rates on New Haven Line.	\$1.209	2.6%	Reflects prior period billing adjustments for Shore Line East service power utilization on the New Haven Line.
	Reimb	(\$0.004)	-	Reflects several insignificant variances.	(\$0.478)	-	
FUEL	Non-Reim	\$0.237	14.0%	Reflects lower diesel fuel price per gallon.	\$0.736	6.9%	Primarily due to lower diesel fuel price per gallon.
INSURANCE	Reimb	(\$0.287)	(65.4%)	Reflects higher project activity in the EMU Fleet Replacement and CT Track Program, as well as the forecasting shortfall of the NHL Signal System.	(\$0.268)	(15.0%)	Reflects higher project activity in the EMU Fleet Replacement, GCT Turnouts and CT Track Program, as well as the Catenary Program.
CLAIMS	Non-Reimb	(\$0.413)	*	Primarily due to accrual adjustments related to the Bridgeport train derailment.	(\$0.269)	(83.4%)	Primarily due to accrual adjustments related to the Bridgeport train derailment.
MAINTENANCE AND OTHER OPERATING CONTRACTS	Non-Reimb	\$1.448	14.4%	Primarily reflects timing of expenses for GCT utilities and maintenance contracts.	\$5.209	10.0%	Reflects timing of expenses for maintenance contracts and GCT utilities.
	Reimb	\$0.174	*	Lower project activity for the New Canaan Rehab Merritt program and GCT Leaks Remediation Project.	(\$1.416)	(50.5%)	Primarily due to higher than forecasted project activity for Positive Train Control.

MTA METRO-NORTH RAILROAD
ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY
EXPLANATION OF VARIANCE BETWEEN MID-YEAR FORECAST AND ACTUAL RESULTS
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
JUNE 2015
(\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Mid-Year Forecast			Year to Date vs. Mid-Year Forecast		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
PROFESSIONAL SERVICE CONTRACTS	Non-Reimb	\$1.412	39.3%	Primarily due to IT consolidation expense reimbursements through April 2015 and timing of expenses for consulting services.	\$2.539	14.9%	Primarily due to IT consolidation expense reimbursements through April 2015 and timing of expenses for consulting services, medical fees and outside training.
	Reimb	(\$0.203)	(51.9%)	Reflects higher than forecasted expenses for NHL Signal System.	(\$0.873)	(36.5%)	Reflects higher project activity in Positive Train Control as well as NHL Signal System.
MATERIAL AND SUPPLIES	Non-Reimb	(\$0.234)	(3.8%)	Primarily reflects purchase price variance adjustments.	(\$0.342)	(0.9%)	
	Reimb	\$1.941	69.2%	Reflects lower than forecasted expenditures for the C30 Track Project.	\$5.335	55.0%	Primarily due to timing of the Component Change Out Shop program, CT Track program as well as Positive Train Control.
OTHER BUSINESS EXPENSES	Non-Reimb	(\$0.746)	(37.5%)	Primarily due to non-capitalizable Madison Avenue office relocation expenses.	(\$1.672)	(11.4%)	Primarily due to non-capitalizable Madison Avenue office relocation expenses, employment settlement payments, and the timing of cost recoveries from other railroads.
	Reimb	\$0.008	16.0%	Reflects insignificant variances from several projects.	\$0.106	39.9%	Reflects insignificant variances from several projects.
ENVIRONMENTAL REMEDIATION	Non-Reimb	\$0.413	64.5%	Timing of projects requiring remediation.	\$0.370	9.0%	Timing of projects requiring remediation.
OPERATING CAPITAL	Non-Reim	\$1.529	49.0%	Reflects lower activity for the following projects: Emergency Generators, Carey's Hole, Ticket Issuing Machines and Avaya software upgrade.	\$0.980	10.9%	Reflects lower activity for the following projects: Emergency Generators, Real-Time Train Status Info, Vehicle Fleet Replacement, Carey's Hole, Ticket Issuing Machines and Avaya software upgrade.

* Variance exceeds 100%.

MTA Metro-North Railroad
July Financial Plan - 2015 Mid-Year Forecast
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	June					June Year-to-Date				
	Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)	Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)
	Hours	\$	Hours	\$	Hours \$	Hours	\$	Hours	\$	Hours \$
NON-REIMBURSABLE OVERTIME										
<u>Scheduled Service</u> ¹	46,614	\$ 2.750	44,034	\$ 2.646	2,580 \$ 0.104 5.53% 3.78%	315,033	\$ 18.508	286,777	\$ 16.914	28,256 \$ 1.594 9.0% 8.6%
<u>Unscheduled Service</u>	-	\$ -	-	\$ -	- \$ - - -	-	\$ -	-	\$ -	- \$ - - -
<u>Programmatic/Routine Maintenance</u>	50,584	\$ 2.733	65,027	\$ 3.317	(14,443) \$ (0.584) -28.6% -21.4%	236,208	\$ 12.818	260,162	\$ 13.849	(23,954) \$ (1.031) -10.1% -8.0%
<u>Unscheduled Maintenance</u>	728	\$ 0.037	808	\$ 0.041	(80) \$ (0.004) -11.0% -10.8%	8,116	\$ 0.432	13,074	\$ 0.703	(4,958) \$ (0.271) -61.1% \$ (0.627)
<u>Vacancy/Absentee Coverage</u> ²	26,202	\$ 1.376	33,009	\$ 1.716	(6,807) \$ (0.340) -26.0% -24.7%	138,661	\$ 7.285	157,596	\$ 8.259	(18,935) \$ (0.974) -13.7% -13.4%
<u>Weather Emergencies</u>	6,160	\$ 0.337	1,004	\$ 0.056	5,156 \$ 0.281 83.7% 83.4%	114,987	\$ 6.255	104,375	\$ 5.663	10,612 \$ 0.592 9.2% 9.5%
<u>Safety/Security/Law Enforcement</u> ³	-	\$ -	-	\$ -	- \$ - - -	-	\$ -	-	\$ -	- \$ - - -
<u>Other</u> ⁴	-	\$ -	-	\$ (1.133)	- \$ 1.134 - *	-	\$ 0.721	-	\$ (0.743)	- \$ 1.464 - *
Subtotal	130,288	\$ 7.233	143,882	\$ 6.643	(13,594) \$ 0.591 -10.4% 8.2%	813,005	\$ 46.019	821,984	\$ 44.645	(8,979) \$ 1.374 -1.1% 3.0%
REIMBURSABLE OVERTIME	27,820	\$ 1.937	38,350	\$ 1.820	(10,530) \$ 0.118 -37.9% 6.1%	132,869	\$ 7.980	174,549	\$ 9.353	(41,680) \$ (1.374) -31.4% -17.2%
TOTAL OVERTIME	158,108	\$ 9.170	182,232	\$ 8.463	(24,124) \$ 0.709 -15.3% 7.7%	945,874	\$ 53.999	996,533	\$ 53.998	(50,659) \$ (0.000) -5.4% 0.0%

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
July Financial Plan - 2015 Mid-Year Forecast
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	June			June Year To Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u> ¹	2,580	\$0.104	Higher staff availability due to newly graduated conductor classes available for service coverage as well as lower than anticipated attrition.	28,256	\$1.594	Primarily due to higher staff availability due to newly graduating conductor classes available for service coverage as well as lower than anticipated attrition.
	5.5%	3.8%		9.0%	8.6%	
<u>Unscheduled Service</u>	0	\$0.000		0	\$0.000	
	-	-		-	-	
<u>Programmatic/Routine Maintenance</u>	(14,443)	(\$0.584)	Reflects timing of work in station enhancement and Park Avenue Viaduct repair costs.	(23,954)	(\$1.031)	Reflects timing of work in station enhancement and Park Avenue Viaduct repair costs.
	-28.6%	-21.4%		-10.1%	-8.0%	
<u>Unscheduled Maintenance</u>	(80)	(\$0.004)		(4,958)	(\$0.271)	Primarily due to coverage for the CSX derailment.
	-11.0%	-10.8%		-61.1%	-62.7%	
<u>Vacancy/Absentee Coverage</u> ²	(6,807)	(\$0.340)	Primarily due to vacation, sick and vacancy coverage for M of E must-fill positions.	(18,935)	(\$0.974)	Primarily due to vacation, sick and vacancy coverage for M of E must-fill positions.
	-26.0%	-24.7%		-13.7%	-13.4%	
<u>Weather Emergencies</u>	5,156	\$0.281	No severe weather events for the month.	10,612	\$0.592	No severe weather events during the second quarter.
	83.7%	83.4%		9.2%	9.5%	
<u>Safety/Security/Law Enforcement</u> ³	0	\$0.000		0	\$0.000	
	-	-		-	-	
<u>Other</u> ⁴	0	\$1.134	Reflects timing differences related to payroll and calendar cutoff dates.	0	\$1.464	Reflects timing differences related to payroll and calendar cutoff dates.
	-	-		-	*	
Subtotal	(13,594)	\$0.591		(8,979)	\$1.374	
	-10.4%	8.2%		-1.1%	3.0%	
REIMBURSABLE OVERTIME	(10,530)	\$0.118	Reflects lower project activity.	(41,680)	(\$1.374)	Primarily due to higher project activity for the CT Track Program, GCT Turnouts and EMU Fleet Replacement.
	-37.9%	6.1%		-31.4%	-17.2%	
TOTAL OVERTIME	(24,124)	\$0.709		(50,659)	(\$0.000)	

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
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
CASH RECEIPTS AND EXPENDITURES
(\$ in millions)

SCHEDULE III

	June 2015				Year-to-Date			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<u>Receipts</u>								
Farebox Receipts	\$60.209	\$60.232	\$0.023	0.0	\$325.316	\$325.339	\$0.023	0.0
Toll Receipts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Receipts	5.453	6.525	1.072	19.6	35.019	36.091	1.072	3.1
<i>Capital & Other Reimbursements:</i>								
MTA	7.523	8.895	1.372	18.2	33.277	34.649	1.372	4.1
CDOT	6.137	6.535	0.398	6.5	32.842	33.239	0.397	1.2
Other	3.081	1.061	(2.020)	(65.6)	8.645	6.626	(2.019)	(23.4)
Total Capital and Other Reimbursements	16.741	16.491	(0.250)	(1.5)	74.765	74.514	(0.251)	(0.3)
Total Receipts	\$82.404	\$83.248	\$0.844	1.0	\$435.100	\$435.944	\$0.844	0.2
<u>Expenditures</u>								
<i>Labor:</i>								
Payroll	\$72.660	\$72.660	(\$0.000)	(0.0)	\$319.206	\$319.207	(\$0.001)	(0.0)
Overtime	8.037	8.037	(0.000)	(0.0)	49.835	49.835	0.000	0.0
Health and Welfare	8.537	8.537	0.000	0.0	58.636	58.636	0.000	0.0
OPEB Current Payment	2.377	2.378	(0.001)	(0.0)	13.852	13.853	(0.001)	(0.0)
Pensions	8.603	8.603	0.000	0.0	19.601	19.601	0.000	0.0
Other Fringe Benefits	17.601	17.601	0.000	0.0	77.519	77.519	0.000	0.0
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	\$117.815	\$117.816	(\$0.001)	(0.0)	\$538.651	\$538.651	(\$0.000)	0.0
<i>Non-Labor:</i>								
Electric Power	\$6.415	\$6.415	\$0.000	0.0	\$43.965	\$43.965	(\$0.000)	0.0
Fuel	1.221	1.220	0.001	0.0	11.520	11.521	(0.001)	(0.0)
Insurance	0.987	0.987	0.000	0.0	10.999	10.999	0.000	0.0
Claims	7.682	7.682	0.000	0.0	10.060	10.059	0.001	0.0
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	13.589	13.589	(0.000)	(0.0)	46.541	46.541	0.000	0.0
Professional Service Contracts	3.581	3.581	0.000	0.0	16.409	16.409	(0.000)	(0.0)
Materials & Supplies	13.101	13.101	0.000	0.0	54.848	54.847	0.001	0.0
Other Business Expenditures	4.075	4.075	0.000	0.0	23.378	23.379	(0.001)	(0.0)
Total Non-Labor	\$50.651	\$50.650	\$0.001	0.0	\$217.721	\$217.720	\$0.001	0.0
<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	\$168.467	\$168.466	\$0.001	0.0	\$756.372	\$756.371	\$0.001	0.0
Net Cash Deficit (excludes Opening Cash Balance)	(\$86.063)	(\$85.218)	\$0.845	1.0	(\$321.272)	(\$320.427)	\$0.845	0.3
<u>Subsidies</u>								
MTA	71.197	70.408	(0.789)	(1.1)	251.375	250.586	(0.789)	(0.3)
CDOT	14.866	15.620	0.754	5.1	63.979	64.733	0.754	1.2
Total Subsidies	\$86.063	\$86.028	(\$0.035)	(0.0)	\$315.354	\$315.319	(\$0.035)	(0.0)
Cash Timing and Availability Adjustment	\$0.000	(\$0.810)	(\$0.810)	-	\$0.000	\$5.108	\$5.108	-

-- Differences are due to rounding.

* Variance exceeds 100%.

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

\$ Detail

Generic Receipt or Expense Category	June Month vs Mid-Year Forecast			Year-To-Date as of June 30, 2015		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
OTHER OPERATING REVENUE	1.072	19.6%	Timing of Rocla concrete tie settlement.	1.072	3.1%	
CAPITAL AND OTHER REIMBURSEMENTS:						
MTA	1.372	18.2%	Higher cash receipts due to higher capital related project activity partially offset by timing of payments.	1.372	4.1%	
CDOT	0.398	6.5%	Higher cash receipts due to higher capital related project activity partially offset by timing of cash of payments.	0.398	1.2%	
OTHER	(2.020)	(65.6%)	Lower cash receipts due to lower capital related project activity combined with timing of payments.	(2.020)	(23.4%)	Lower cash receipts due to lower capital related project activity combined with timing of payments.
MTA SUBSIDY RECEIPTS	(0.789)	(1.1%)		(0.789)	(0.3%)	
CDOT SUBSIDY RECEIPTS	0.754	5.1%	Timing of cap admin payment.	0.754	1.2%	
TOTAL SUBSIDY RECEIPTS	(0.035)	(0.1%)		(0.035)	(0.0%)	

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
CASH CONVERSION (CASH FLOW ADJUSTMENT)
(\$ in millions)

	June 2015				Year-to-Date			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$0.429	\$0.968	\$0.539	*	\$1.172	\$0.948	(\$0.224)	(19.1)
Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	0.630	1.414	0.783	*	5.210	4.842	(0.368)	(7.1)
<i>Capital & Other Reimbursements:</i>		0.000			0.000	0.000		
MTA	(2.513)	(2.762)	(0.249)	(9.9)	(13.816)	(18.409)	(4.593)	(33.2)
CDOT	(0.884)	(0.357)	0.527	59.6	3.996	2.955	(1.041)	(26.0)
Other	1.524	1.381	(0.143)	(9.4)	1.207	0.314	(0.894)	(74.0)
Total Capital and Other Reimbursements	(1.873)	(1.738)	0.135	7.2	(8.613)	(15.140)	(6.527)	(75.8)
Total Revenue/Receipts	(\$0.814)	\$0.643	\$1.457	*	(\$2.231)	(\$9.351)	(\$7.119)	*
Expenditures								
<i>Labor:</i>								
Payroll	(\$30.088)	(\$31.473)	(\$1.385)	(4.6)	(\$68.478)	(\$68.700)	(\$0.222)	(0.3)
Overtime	1.135	0.424	(0.711)	(62.6)	4.165	4.164	(0.001)	(0.0)
Health and Welfare	0.546	(0.136)	(0.683)	*	(5.395)	(5.798)	(0.404)	(7.5)
OPEB Current Payment	(0.313)	0.925	0.000		(1.437)	(0.272)	1.165	81.1
Pensions	(0.369)	(0.610)	(0.241)	(65.2)	27.605	25.647	(1.958)	(7.1)
Other Fringe Benefits	(7.693)	(0.137)	7.556	98.2	(18.782)	(11.274)	7.509	40.0
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	(0.138)	(0.531)	(0.393)	*	(0.215)	0.048	0.263	*
Total Labor	(\$36.920)	(\$31.538)	\$5.382	14.6	(\$62.537)	(\$56.184)	\$6.352	10.2
<i>Non-Labor:</i>								
Electric Power	\$0.937	\$0.047	(\$0.890)	(95.0)	\$2.367	\$1.636	(\$0.731)	(30.9)
Fuel	0.469	0.232	(0.237)	(50.5)	(0.889)	(1.626)	(0.737)	(82.9)
Insurance	1.145	1.365	0.220	19.2	0.200	0.333	0.133	66.3
Claims	(7.584)	(7.171)	0.413	5.5	(9.738)	(9.468)	0.270	2.8
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	(2.556)	(4.179)	(1.623)	(63.5)	8.206	4.414	(3.792)	(46.2)
Professional Service Contracts	0.402	(0.806)	(1.209)	*	2.981	1.314	(1.667)	(55.9)
Materials & Supplies	(4.121)	(5.828)	(1.707)	(41.4)	(7.789)	(12.782)	(4.993)	(64.1)
Other Business Expenses	(2.037)	(1.298)	0.739	36.3	(8.502)	(6.937)	1.565	18.4
Total Non-Labor	(\$13.345)	(\$17.639)	(\$4.294)	(32.2)	(\$13.164)	(\$23.117)	(\$9.952)	(75.6)
<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 Adj.	(\$50.265)	(\$49.177)	\$1.088	2.2	(\$75.701)	(\$79.301)	(\$3.600)	(4.8)
Depreciation	19.021	19.518	0.498	2.6	112.082	112.522	0.440	0.4
OPEB Obligation	5.693	5.693	0.000	0.0	34.158	34.158	0.000	0.0
Environmental Remediation	0.640	0.227	(0.413)	(64.5)	4.093	3.723	(0.370)	9.0
Total Expenditures Adjustments	(\$24.911)	(\$23.738)	\$1.173	4.7	\$74.632	\$71.103	(\$3.529)	(4.7)
Total Cash Conversion Adjustments	(\$25.725)	(\$23.095)	\$2.630	10.2	\$72.401	\$61.752	(\$10.649)	(14.7)

Note:

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

-- Differences are due to rounding.

* Variance exceeds 100%.

**MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST**

**UTILIZATION
(in millions)**

	Month of June		Variance		Year-to-Date June		Variance	
	MYF	Actual	Fav (Unfav) Amount	%	MYF	Actual	Fav (Unfav) Amount	%
<u>Farebox Revenue</u>								
Harlem Line	\$17.749	\$17.628	(\$0.121)	-0.7	\$96.740	\$96.846	\$0.106	0.1
Hudson Line	\$12.902	\$12.778	(\$0.124)	-1.0	\$70.023	\$70.081	\$0.059	0.1
New Haven Line	\$29.095	\$28.829	(\$0.266)	-0.9	\$157.183	\$157.265	\$0.082	0.1
Total Farebox Revenue	\$59.746	\$59.235 ⁽¹⁾	(\$0.511)	-0.9	\$323.945	\$324.193 ⁽¹⁾	\$0.247	0.1
<u>Ridership</u>								
Harlem Line	2.432	2.417	(0.016)	-0.6	13.333	13.343	0.010	0.1
Hudson Line	1.479	1.448	(0.032)	-2.1	7.933	7.917	(0.016)	-0.2
New Haven Line	3.622	3.583	(0.039)	-1.1	19.415	19.399	(0.016)	-0.1
Total Ridership East of Hudson	7.534	7.447	(0.087)	-1.1	40.681	40.659	(0.023)	-0.1
West of Hudson	0.157	0.156	(0.001)	-0.6	0.853	0.853	(0.001)	-0.1
Total Ridership	7.691	7.603	(0.088)	-1.1	41.535	41.511	(0.023)	-0.1

(1) Excludes West of Hudson Mail & Ride revenue totaling \$0.030 million for the month and \$0.188 million year-to-date.

East of Hudson:

East of Hudson ridership for the month reflected a decrease of 1.1% or 87K rides as compared to the Forecast:

- Hudson Line had a 2.1% decrease due to lower than projected commutation and non-commutation growth
- New Haven Line had a 1.1% decrease due to lower than projected non-commutation growth
- Harlem Line reflected an decrease of 0.6% due lower than projected non-commutation growth
- Compared to June 2014, East of Hudson ridership was up by 0.8%

YTD East of Hudson ridership was 0.1% or 23K rides below the Forecast:

- Hudson Line was 0.2% lower due to lower commutation and non-commutation growth
- New Haven Line was 0.1% lower due to lower non-commutation rides
- Harlem Line was 0.1% higher due to higher commutation rides
- Compared to YTD June 2014, East of Hudson ridership was up by 1.2%

Commutation ridership as compared to the Forecast was:

- Overall 0.5% higher for the month versus the Forecast
- YTD Commutation was on target to the Forecast
- Compared to YTD June 2014, commutation ridership was 0.6% higher

Non-commutation ridership as compared to the Forecast was:

- 3.3% lower for the month reflecting lower than projected growth across all all East of Hudson lines
- Overall, YTD Non-Commutation was 0.2 % lower reflecting lower than projected ridership growth
- Compared to YTD June 2014, non-commutation ridership was 1.9% higher

West of Hudson:

West of Hudson ridership as compared to the Forecast was:

- 0.6% lower for the month and 0.1% lower YTD
- Commutation ridership was 0.9% lower YTD
- Non-commutation ridership was 1.1% higher YTD
- Compared to 2014, June YTD ridership was 4.8% higher reflecting progressive growth over the projected ridership

MTA METRO-NORTH RAILROAD
2015 MID-YEAR FORECAST VS. ACTUALS
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
June 30, 2015

<u>Department</u>	<u>Mid-Year Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>
Administration			
President	4	4	-
Labor Relations	15	14	1
Safety (1)	54	45	9
COS/Corporate & Public Affairs	18	16	2
Legal	19	17	2
Claims Services	13	13	0
Environmental Compliance & Svce	7	7	-
VP Human Resources	4	4	0
Human Resources	36	29	7
Training (1)	68	55	13
Employee Relations & Diversity	6	5	1
VP Planning	2	2	1
Operations Planning & Analysis (2)	16	17	(1)
Capital Planning & Programming	14	11	3
GCT & Corporate Development	32	30	2
Long Range Planning	7	7	(0)
VP Finance & Information Systems	2	1	1
Controller (2)	72	73	(1)
Budget	17	17	0
Customer Service	47	43	4
Procurement & Material Mgmt	30	29	1
Total Administration	483	440	43
Operations			
Operations Administration	78	74	4
Transportation (2)(4)	1,472	1,482	(10)
Customer Service	227	223	4
GCT & Corporate Development	31	31	0
Metro-North West	30	28	2
Total Operations	1,838	1,838	0
Maintenance			
GCT & Corporate Development (3)	172	160	12
Maintenance of Equipment (1)(3)	1,664	1,633	31
Maintenance of Way (1)	1,894	1,864	30
Procurement & Material Mgmt (5)	119	123	(4)
Total Maintenance	3,849	3,780	69
Engineering/Capital			
Construction Management	33	32	1
Engineering & Design	61	62	(1)
Total Engineering/Capital	94	94	0
Total Positions	6,264	6,152	112
Non-Reimbursable	5,499	5,711	(212)
Reimbursable	765	441	324
Total Full-Time	6,263	6,151	112
Total Full-Time-Equivalents	1	1	-
(of part-time positions)			

(1) Variance reflects new vacant positions.

(2) Variance reflects later attrition of positions than planned. (Paid positions are within authorized levels.)

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

MTA METRO-NORTH RAILROAD
2015 MID-YEAR FORECAST VS. ACTUALS
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
June 30, 2015

FUNCTION/OCCUPATION	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance
Administration (1)			
Managers/Supervisors	136	136	0
Professional, Technical, Clerical	347	304	43
Operational Hourlies	-	-	-
Total Administration	483	440	43
Operations (1)			
Managers/Supervisors	137	136	0
Professional, Technical, Clerical	245	245	0
Operational Hourlies	1,456	1,456	0
Total Operations	1,838	1,838	0
Maintenance (1)			
Managers/Supervisors	540	507	33
Professional, Technical, Clerical	521	484	36
Operational Hourlies	2,789	2,789	0
Total Maintenance	3,849	3,780	69
Engineering/Capital			
Managers/Supervisors	42	42	-
Professional, Technical, Clerical	52	52	-
Operational Hourlies	-	-	-
	94	94	-
Public Safety			
Managers/Supervisors	-	-	-
Professional, Technical, Clerical	-	-	-
Operational Hourlies	-	-	-
Total Public Safety	-	-	-
Total Positions			
Managers/Supervisors	855	821	33
Professional, Technical, Clerical	1,165	1,086	79
Operational Hourlies	4,245	4,245	0
Total Positions	6,264	6,152	113

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 MID-YEAR FORECAST VS. ACTUALS**

June 30, 2015

Agency-wide (Non-Reimbursable and Reimbursable)	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<i>Functional Classification:</i>				
Operations (1)	1,838	1,838	0	
Maintenance (1)	3,849	3,780	69	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 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)	483	440	43	Vacancies reflects timing differences in hiring of newly created positions in the Training and Safety departments.
Engineering / Capital	94	94	-	
Total Agency-wide Headcount	6,264	6,152	112	
Non-Reimbursable	5,499	5,711	(212)	Reflects a transfer of reimbursable Maintenance of Way positions to perform operating work.
Reimbursable	765	441	324	

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
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
MONTHLY PERFORMANCE INDICATORS *
JUNE 2015

	MONTH			VARIANCE	
	2015	MYF	2014	MYF	2014
Farebox Operating Ratio					
Standard ⁽¹⁾	60.6%	61.1%	61.4%	-0.5%	-0.8%
Adjusted ⁽²⁾	68.1%	68.5%	69.1%	-0.4%	-1.0%
Cost per Passenger					
Standard ⁽¹⁾	\$13.29	\$13.10	\$12.97	(\$0.19)	(\$0.32)
Adjusted ⁽²⁾	\$13.01	\$12.83	\$12.75	(\$0.18)	(\$0.26)
Passenger Revenue/Passenger ⁽³⁾	\$8.05	\$8.01	\$7.96	\$0.04	\$0.09
	YEAR-TO-DATE			VARIANCE	
	2015	MYF	2014	MYF	2014
Farebox Operating Ratio					
Standard ⁽¹⁾	56.9%	57.0%	58.0%	-0.1%	-1.1%
Adjusted ⁽²⁾	64.3%	64.2%	65.1%	0.1%	-0.8%
Cost per Passenger					
Standard ⁽¹⁾	\$14.17	\$14.12	\$13.63	(\$0.05)	(\$0.54)
Adjusted ⁽²⁾	\$13.86	\$13.82	\$13.34	(\$0.04)	(\$0.52)
Passenger Revenue/Passenger ⁽³⁾	\$8.06	\$8.05	\$7.90	\$0.01	\$0.16

(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 July 2015

JULY 2015 RIDERSHIP & REVENUE REPORT

MTA METRO-NORTH RAILROAD

EXECUTIVE SUMMARY

July Ridership and Revenue (millions)

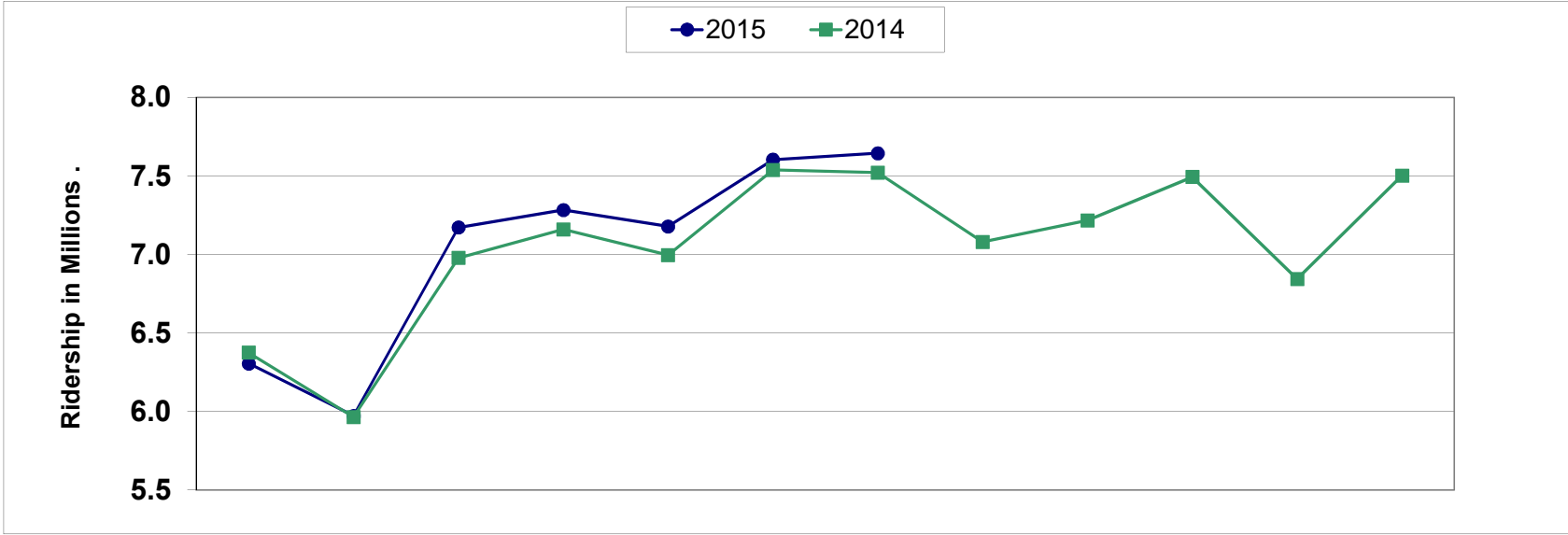
	July 2015	% Change vs. 2014
Total Rail Ridership	7.644	+1.6% ▲
Commutation Ridership	4.293	+1.9% ▲
Non-Commutation Ridership	3.351	+1.3% ▲
Connecting Service Ridership	0.049	+3.3% ▲
Total MNR System Ridership	7.693	+1.7% ▲
Rail Revenue	\$61.5	+4.6% ▲

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

	YTD 2015	% Change vs. 2014	Comparison to Forecast
Total Rail Ridership	49.156	+1.3% ▲	-0.1% ▼
Commutation Ridership	28,711	+0.9% ▲	+0.1% ▲
Non-Commutation Ridership	20.445	+1.9% ▲	-0.3% ▼
Connecting Service Ridership	0.320	+4.2% ▲	+3.3% ▲
Total MNR System Ridership	49.476	+1.3% ▲	-0.0% ▼
Rail Revenue	\$392.9	+3.5% ▲	-0.7% ▼

JULY RAIL RIDERSHIP ⁽¹⁾

- July's Total Rail Ridership was 1.6% above 2014 and 0.1% below forecast.

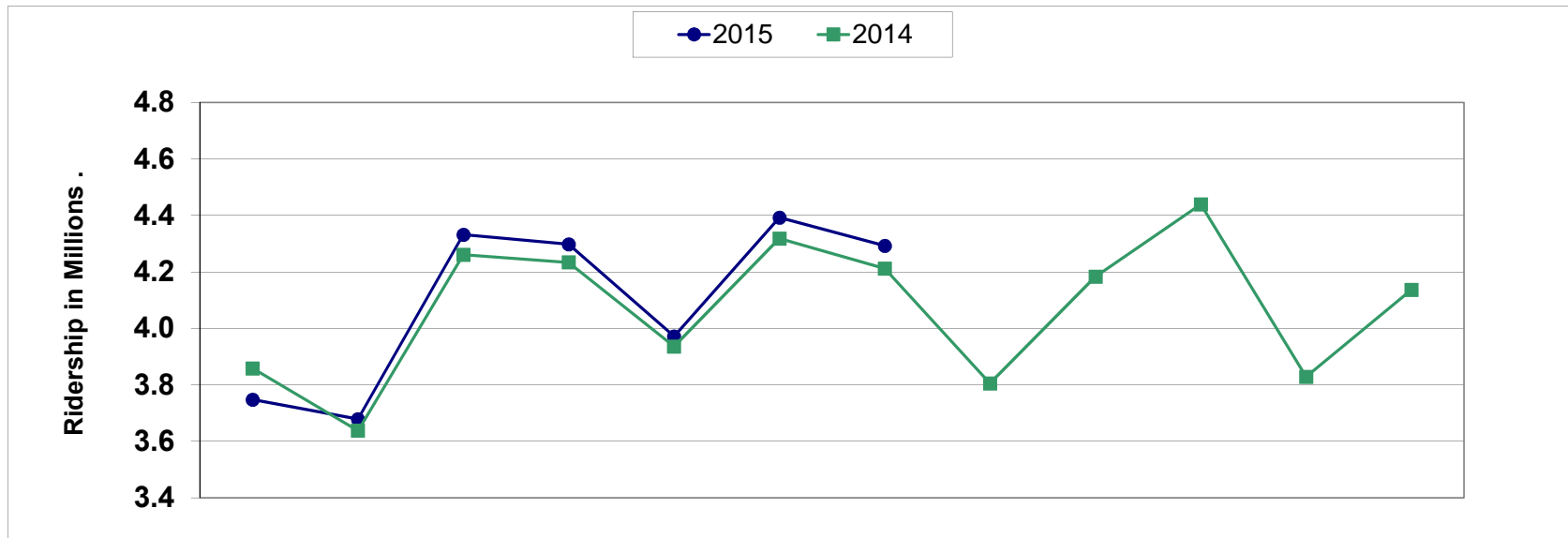


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2015	6.3	6.0	7.2	7.3	7.2	7.6	7.6						49.2
2014	6.4	6.0	7.0	7.2	7.0	7.5	7.5	7.1	7.2	7.5	6.8	7.5	48.5
PCT CHG.	-1.1%	0.1%	2.8%	1.7%	2.6%	0.9%	1.6%						1.3%

1) Includes East and West of Hudson.

JULY RAIL COMMUTATION RIDERSHIP ⁽¹⁾

- July's Rail Commutation Ridership was 1.9% above 2014 and 0.7% above forecast.

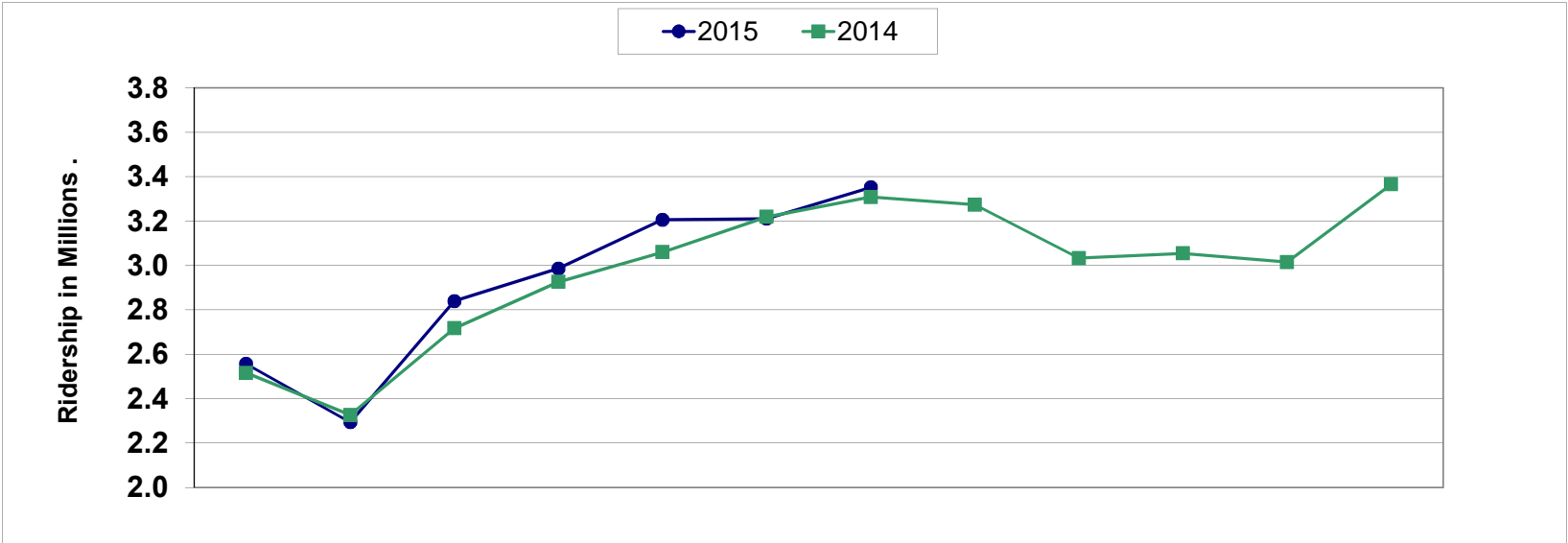


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2015	3.7	3.7	4.3	4.3	4.0	4.4	4.3						28.7
2014	3.9	3.6	4.3	4.2	3.9	4.3	4.2	3.8	4.2	4.4	3.8	4.1	28.5
PCT CHG.	-2.9%	1.1%	1.7%	1.5%	0.9%	1.7%	1.9%						0.9%

1) Includes East and West of Hudson.

JULY RAIL NON-COMMUTATION RIDERSHIP ⁽¹⁾

- July's Rail Non-Commutation Ridership was 1.3% above 2014 and 1.2% below forecast.

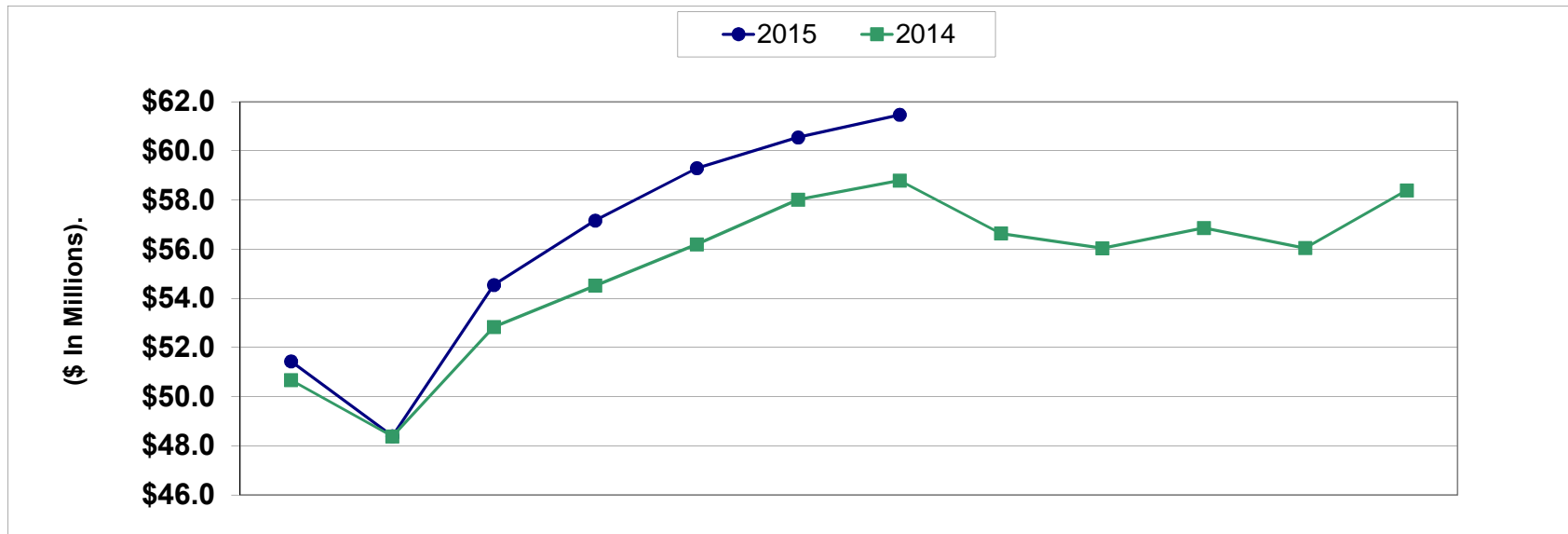


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2015	2.6	2.3	2.8	3.0	3.2	3.2	3.4						20.4
2014	2.5	2.3	2.7	2.9	3.1	3.2	3.3	3.3	3.0	3.1	3.0	3.4	20.1
PCT CHG.	1.6%	-1.4%	4.5%	2.1%	4.8%	-0.3%	1.3%						1.9%

1) Includes East and West of Hudson.

JULY RAIL REVENUE⁽¹⁾

- July's Total Rail Revenue was 4.6% above 2014 and 0.6% below forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2015	\$51.4	\$48.4	\$54.5	\$57.2	\$59.3	\$60.6	\$61.5						\$392.9
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	\$379.4
PCT CHG.	1.5%	0.0%	3.2%	4.9%	5.5%	4.4%	4.6%						3.5%

1) Includes East and West of Hudson.

MTA METRO-NORTH RAILROAD RIDERSHIP SUMMARY JULY 2015

TICKET TYPE/SERVICE	JULY 2015 ACTUAL	JULY 2015 MID-YEAR	VARIANCE VS. BUDGET		JULY 2014 RESTATE ⁽¹⁾	CHANGE FROM 2014	
			AMOUNT	PERCENT		AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP							
East of Hudson	4,208,991	4,173,070	35,921	0.9%	4,127,294	81,697	2.0%
West of Hudson	83,582	88,599	(5,017)	-5.7%	84,240	(658)	-0.8%
Total Rail Commutation Ridership	4,292,573	4,261,669	30,904	0.7%	4,211,534	81,039	1.9%
RAIL NON-COMMUTATION RIDERSHIP							
East of Hudson	3,278,091	3,320,727	(42,636)	-1.3%	3,239,138	38,953	1.2%
West of Hudson	73,623	72,022	1,601	2.2%	69,580	4,043	5.8%
Total Rail Non-Commutation Ridership	3,351,714	3,392,749	(41,035)	-1.2%	3,308,718	42,996	1.3%
TOTAL RAIL RIDERSHIP							
East of Hudson	7,487,082	7,493,797	(6,715)	-0.1%	7,366,432	120,650	1.6%
West of Hudson	157,205	160,621	(3,416)	-2.1%	153,820	3,385	2.2%
TOTAL RAIL RIDERSHIP	7,644,287	7,654,418	(10,131)	-0.1%	7,520,252	124,035	1.6%
CONNECTING SERVICES RIDERSHIP ⁽²⁾	49,380	48,215	1,165	2.4%	47,822	1,558	3.3%
TOTAL MNR SYSTEM RIDERSHIP	7,693,667	7,702,633	(8,966)	-0.1%	7,568,074	125,593	1.7%

Notes:

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

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

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

TICKET TYPE/SERVICE	2015 YTD ACTUAL	2015 YTD MID-YEAR	VARIANCE VS. BUDGET		2014 YTD RESTATE ⁽¹⁾	CHANGE FROM 2014	
			AMOUNT	PERCENT		AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP							
East of Hudson	28,124,813	28,083,189	41,624	0.1%	27,890,314	234,499	0.8%
West of Hudson	585,702	595,272	(9,570)	-1.6%	563,217	22,485	4.0%
Total Rail Commutation Ridership	28,710,515	28,678,461	32,054	0.1%	28,453,531	256,984	0.9%
RAIL NON-COMMUTATION RIDERSHIP							
East of Hudson	20,020,973	20,091,936	(70,963)	-0.4%	19,669,033	351,940	1.8%
West of Hudson	424,018	418,713	5,305	1.3%	404,441	19,577	4.8%
Total Rail Non-Commutation Ridership	20,444,991	20,510,649	(65,658)	-0.3%	20,073,474	371,517	1.9%
TOTAL RAIL RIDERSHIP							
East of Hudson	48,145,786	48,175,125	(29,339)	-0.1%	47,559,347	586,439	1.2%
West of Hudson	1,009,720	1,013,985	(4,265)	-0.4%	967,658	42,062	4.3%
TOTAL RAIL RIDERSHIP	49,155,506	49,189,110	(33,604)	-0.1%	48,527,005	628,501	1.3%
CONNECTING SERVICES RIDERSHIP ⁽²⁾	320,903	310,702	10,201	3.3%	308,088	12,815	4.2%
TOTAL MNR SYSTEM RIDERSHIP	49,476,409	49,499,812	(23,403)	0.0%	48,835,093	641,316	1.3%

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

JULY 2015

LINE	JULY 2015 ACTUAL	JULY 2014 RESTATE ⁽¹⁾	CHANGE FROM 2014	
			AMOUNT	PERCENT
EAST OF HUDSON				
Harlem Line	2,405,804	2,363,438	42,366	1.8%
Hudson Line	1,463,275	1,454,534	8,741	0.6%
New Haven Line	3,618,003	3,548,460	69,543	2.0%
Total East of Hudson	7,487,082	7,366,432	120,650	1.6%
WEST OF HUDSON				
Port Jervis Line	93,755	93,470	285	0.3%
Pascack Valley Line	63,450	60,350	3,100	5.1%
Total West of Hudson	157,205	153,820	3,385	2.2%
TOTAL RAIL RIDERSHIP	7,644,287	7,520,252	124,035	1.6%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS				
Hudson Rail Link	31,834	30,774	1,060	3.4%
Haverstraw-Ossining Ferry	11,237	10,615	622	5.9%
Newburgh-Beacon Ferry	6,309	6,433	(124)	-1.9%
Total Connecting Services	49,380	47,822	1,558	3.3%
TOTAL MNR SYSTEM	7,693,667	7,568,074	125,593	1.7%

Notes:

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

MTA METRO-NORTH RAILROAD

RIDERSHIP BY LINE

2015 YEAR-TO-DATE

TICKET TYPE/SERVICE	2015 YTD ACTUAL	2014 YTD RESTATE ⁽¹⁾	CHANGE FROM 2014	
			AMOUNT	PERCENT
EAST OF HUDSON				
Harlem Line	15,748,965	15,620,910	128,055	0.8%
Hudson Line	9,380,068	9,297,084	82,984	0.9%
New Haven Line	23,016,753	22,641,353	375,400	1.7%
Total East of Hudson	48,145,786	47,559,347	586,439	1.2%
WEST OF HUDSON				
Port Jervis Line	599,722	586,394	13,328	2.3%
Pascack Valley Line	409,998	381,264	28,734	7.5%
Total West of Hudson	1,009,720	967,658	42,062	4.3%
TOTAL RAIL RIDERSHIP	49,155,506	48,527,005	628,501	1.3%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS				
Hudson Rail Link	223,896	214,378	9,518	4.4%
Haverstraw-Ossining Ferry	63,965	61,859	2,106	3.4%
Newburgh-Beacon Ferry	33,042	31,851	1,191	3.7%
Total Connecting Services	320,903	308,088	12,815	4.2%
TOTAL MNR SYSTEM	49,476,409	48,835,093	641,316	1.3%

Notes:

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



Metro-North Railroad

Ridership Report June 2015

JUNE 2015 RIDERSHIP & REVENUE REPORT

MTA METRO-NORTH RAILROAD

EXECUTIVE SUMMARY

June Ridership and Revenue (millions)

	June 2015	% Change vs. 2014
Total Rail Ridership	7.603	+0.9% ▲
Commutation Ridership	4.392	+1.7% ▲
Non-Commutation Ridership	3.211	-0.3% ▼
Connecting Service Ridership	0.051	+5.5% ▲
Total MNR System Ridership	7.654	+0.9% ▲
Rail Revenue	\$60.6	+4.4% ▲

Key Factors Impacting June Ridership

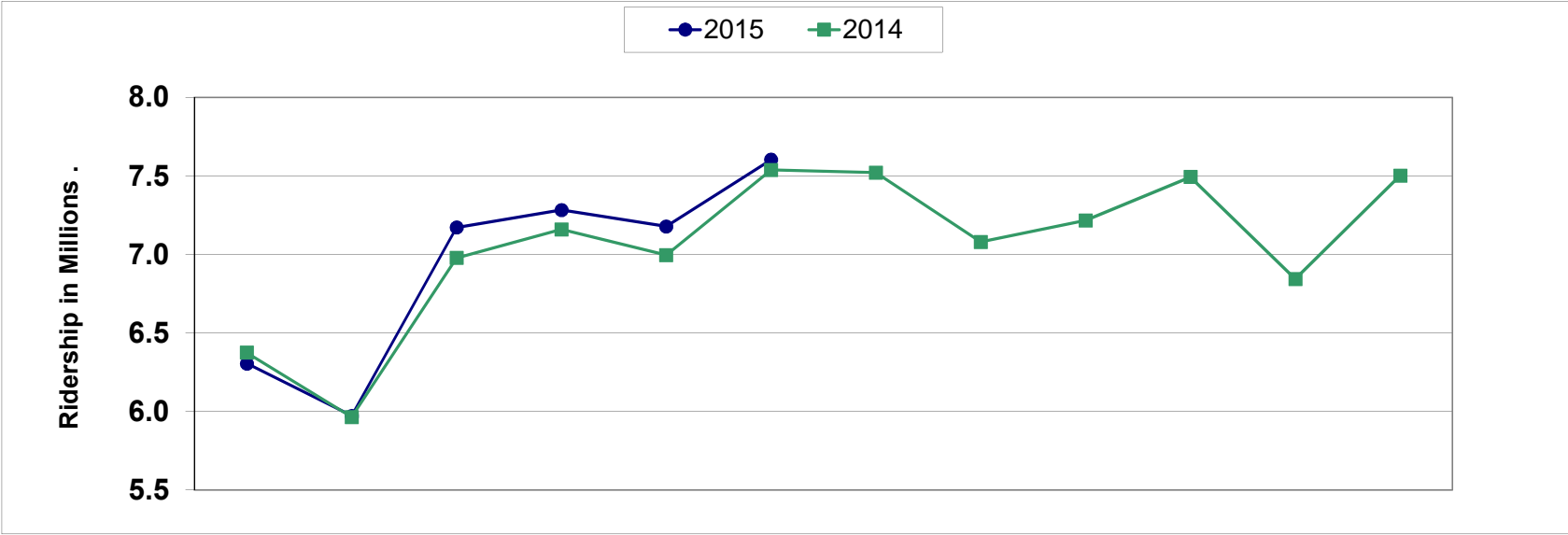
- Non-Commutation ridership was lower primarily because there were 30,000 fewer rides to/from Yankee home games in 2015 vs. 2014.

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

	YTD 2015	% Change vs. 2014	Comparison to Forecast
Total Rail Ridership	41.511	+1.2% ▲	-0.1% ▼
Commutation Ridership	24,418	+0.7% ▲	+0.0% ▲
Non-Commutation Ridership	17.093	+2.0% ▲	-0.1% ▼
Connecting Service Ridership	0.272	+4.3% ▲	+3.4% ▲
Total MNR System Ridership	41.783	+1.2% ▲	-0.0% ▼
Rail Revenue	\$331.4	+3.4% ▲	-0.7% ▼

JUNE RAIL RIDERSHIP⁽¹⁾

- June's Total Rail Ridership was 0.9% above 2014 and 1.1% below forecast.

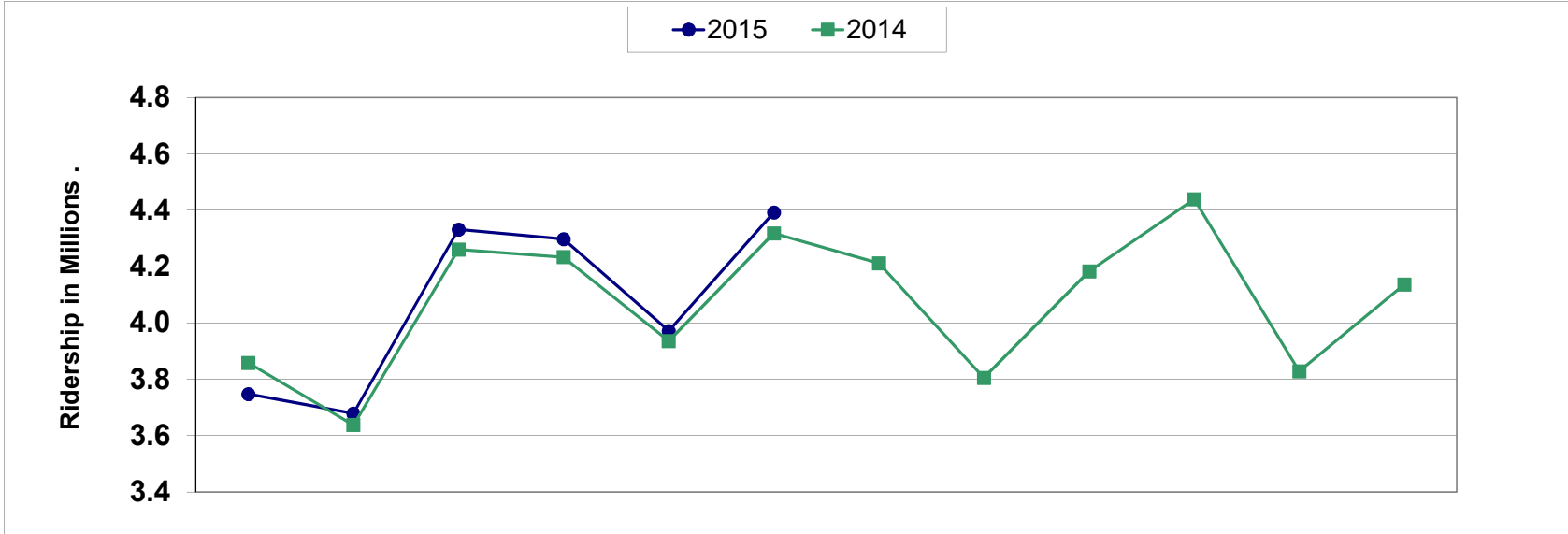


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2015	6.3	6.0	7.2	7.3	7.2	7.6							41.5
2014	6.4	6.0	7.0	7.2	7.0	7.5	7.5	7.1	7.2	7.5	6.8	7.5	41.0
PCT CHG.	-1.1%	0.1%	2.8%	1.7%	2.6%	0.9%							1.2%

1) Includes East and West of Hudson.

JUNE RAIL COMMUTATION RIDERSHIP ⁽¹⁾

- June's Rail Commutation Ridership was 1.7% above 2014 and 0.4% above forecast.

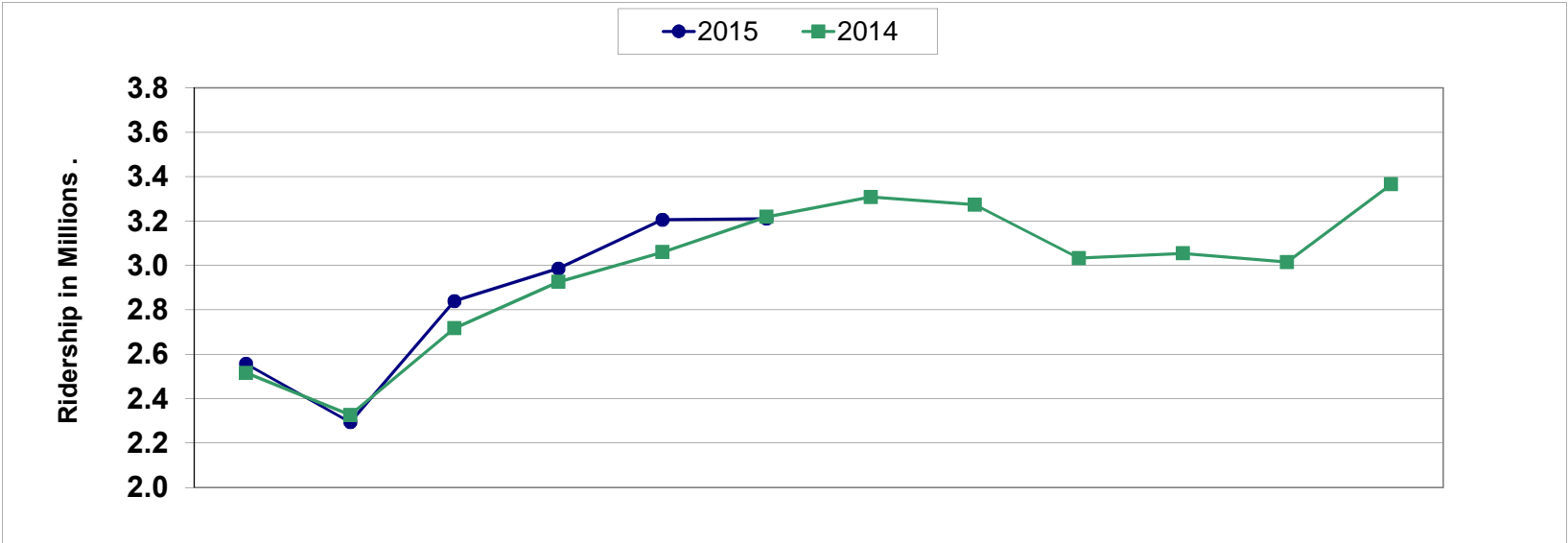


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2015	3.7	3.7	4.3	4.3	4.0	4.4							24.4
2014	3.9	3.6	4.3	4.2	3.9	4.3	4.2	3.8	4.2	4.4	3.8	4.1	24.2
PCT CHG.	-2.9%	1.1%	1.7%	1.5%	0.9%	1.7%							0.7%

1) Includes East and West of Hudson.

JUNE RAIL NON-COMMUTATION RIDERSHIP ⁽¹⁾

- June's Rail Non-Commutation Ridership was 0.3% below 2014 and 3.2% below forecast.

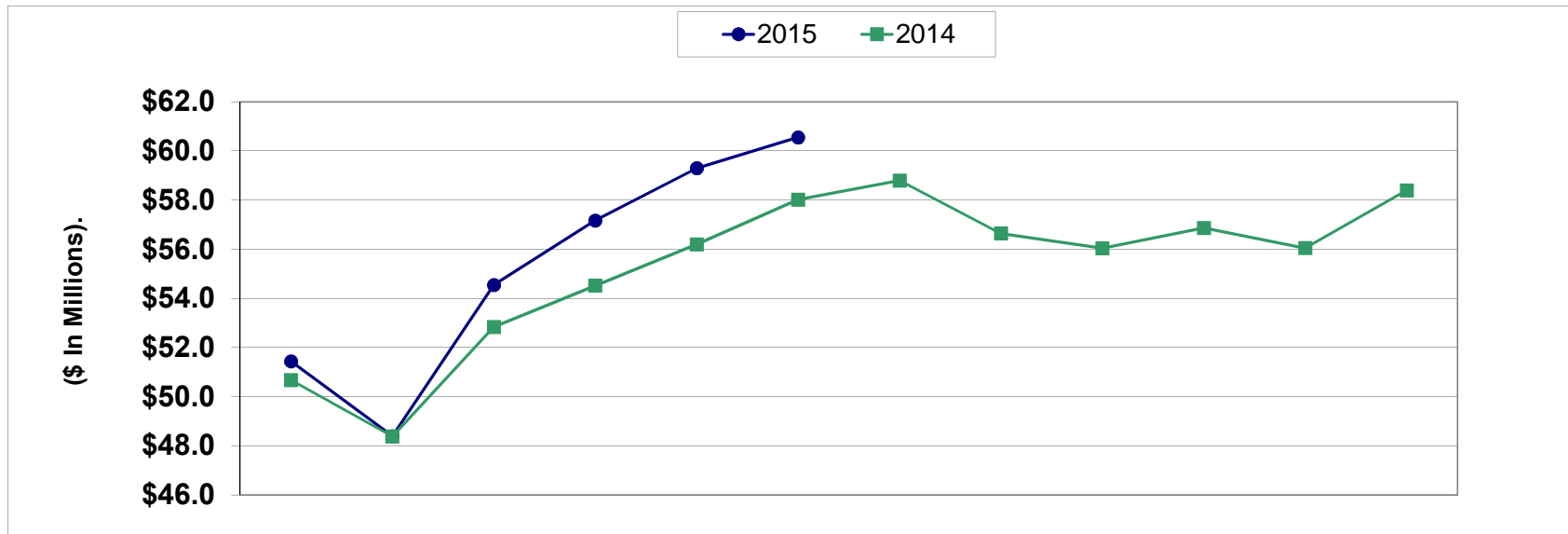


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2015	2.6	2.3	2.8	3.0	3.2	3.2							17.1
2014	2.5	2.3	2.7	2.9	3.1	3.2	3.3	3.3	3.0	3.1	3.0	3.4	16.8
PCT CHG.	1.6%	-1.4%	4.5%	2.1%	4.8%	-0.3%							2.0%

1) Includes East and West of Hudson.

JUNE RAIL REVENUE⁽¹⁾

- June's Total Rail Revenue was 4.4% above 2014 and 1.3% below forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2015	\$51.4	\$48.4	\$54.5	\$57.2	\$59.3	\$60.6							\$331.4
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	\$320.6
PCT CHG.	1.5%	0.0%	3.2%	4.9%	5.5%	4.4%							3.4%

1) Includes East and West of Hudson.

MTA METRO-NORTH RAILROAD RIDERSHIP SUMMARY JUNE 2015

TICKET TYPE/SERVICE	JUNE 2015 ACTUAL	JUNE 2015 MID-YEAR	VARIANCE VS. BUDGET		JUNE 2014 RESTATE ⁽¹⁾	CHANGE FROM 2014	
			AMOUNT	PERCENT		AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP							
East of Hudson	4,302,597	4,282,366	20,231	0.5%	4,231,938	70,659	1.7%
West of Hudson	89,434	90,314	(880)	-1.0%	85,764	3,670	4.3%
Total Rail Commutation Ridership	4,392,031	4,372,680	19,351	0.4%	4,317,702	74,329	1.7%
RAIL NON-COMMUTATION RIDERSHIP							
East of Hudson	3,144,481	3,251,335	(106,854)	-3.3%	3,153,074	(8,593)	-0.3%
West of Hudson	66,572	66,639	(67)	-0.1%	66,362	210	0.3%
Total Rail Non-Commutation Ridership	3,211,053	3,317,974	(106,921)	-3.2%	3,219,436	(8,383)	-0.3%
TOTAL RAIL RIDERSHIP							
East of Hudson	7,447,078	7,533,701	(86,623)	-1.1%	7,385,012	62,066	0.8%
West of Hudson	156,006	156,953	(947)	-0.6%	152,126	3,880	2.6%
TOTAL RAIL RIDERSHIP	7,603,084	7,690,654	(87,570)	-1.1%	7,537,138	65,946	0.9%
CONNECTING SERVICES RIDERSHIP ⁽²⁾	51,210	48,928	2,282	4.7%	48,527	2,683	5.5%
TOTAL MNR SYSTEM RIDERSHIP	7,654,294	7,739,582	(85,288)	-1.1%	7,585,665	68,629	0.9%

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 MID-YEAR	VARIANCE VS. BUDGET		2014 YTD RESTATE ⁽¹⁾	CHANGE FROM 2014	
			AMOUNT	PERCENT		AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP							
East of Hudson	23,915,822	23,910,119	5,703	0.0%	23,763,020	152,802	0.6%
West of Hudson	502,120	506,673	(4,553)	-0.9%	478,977	23,143	4.8%
Total Rail Commutation Ridership	24,417,942	24,416,792	1,150	0.0%	24,241,997	175,945	0.7%
RAIL NON-COMMUTATION RIDERSHIP							
East of Hudson	16,742,882	16,771,209	(28,327)	-0.2%	16,429,895	312,987	1.9%
West of Hudson	350,395	346,691	3,704	1.1%	334,861	15,534	4.6%
Total Rail Non-Commutation Ridership	17,093,277	17,117,900	(24,623)	-0.1%	16,764,756	328,521	2.0%
TOTAL RAIL RIDERSHIP							
East of Hudson	40,658,704	40,681,328	(22,624)	-0.1%	40,192,915	465,789	1.2%
West of Hudson	852,515	853,364	(849)	-0.1%	813,838	38,677	4.8%
TOTAL RAIL RIDERSHIP	41,511,219	41,534,692	(23,473)	-0.1%	41,006,753	504,466	1.2%
CONNECTING SERVICES RIDERSHIP ⁽²⁾	271,523	262,487	9,036	3.4%	260,266	11,257	4.3%
TOTAL MNR SYSTEM RIDERSHIP	41,782,742	41,797,179	(14,437)	0.0%	41,267,019	515,723	1.2%

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

JUNE 2015

LINE	JUNE 2015 ACTUAL	JUNE 2014 RESTATE ⁽¹⁾	CHANGE FROM 2014	
			AMOUNT	PERCENT
EAST OF HUDSON				
Harlem Line	2,416,613	2,395,553	21,060	0.9%
Hudson Line	1,447,762	1,455,502	(7,740)	-0.5%
New Haven Line	3,582,703	3,533,957	48,746	1.4%
Total East of Hudson	7,447,078	7,385,012	62,066	0.8%
WEST OF HUDSON				
Port Jervis Line	92,381	90,893	1,488	1.6%
Pascack Valley Line	63,625	61,233	2,392	3.9%
Total West of Hudson	156,006	152,126	3,880	2.6%
TOTAL RAIL RIDERSHIP	7,603,084	7,537,138	65,946	0.9%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS				
Hudson Rail Link	34,084	31,699	2,385	7.5%
Haverstraw-Ossining Ferry	11,054	10,684	370	3.5%
Newburgh-Beacon Ferry	6,072	6,144	(72)	-1.2%
Total Connecting Services	51,210	48,527	2,683	5.5%
TOTAL MNR SYSTEM	7,654,294	7,585,665	68,629	0.9%

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	13,343,161	13,257,472	85,689	0.6%
Hudson Line	7,916,793	7,842,550	74,243	0.9%
New Haven Line	19,398,750	19,092,893	305,857	1.6%
Total East of Hudson	40,658,704	40,192,915	465,789	1.2%
WEST OF HUDSON				
Port Jervis Line	505,967	492,924	13,043	2.6%
Pascack Valley Line	346,548	320,914	25,634	8.0%
Total West of Hudson	852,515	813,838	38,677	4.8%
TOTAL RAIL RIDERSHIP	41,511,219	41,006,753	504,466	1.2%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS				
Hudson Rail Link	192,062	183,604	8,458	4.6%
Haverstraw-Ossining Ferry	52,728	51,244	1,484	2.9%
Newburgh-Beacon Ferry	26,733	25,418	1,315	5.2%
Total Connecting Services	271,523	260,266	11,257	4.3%
TOTAL MNR SYSTEM	41,782,742	41,267,019	515,723	1.2%

Notes:

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



Metro-North Railroad

Capital Program Report

September 2015

CAPITAL PROGRAM

HIGHLIGHTS

September 21, 2015

STATIONS/PARKING/FACILITIES

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

The following work continues at the garage: Glass installation at the storefronts in the lobby, office, and 5th level stairway "A"; installation of handrails and curtain wall at stairway "A" and "B"; testing of new elevators in the southwest corner of the garage; and garage lighting level adjustments. Final turnover and commissioning of the new utility building is ongoing. Second floor slab was placed and traffic coating applied. North loading ramp is complete; Interior garage signage is complete; Paving on Bond Street and Haarlem Avenue is complete and new traffic signal at Bond/Otis & Broadway Streets went into service. The garage, when complete will add 391 extra spaces to the station inventory.

Station Building Renewal Projects

- *Port Chester Station Elevator Design (outbound side of Port Chester Station).* Site survey and data collection are complete. A 10 % design was reviewed by key MNR stakeholders for incorporation into the 50% design submittal which is anticipated by October 2015. Elevator construction is planned to commence in the third quarter 2016 with completion in the third quarter of 2017.
- *Hartsdale Window and Exterior Renovations* - Contractor, under the Small Business Mentoring Program, continues with submittals and data collection. Contractor to commence with façade repairs. Lead paint abatement of the station building exterior is complete.

Fordham Station Improvements

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

Inbound: Handrail installation for the staircase and heating, ventilation, and air conditioning (HVAC) in the elevator machine room are underway. Completed staircase steel repairs; tread and riser replacement; priming and painting; and light fixture installation. Beneficial use of the elevator was taken.

Outbound: Continue with removal of old canopy and light fixtures, installation of platform fence, elevator rehabilitation (fire system and HVAC installation in the machine room) and permanent wiring under new canopy. Completed platform repairs; ADA tactile warning strips; and strongcoat for south two car lengths of the platform. Installed the temporary elevator and walkways at street and platform levels.

Strategic Facilities - Prospect Hill Road Bridge

Proposals are under review for Engineering Design Services for the replacement of the Prospect Hill Road Bridge, located south of Southeast Train Station. The design also includes a conceptual layout

of the Brewster Yard expansion tracks to ascertain that the proposed bridge substructure does not interfere with the tracks. Award is anticipated in fourth quarter of 2015.

POWER

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

Submittal process and data collection to evaluate the existing conditions along the right-of-way for the Phase I limits CP19 (Greystone) to CP35 (Croton-Harmon) is underway. Excavation of test pits has commenced from the CP35 interlocking to the CP25 interlocking.

Power Infrastructure Restoration – Substations – Sandy

At Tarrytown completed installation of 15kV ductbank for the new electric service for the DC traction substation and completed the cross-track excavations for the positive and negative returns. At Tarrytown and Riverdale, placement of reinforcing bars and form work continues for substation walls.

Harlem & Hudson Lines Power Improvements

Construction of 86th and 110th street substations - Submittal process and site coordination continue, commenced with line reactors replacement at 110th Street substation. Mobilization at 86th Street is anticipated to commence the third quarter of 2015.

Brewster Substation – Submittal and site survey process continues.

Substation Replacement Bridge-23

Installation of aerial feeders from New Rochelle to Mount Vernon continues, 50% complete. Fabrication of the Mount Vernon East switchgear is complete with Factory Acceptance Testing to commence.

Harlem River Lift Bridge-Cable Replacement/Control System

The electrical and control commissioning process continues. Utilizing automatic controls, testing of the bridge opening/closing in normal and backup modes is underway. The bridge is available to support river traffic upon request; the project will be substantially complete by fourth quarter of 2015.

TRACK AND STRUCTURES

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

The 2013 Cyclical Track program achieved Substantial Completion in July 2015.

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

The 2014 Cyclical Track program consists of the replacement of 18,650 wood ties, 5 miles of continuous welded rail, and surfacing of 120 miles of track. To date, MNR forces have installed approximately 1,504 ties and 3.6 miles of rail and surfaced 15 miles of track between the Hudson, Harlem, and New Haven lines.

Undergrade Bridges – East of Hudson

Field inspection is underway for the Inspection and Load Rating design services for select undergrade bridges located in New York. Approximately 20% of bridges have been inspected and preparation of maintenance and protection of traffic plans is underway for NYCDOT lane closures for the inspection of the Park Avenue Viaduct.

Undergrade Bridges – West of Hudson

- *Rehabilitation of JS 51.00 culvert at Highland Mills:* Substantial Completion was achieved in July 2015.
- *Design of repairs to seven undergrade bridges on the Port Jervis Line:* preliminary design underway.

SHOPS AND YARDS

Harmon Shop Improvements

- *Phase V, Stage I Design-Build* – The erection of the stage 1 and stage 2 separation closure wall below the roof girders as well as asbestos abatement on the east end of Building 6 continues. Planning and coordination for utility identification and relocations for the eastern half of Building #6. Recycling Facility continue. Baseline vibration monitoring has commenced along with mobilization for the demolition of the Blow Shed, tanks and tracks at the north end of Building 6. Baseline vibration monitoring has commenced along with mobilization for the demolition of the Blow Shed, tanks and tracks at the north end of Building 6. The Recycling Facility Center has been vacated and turned over to the Design-Builder.
- *Phase V, Stage II Preliminary Design* - Geo-technical Report and a Demolition Package for western section of Building 6, Running Repair and Support Shop Preliminary Design, are underway.

GRAND CENTRAL TERMINAL (GCT)

GCT Train Shed Rehabilitation

Shop drawing submittal process is ongoing. Demolition of concrete fireproofing around column repair locations, lead abatement of steel, and fabrication of new steel continues. Steel repairs have commenced and are progressing. Repairs are complete at several areas, with a final coat of paint remaining to be applied.

GCT Elevators Rehabilitation Phase 4

Verification survey and submittal for A-Car elevator, which serves the lower level of GCT, continues. Shop Drawings for fabrication of the SE-1 and SE-2 elevators, which also serve the lower level of GCT, have been released. Demolition of the elevator rails in the SE-1 shaft is underway.

GCT Utilities

- *Domestic Water System* – replacement of existing 43rd and 49th Street domestic water holding tank and pump sets and replacement of 49th street fire service main and pump. Contract achieved substantial complete in June 2015.
- *Fire Suppression* - replacement of the fire standpipe system in the lower level of the GCT Train shed. Anticipate solicitation for construction services by October 2015.

GCT Leaks Remediation

Maintenance and protection of traffic has been established such that a majority of the demolished area south of the 43rd Street pedestrian crossing has been restored with waterproofing, rebar and structural slab. The northern limit has been expanded north and remediation activities continue on the south crosswalk of the 43rd Street intersection.

Park Avenue Viaduct Direct Fixation

Continue to evaluate the data collected during field investigation and core sampling. A report of the findings will be subsequently prepared for review by key stakeholders.

ROLLING STOCK

M-8 Car Program

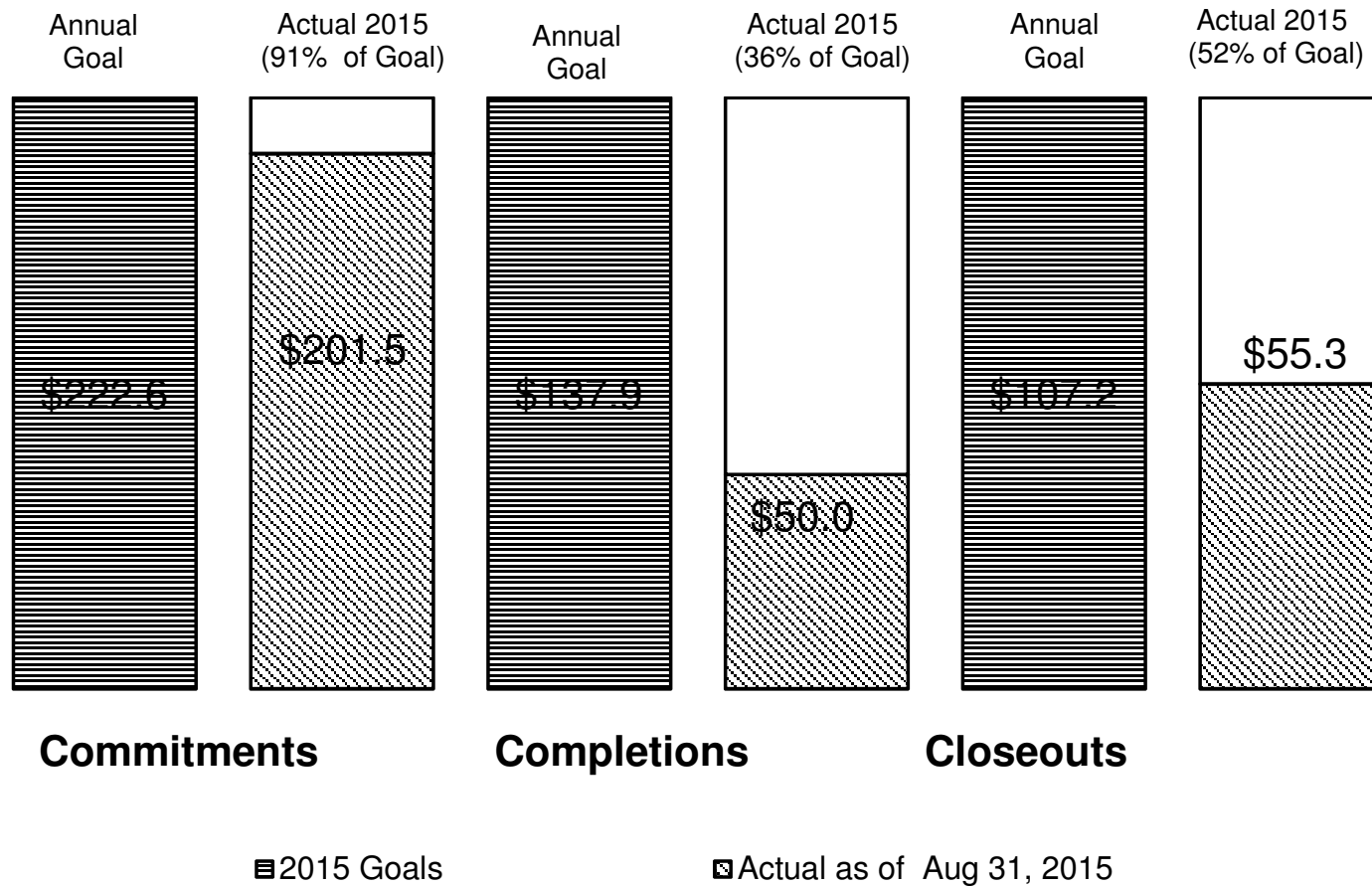
As of January 2015, 380 married paired cars were conditionally accepted and placed into revenue service. Three (3) new cars that were added to the order in spring 2014 are forecasted conditional acceptance in first quarter January 2016 to replace three (3) cars destroyed in the Bridgeport derailment.

As of June 30, 2015, all 25 Single Cars (S-Cars) have been conditionally accepted and placed into revenue service.

2015 MNR Capital Program Goals

As of August 31, 2015

In Millions





LONG ISLAND RAIL ROAD



Monthly Operating Report August 2015

Patrick Nowakowski
President

09/21/15 *****

Performance Summary

			2015 Data			2014 Data	
			Annual	YTD thru		YTD thru	
			Goal	Aug	Aug	Aug	Aug
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	System	Overall	94.0%	91.50%	91.30%	93.10%	91.90%
		AM Peak		91.30%	89.80%	93.10%	91.60%
		PM Peak		86.60%	86.80%	89.00%	86.70%
		Total Peak		92.30%	94.00%	94.20%	94.60%
		Off Peak Weekday		89.00%	88.30%	91.10%	89.20%
		Weekend		92.50%	91.70%	93.60%	92.10%
	Babylon Branch	Overall	93.9%	92.0%	91.3%	92.7%	91.2%
		AM Peak		93.0%	90.1%	92.6%	92.6%
		PM Peak		85.0%	86.3%	87.2%	82.6%
		Total Peak		90.9%	93.9%	93.3%	94.4%
		Off Peak Weekday		89.2%	88.3%	90.0%	87.9%
		Weekend		94.5%	92.2%	94.3%	92.1%
	Far Rockaway Branch	Overall	96.6%	96.5%	95.4%	95.6%	95.7%
		AM Peak		87.4%	90.0%	91.8%	91.5%
		PM Peak		93.7%	94.0%	93.7%	93.6%
		Total Peak		98.4%	97.1%	96.4%	97.9%
		Off Peak Weekday		90.2%	91.8%	92.6%	92.5%
		Weekend		98.5%	96.2%	96.6%	96.2%
	Huntington Branch	Overall	92.5%	88.9%	88.7%	91.8%	89.2%
		AM Peak		89.5%	88.5%	93.3%	91.5%
		PM Peak		81.3%	83.0%	87.4%	83.0%
		Total Peak		93.5%	94.0%	93.8%	92.7%
		Off Peak Weekday		85.6%	85.9%	90.5%	87.4%
		Weekend		87.3%	86.4%	90.9%	87.7%
	Hempstead Branch	Overall	96.5%	94.1%	94.3%	96.4%	94.7%
		AM Peak		91.4%	94.1%	97.6%	95.1%
		PM Peak		88.9%	90.0%	93.7%	90.8%
		Total Peak		96.7%	95.4%	97.0%	96.1%
		Off Peak Weekday		90.2%	92.2%	95.7%	93.0%
		Weekend		94.6%	94.6%	96.3%	94.8%
	Long Beach Branch	Overall	95.9%	92.6%	92.9%	94.0%	93.4%
		AM Peak		94.8%	91.5%	94.4%	93.0%
		PM Peak		90.0%	90.0%	90.0%	90.1%
		Total Peak		91.8%	94.8%	96.1%	97.1%
		Off Peak Weekday		92.5%	90.8%	92.3%	91.6%
		Weekend		93.0%	93.2%	93.8%	92.5%
	Montauk Branch	Overall	90.8%	89.2%	89.0%	86.8%	88.8%
		AM Peak		89.3%	89.1%	87.5%	88.7%
		PM Peak		85.8%	86.2%	83.1%	84.4%
		Total Peak		85.9%	86.7%	84.2%	87.9%
		Off Peak Weekday		87.5%	87.6%	85.2%	86.5%
		Weekend		92.3%	90.9%	89.4%	90.6%
	Oyster Bay Branch	Overall	94.1%	92.9%	93.0%	95.6%	92.4%
		AM Peak		95.9%	93.8%	95.9%	92.6%
		PM Peak		82.5%	83.8%	88.9%	84.5%
		Total Peak		96.0%	96.7%	97.0%	95.2%
		Off Peak Weekday		89.7%	89.2%	92.7%	88.9%
		Weekend		93.5%	93.6%	96.8%	93.5%

Performance Summary		2015 Data		2014 Data	
		Annual	YTD thru		YTD thru
		Goal	Aug	Aug	Aug
Port Jefferson Branch	Overall	90.9%	88.9%	87.6%	90.6%
	AM Peak		85.7%	85.6%	88.7%
	PM Peak		81.0%	84.4%	87.8%
	Total Peak		97.7%	96.0%	95.4%
	Off Peak Weekday		83.5%	85.0%	88.3%
	Weekend		87.7%	85.5%	89.5%
Port Washington Branch	Overall	95.3%	90.8%	91.1%	0.0%
	AM Peak		93.9%	91.1%	95.0%
	PM Peak		87.7%	83.3%	88.5%
	Total Peak		90.7%	95.2%	98.0%
	Off Peak Weekday		90.7%	87.1%	91.6%
	Weekend		90.9%	91.3%	93.0%
Ronkonkoma Branch	Overall	91.6%	88.1%	88.6%	92.4%
	AM Peak		86.8%	85.0%	91.3%
	PM Peak		89.9%	88.6%	91.7%
	Total Peak		86.7%	89.8%	92.4%
	Off Peak Weekday		88.2%	86.7%	0.0%
	Weekend		88.7%	89.3%	93.0%
West Hempstead Branch	Overall	95.8%	95.6%	95.0%	95.6%
	AM Peak		97.1%	93.9%	0.0%
	PM Peak		86.5%	88.8%	90.5%
	Total Peak		95.0%	96.7%	60.0%
	Off Peak Weekday		91.3%	91.1%	93.5%
	Weekend		98.2%	96.5%	97.2%
Operating Statistics	Trains Scheduled		20,995	164,020	20,970
	Avg. Delay per Late Train (min)		-12.3	-12.7	-12.1
	excluding trains canceled or terminated				
	Trains Over 15 min. Late		320	2,694	219
	excluding trains canceled or terminated				
	Trains Canceled		64	894	60
	Trains Terminated		55	456	38
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)	Percent of Scheduled Trips Completed		99.4%	99.2%	99.5%
	AM Peak		99.2%		
	PM Peak		98.9%		
	Total Peak		99.0%		

System Categories Of Delay	% Total	July	2015 Data		2014 Data		YTD 2014 Vs 2015
			August	YTD Thru August	August	YTD Thru August	
Engineering (Scheduled)	2.4%	24	42	284	30	379	(62)
Engineering (Unscheduled)	9.7%	213	174	1,299	128	1,422	(173)
Maintenance of Equipment	15.1%	163	270	1,276	113	1,172	(62)
Transportation	5.2%	153	93	540	48	325	1
Capital Projects	3.5%	92	62	259	17	265	(145)
Weather and Environmental	9.0%	70	161	2,915	190	2,177	778
Police	10.5%	284	188	1,579	189	1,525	64
Customers	25.2%	626	451	3,138	506	3,261	(116)
Other	10.9%	164	194	1,331	145	1,311	(3)
3rd Party Operations	8.5%	92	152	1,689	84	1,418	326
Total	100.0%	1,881	1,787	14,310	1,450	13,255	608



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-Aug	Sat	Amtrak related track circuit failure in Line 2, F Interlocking							35			35		
4-Aug	Tues	Various delays due to high winds on Port Jefferson Branch	13	6	1	4	4		5	4	10	22	14	11
4-Aug	Tues	Dog on the tracks at Queens Village Station	13			1			27	1		41	1	
4-Aug	Tues	Solari sign problems in Penn Station				9			1			10		
5-Aug	Wed	No. 807 possibly striking the bench wall in Line 4	24		2				6			30	2	
5-Aug	Wed	Heat Kink In Line 1				27	7		5			32		7
8-Aug	Sat	Heavy Loading							11			11		
11-Aug	Tues	High water Condition at Urban Avenue	11						12			23		
12-Aug	Wed	No. 1256 ASC Failure				12		1	2			14		1
14-Aug	Fri	Train 2714 disabled in Harold Interlocking				41	7		10			51	7	
16-Aug	Sun	Down plane on the tracks at South Oyster Bay Road							10	4	24	10	4	24
18-Aug	Tues	Slow loading system wide	5						5			10		
18-Aug	Tues	Track work on Port Washington Branch							10			10		
20-Aug	Thurs	Train 2712 with equipment trouble west of Jay Interlocking				72	3		12			84	3	
21-Aug	Fri	High water condition at Urban Avenue (west of Divide Interlocking)	65	1					19			84	1	
21-Aug	Fri	Amtrak related track circuit failure in C Interlocking				8			2			10		
26-Aug	Wed	Train 19 with equipment trouble in Babylon Station	11	1					2			13	1	
28-Aug	Fri	Track condition west of Kew Gardens	16									16		
30-Aug	Sun	Loss of control system at Harold Interlocking due to defective batteries							31	4		31	4	
31-Aug	Mon	Amtrak related switch trouble in JO Interlocking				9			3			12		
31-Aug	Mon	Track circuit failure in Hall Interlocking	25						5			30		
31-Aug	Mon	Train 8071 struck unauthorized pedestrian at Mineola Station							15	1		15	1	
31-Aug	Mon	Broken crossing gate east of Westbury Station							10			10		
TOTAL FOR MONTH			183	8	3	183	21	1	238	14	34	604	38	43
												685		

Long Island Rail Road

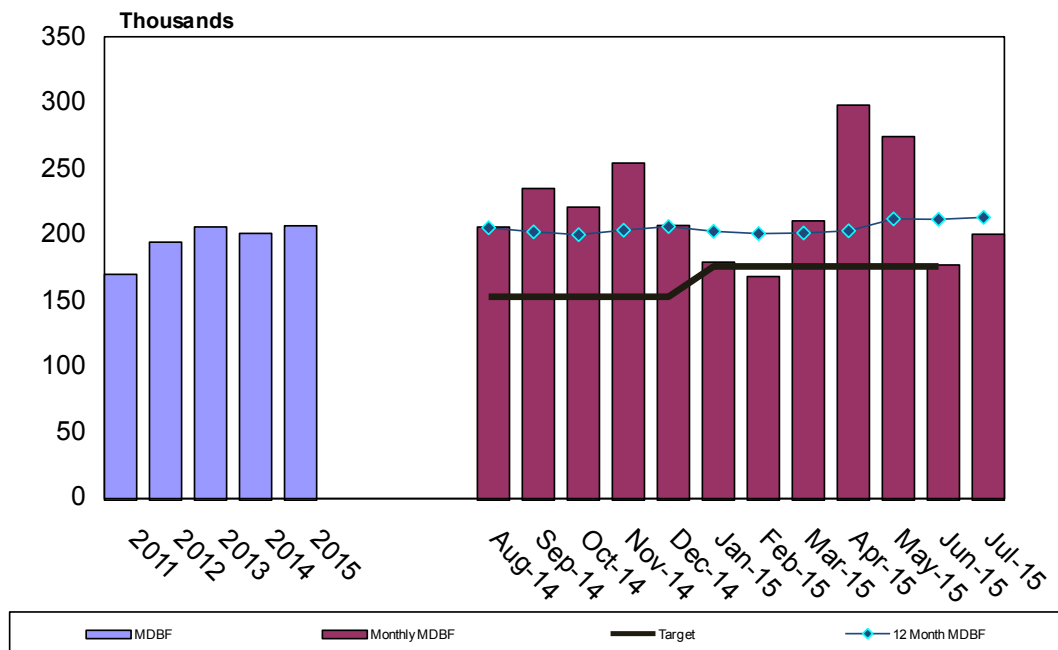
MEAN DISTANCE BETWEEN FAILURES

	Equip- ment Type	Total Fleet Size	2015 Data					2014 Data		
			MDBF Goal (miles)	July MDBF (miles)	July No. of Primary Failures	YTD MDBF thru July (miles)	12 month MDBF Rolling Avg (miles)	July MDBF (miles)	July No. of Primary Failures	YTD MDBF thru July (miles)
Mean Distance Between Failures	M-3	150	75,000	115,119	5	62,307	71,412	116,922	5	98,823
	M-7	836	400,000	420,325	13	569,204	553,354	379,613	14	452,401
	DM	21	20,000	32,898	3	19,720	22,318	28,013	3	23,102
	DE	24	20,000	11,991	7	21,194	22,686	19,338	5	22,866
	C-3	134	80,000	112,945	7	114,903	106,773	80,645	10	74,672
	Diesel	179	51,000	57,250	17	61,479	62,899	54,843	18	52,389
	Fleet	1,165	176,000	200,373	35	206,769	213,179	186,118	37	195,588

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





OPERATING REPORT FOR MONTH OF AUGUST 2015

Standee Report

East Of Jamaica

			2015 Data August	
			AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	2	8
		Total Standees	2	8
	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	8	0
		Total Standees	48	0
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Long Beach Branch	Program Standees	0	0
		Add'l Standees	0	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	5	0
		Total Standees	5	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	5	43
		Total Standees	5	43
	Ronkonkoma Branch	Program Standees	0	0
		Add'l Standees	9	6
		Total Standees	9	6
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
System Wide PEAK			80	57

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.



**OPERATING REPORT
FOR MONTH OF AUGUST 2015**

Standee Report

West Of Jamaica

			2015 Data	
			August	
			AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	0	32
		Total Standees	0	32
	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	10	0
		Total Standees	10	0
	Huntington Branch	Program Standees	10	0
		Add'l Standees	0	46
		Total Standees	10	46
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	1	24
		Total Standees	1	24
	Long Beach Branch	Program Standees	18	0
		Add'l Standees	2	0
		Total Standees	20	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	1	0
		Total Standees	1	0
	Port Washington Branch	Program Standees	0	0
		Add'l Standees	5	43
		Total Standees	5	43
	Ronkonkoma Branch	Program Standees	0	0
		Add'l Standees	11	4
		Total Standees	11	4
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
System Wide PEAK			58	149

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 INJURY/ENTRAPMENT REPORT FOR MONTH OF AUGUST 2015

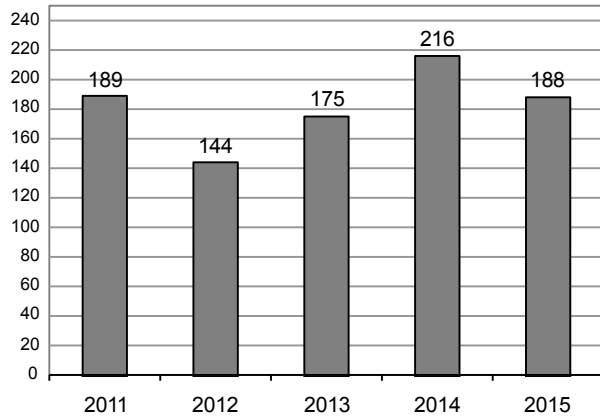
Elevators	Mechanical Injury	Human Factor Injury	Entrapment
Valley Stream	0	1	0

Escalators	Mechanical Injury	Human Factor Injury
Babylon	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.

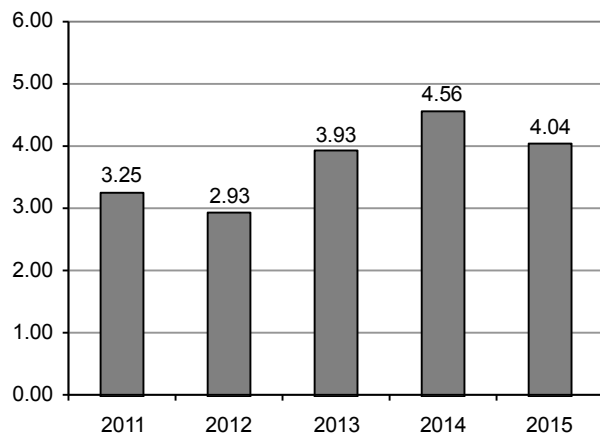
MTA Long Island Rail Road Summary of Employee Injuries through July 2015



Total Employee Injuries

Year	Total
2011	189
2012	144
2013	175
2014	216
2015	188

% change from last year: -13.0%



Employee FRA Reportable Injuries

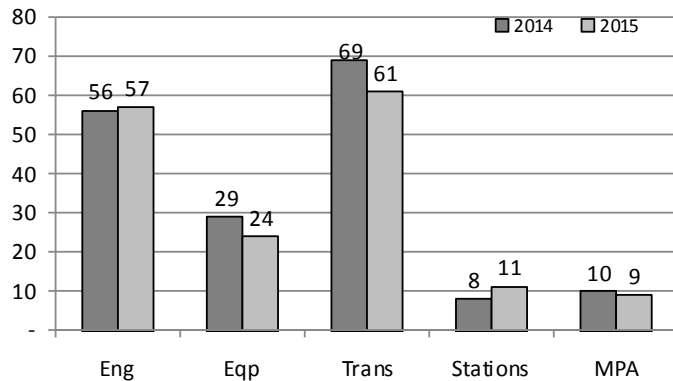
Year	Total	FRA FI*
2011	120	3.25
2012	110	2.93
2013	146	3.93
2014	172	4.56
2015	162	4.04

% change from last year: -11.4%

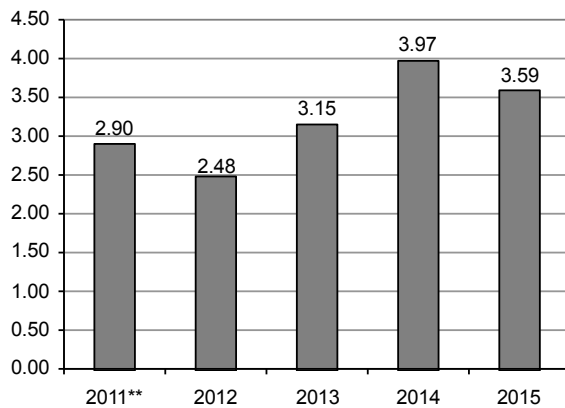
* Federal Railroad Administration Frequency Index

* - Injuries per 200,000 hours worked

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



Employee Reportable Accidents Comparison by Department			
Department	2014	2015	% Change
Engineering	56	57	2%
Equipment	29	24	-17%
Transportation	69	61	-12%
Stations	8	11	38%
MPA	10	9	-10%



Employee Lost Time Injuries			
Year	LT	LT FI*	LT & RD FI*
2011**	105	2.84	2.90
2012	93	2.48	2.48
2013	117	3.15	3.15
2014	150	3.97	3.97
2015	144	3.59	3.59

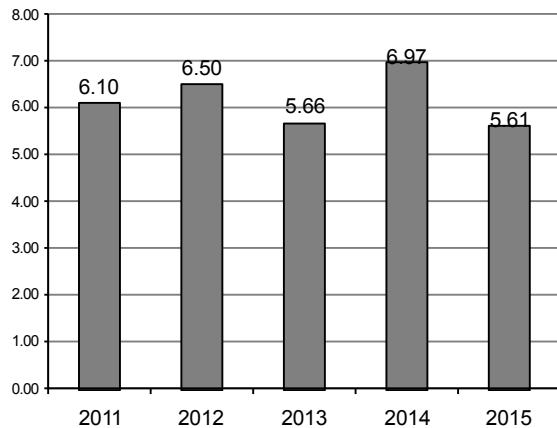
% change from last year: -9.6%

**Please note: Last year of Restricted Duty

* - Injuries per 200,000 hours worked



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

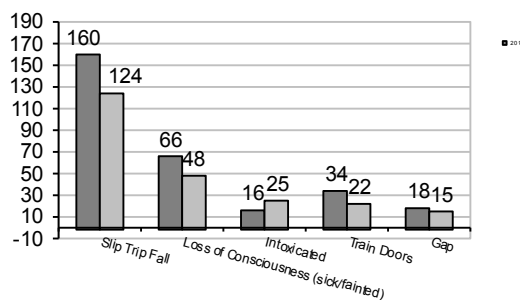


Total Customer Injuries

Year	Total	FI**
2011	283	6.10
2012	315	6.50
2013	272	5.66
2014	343	6.97
2015	281	5.61

% change from last year: -19.5%

**Injuries per 1,000,000 rides



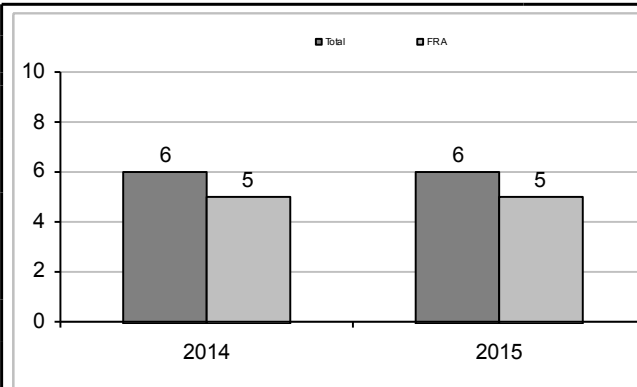
Top 5 Customer Injuries by Type

Year	Slip Trip Fall	Loss of Consciousness (sick/fainted)	Intoxicated	Train Doors	Gap
2014	160	66	16	34	18
2015	124	48	25	22	15



MTA Long Island Rail Road

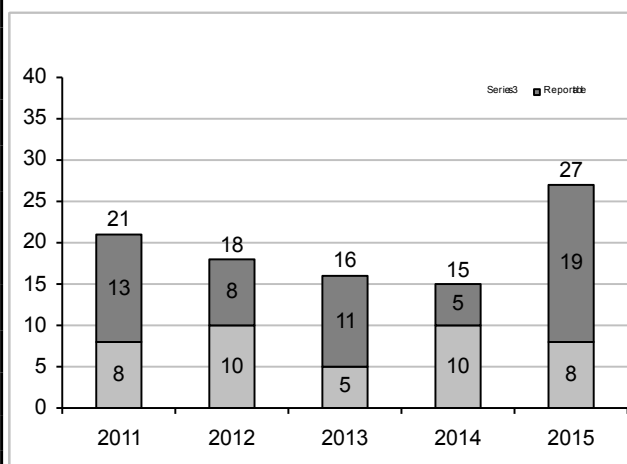
Summary of Contractor Injuries, Train Accidents & T.R.A.C.K.S. through July 2015



Contractor Injuries

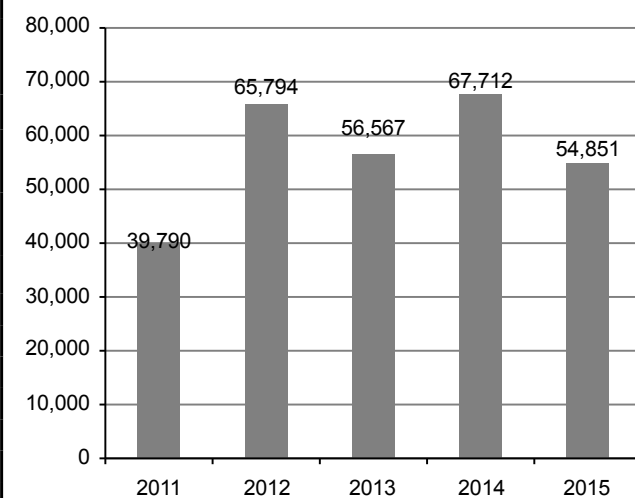
Year	Total	FRA Rpt.
2014	6	5
2015	6	5

% change from last year: 0%



Train Accidents

Year	Accountable	Reportable
2011	8	13
2012	10	8
2013	5	11
2014	10	5
2015	8	19



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

Total Participants

Year	Total
2011	39,790
2012	65,794
2013	56,567
2014	67,712
2015	54,851

ELEVATOR AND ESCALATOR OPERATING REPORT FOR MONTH OF AUGUST 2015

Elevator Availability		2015		2014	
		August	Year to Date	August	Year to Date
Branch	Babylon Branch	98.80%	98.50%	99.40%	97.10%
	Far Rockaway Branch	99.00%	98.90%	99.40%	96.60%
	Hempstead Branch	99.50%	99.30%	99.50%	98.90%
	Long Beach Branch	98.50%	97.60%	98.50%	99.20%
	Port Jefferson Branch	98.60%	97.40%	97.50%	98.90%
	Port Washington Branch	98.50%	99.00%	99.30%	98.70%
	Ronkonkoma Branch	98.80%	98.90%	98.50%	98.70%
	City Terminal Stations	98.80%	97.80%	97.90%	98.70%
	Overall Average	98.81%	98.43%	98.75%	98.35%



LONG ISLAND RAIL ROAD



Monthly Operating Report July 2015

Patrick Nowakowski
President

09/21/15 *****

OPERATING REPORT FOR MONTH OF JULY 2015

Performance Summary

			2015 Data			2014 Data	
			Annual	YTD thru		YTD thru	
			Goal	July	July	July	July
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	System	Overall	94.0%	91.20%	91.20%	93.40%	91.70%
		AM Peak		93.50%	89.60%	96.20%	91.40%
		PM Peak		87.60%	86.80%	87.50%	86.30%
		Total Peak		90.60%	88.20%	95.60%	88.90%
		Off Peak Weekday		90.70%	91.60%	92.00%	91.90%
		Weekend		91.80%	94.30%	93.30%	94.60%
	Babylon Branch	Overall	93.9%	92.0%	91.2%	92.8%	91.0%
		AM Peak		94.0%	89.6%	95.6%	92.6%
		PM Peak		87.7%	86.5%	84.2%	81.9%
		Total Peak		89.9%	88.2%	95.9%	87.6%
		Off Peak Weekday		91.1%	91.9%	90.3%	91.8%
		Weekend		93.4%	94.4%	93.4%	94.6%
	Far Rockaway Branch	Overall	96.6%	95.6%	95.2%	97.3%	95.8%
		AM Peak		93.7%	90.4%	97.9%	91.5%
		PM Peak		95.2%	94.0%	93.9%	93.6%
		Total Peak		98.1%	92.0%	98.1%	92.4%
		Off Peak Weekday		94.3%	95.9%	96.1%	96.2%
		Weekend		95.3%	96.9%	97.5%	98.2%
	Huntington Branch	Overall	92.5%	88.8%	88.6%	92.6%	88.8%
		AM Peak		93.0%	88.3%	97.0%	91.2%
		PM Peak		81.4%	83.3%	86.0%	82.4%
		Total Peak		92.8%	85.9%	96.2%	87.0%
		Off Peak Weekday		87.4%	86.3%	91.7%	87.2%
		Weekend		87.2%	94.1%	91.0%	92.5%
	Hempstead Branch	Overall	96.5%	92.6%	94.3%	96.3%	94.5%
		AM Peak		96.1%	94.5%	99.5%	94.7%
		PM Peak		88.9%	90.2%	93.4%	90.3%
		Total Peak		92.9%	92.4%	96.8%	92.6%
		Off Peak Weekday		92.7%	94.6%	96.7%	94.6%
		Weekend		92.4%	95.3%	96.0%	95.9%
	Long Beach Branch	Overall	95.9%	92.2%	92.9%	94.2%	93.3%
		AM Peak		96.7%	91.0%	95.1%	92.8%
		PM Peak		90.9%	90.0%	89.7%	90.2%
		Total Peak		88.1%	90.5%	99.4%	91.5%
		Off Peak Weekday		94.0%	93.2%	92.5%	92.4%
		Weekend		92.8%	95.2%	93.1%	97.2%
	Montauk Branch	Overall	90.8%	84.6%	89.0%	86.5%	89.2%
		AM Peak		94.1%	89.0%	92.6%	88.9%
		PM Peak		82.0%	86.3%	79.3%	84.7%
		Total Peak		71.7%	87.6%	83.4%	86.7%
		Off Peak Weekday		87.9%	90.7%	85.8%	90.7%
		Weekend		89.4%	86.9%	88.4%	88.5%
	Oyster Bay Branch	Overall	94.1%	94.1%	93.0%	93.8%	92.0%
		AM Peak		96.9%	93.5%	96.8%	92.1%
		PM Peak		84.1%	84.0%	84.8%	83.9%
		Total Peak		98.8%	89.1%	95.6%	88.3%
		Off Peak Weekday		91.0%	93.6%	91.3%	93.1%
		Weekend		94.5%	96.8%	94.6%	94.9%

Performance Summary		2015 Data			2014 Data	
		Annual	YTD thru		YTD thru	
		Goal	July	July	July	July
Port Jefferson Branch	Overall	90.9%	89.8%	87.4%	90.5%	87.1%
	AM Peak		91.8%	85.6%	94.9%	86.0%
	PM Peak		86.3%	84.8%	83.1%	81.8%
	Total Peak		98.4%	85.3%	99.1%	84.0%
	Off Peak Weekday		89.3%	85.2%	89.4%	84.7%
	Weekend		88.1%	95.6%	87.8%	95.3%
	Port Washington Branch	95.3%	90.7%	91.1%	0.0%	93.6%
	AM Peak		91.5%	90.7%	96.2%	91.6%
	PM Peak		86.3%	82.6%	87.8%	87.2%
	Total Peak		93.1%	86.5%	97.5%	89.3%
	Off Peak Weekday		88.8%	91.4%	91.9%	93.9%
	Weekend		90.7%	95.8%	94.5%	97.7%
	Ronkonkoma Branch	91.6%	90.1%	88.7%	93.3%	89.7%
	AM Peak		89.9%	84.8%	96.5%	88.4%
	PM Peak		91.0%	88.4%	92.9%	90.1%
	Total Peak		88.0%	86.5%	94.2%	89.2%
	Off Peak Weekday		90.4%	89.4%	0.0%	89.5%
	Weekend		90.7%	90.2%	92.0%	90.9%
	West Hempstead Branch	95.8%	95.2%	94.9%	95.8%	94.7%
	AM Peak		95.7%	93.5%	0.0%	95.3%
	PM Peak		91.3%	89.1%	87.1%	88.6%
	Total Peak		95.8%	91.1%	100.0%	91.7%
	Off Peak Weekday		93.3%	96.2%	91.7%	96.5%
	Weekend		96.1%	97.0%	98.1%	87.1%
Operating Statistics	Trains Scheduled		21,433	143,025	21,187	142,183
	Avg. Delay per Late Train (min)		-12.4	-12.8	-11.8	-12.3
	excluding trains canceled or terminated					
	Trains Over 15 min. Late		322	2,374	219	2,031
	excluding trains canceled or terminated					
	Trains Canceled		88	830	41	555
	Trains Terminated		32	401	19	339
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>	Percent of Scheduled Trips Completed		99.4%	99.1%	99.7%	99.4%
	AM Peak		99.2%			
	PM Peak		98.7%			
	Total Peak		98.9%			

System Categories Of Delay	% Total	June	2015 Data		2014 Data		YTD 2014 Vs 2015
			July	YTD Thru July	July	YTD Thru July	
Engineering (Scheduled)	1.3%	33	24	242	38	349	(107)
Engineering (Unscheduled)	11.3%	130	213	1,125	117	1,294	(169)
Maintenance of Equipment	8.7%	180	163	1,006	166	1,059	(53)
Transportation	8.1%	48	153	447	18	277	170
Capital Projects	4.9%	61	92	197	16	248	(51)
Weather and Environmental	3.7%	86	70	2,754	133	1,987	767
Police	15.1%	142	284	1,391	161	1,336	55
Customers	33.3%	443	626	2,687	457	2,755	(68)
Other	8.7%	206	164	1,137	136	1,166	(29)
3rd Party Operations	4.9%	143	92	1,537	153	1,334	203
Total	100.0%	1,472	1,881	12,523	1,395	11,805	718



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

Date	Day	DESCRIPTION OF EVENT	AM Peak			PM Peak			Off Peak			TOTAL		
			L	C	T	L	C	T	L	C	T	Late	Cxld	Term
2-Jul	Thurs	Freight derailment in Belmont Yard				11			8			19		
2-Jul	Thurs	Gap incident at Great Neck Station				7	4		2	2		9	6	
3-Jul	Fri	Heavy holiday loading system wide				1	1		11			12	1	
5-Jul	Sun	Heavy holiday loading system wide							33			33		
6-Jul	Mon	Train 300 requiring police assistance at Woodside	9	2					3			12	2	
7-Jul	Tues	Signal supervisory failure in Babylon Interlocking	51	2	1				3			54	2	1
9-Jul	Thurs	Train 2003 with a trespasser strike at Hollis Station	32	3					16		2	48	3	2
10-Jul	Fri	Tree limb down west of Plandome	11	4					9		1	20	4	1
10-Jul	Fri	Train 2096 requiring medical assistance at Mineola Station				14			3			17		
11-Jul	Sat	Heavy loading system wide							21			21		
12-Jul	Sun	Heavy loading system wide							11			11		
17-Jul	Fri	1730 and 2709 side impact in Hall Interlocking				26	25	1	59	8		85	33	1
19-Jul	Sun	Track circuit failure at Nassau Interlocking							12			12		
19-Jul	Sun	8706 struck unauthorized person at Copiague Station							22	3	2	22	3	2
19-Jul	Sun	Heavy loading system wide							14			14		
20-Jul	Mon	Heavy loading system wide	8						2			10		
20-Jul	Mon	Track condition east of St. James Station				1		1	5	1	2	6	1	3
20-Jul	Mon	Shortage of equipment				6	1		10		1	16	1	1
21-Jul	Tues	Loss of signal supervisory system at Hall Interlocking				19	5		6			25	5	
24-Jul	Fri	Train 2735 with equipment trouble in Nassau Interlocking	21		1				8			29		1
24-Jul	Fri	Track condition East New York to Dunton				2			13			15		
25-Jul	Sat	Capital Programs - Waterproofing-							15			15		
26-Jul	Sun	Heavy loading system wide							12			12		
28-Jul	Tues	Unauthorized person on tracks at Bellmore Station				10	2		4	1		14	3	
28-Jul	Tues	Track condition west of Country Life Press Station				7	1	1	2	1	6	9	2	7
28-Jul	Tues	Train 2098 with a trespasser strike west of Forest Hills Station							9		1	9		1
30-Jul	Thurs	High water condition west of Divide Interlocking				39	4		15	1		54	5	
31-Jul	Fri	Train 2872 with equipment trouble				13			2			15		
31-Jul	Fri	Heavy loading system wide				2			10			12		
TOTAL FOR MONTH			132	11	2	158	43	3	340	17	15	630	71	20
												721		

Long Island Rail Road

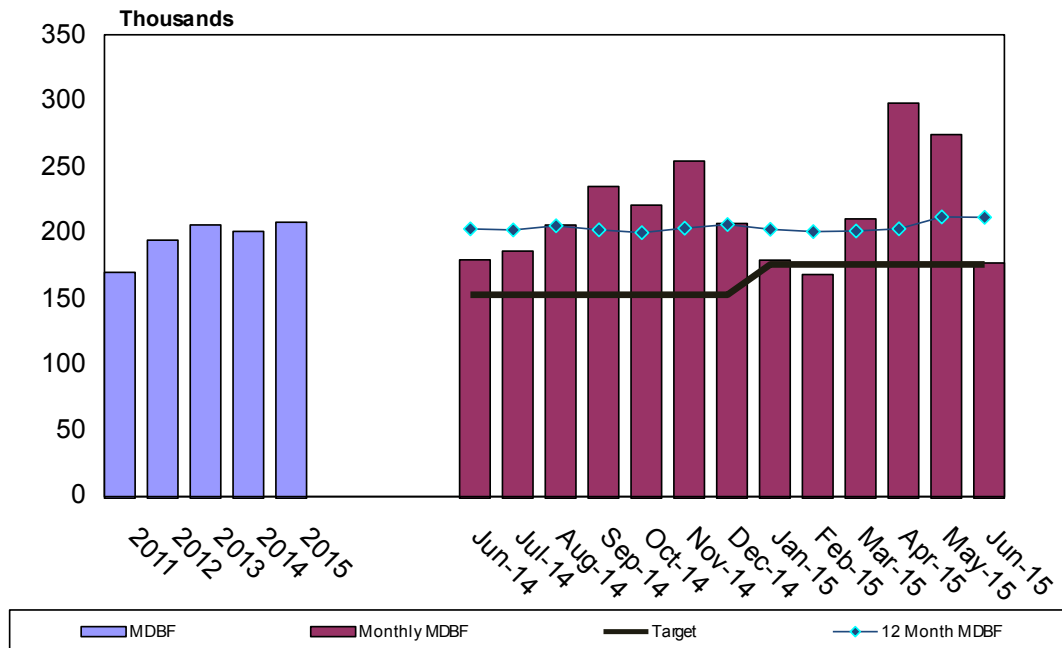
MEAN DISTANCE BETWEEN FAILURES

	Equip- ment Type	Total Fleet Size	2015 Data					2014 Data		
			MDBF Goal (miles)	June MDBF (miles)	June No. of Primary Failures	YTD MDBF thru June (miles)	12 month MDBF Rolling Avg (miles)	June MDBF (miles)	June No. of Primary Failures	YTD MDBF thru June (miles)
Mean Distance Between Failures	M-3	150	75,000	48,542	12	57,592	71,510	113,470	5	96,081
	M-7	836	400,000	402,377	13	607,153	547,187	466,268	11	468,078
	DM	21	20,000	31,589	3	18,139	21,961	8,872	10	22,366
	DE	24	20,000	19,423	4	24,261	23,978	84,256	1	23,668
	C-3	134	80,000	124,069	6	115,283	103,148	76,998	10	73,606
	Diesel	179	51,000	70,529	13	62,356	62,611	44,903	21	51,938
	Fleet	1,165	176,000	177,112	38	207,953	211,708	179,439	37	197,376

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





OPERATING REPORT FOR MONTH OF JULY 2015

Standee Report

East Of Jamaica

			2015 Data	
			July	
			AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	5	21
		Total Standees	5	21
	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	29	3
		Total Standees	69	3
	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	1	0
		Total Standees	1	0
	Montauk Branch	Program Standees	0	0
		Add'l Standees	2	0
		Total Standees	2	0
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	10	0
		Total Standees	10	0
	Port Jefferson Branch	Program Standees	0	0
		Add'l Standees	5	2
		Total Standees	5	2
	Port Washington Branch	Program Standees	0	0
		Add'l Standees	167	60
		Total Standees	167	60
	Ronkonkoma Branch	Program Standees	0	0
		Add'l Standees	6	22
		Total Standees	6	22
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
System Wide PEAK			267	107

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.

OPERATING REPORT FOR MONTH OF JULY 2015

Standee Report

West Of Jamaica

			2015 Data	
			July	
			AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	5	18
		Total Standees	5	18
	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	5	0
		Total Standees	5	0
	Huntington Branch	Program Standees	10	0
		Add'l Standees	16	35
		Total Standees	26	35
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	2	18
		Total Standees	2	18
	Long Beach Branch	Program Standees	18	0
		Add'l Standees	5	0
		Total Standees	23	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	1	0
		Total Standees	1	0
	Port Washington Branch	Program Standees	0	0
		Add'l Standees	167	60
		Total Standees	167	60
	Ronkonkoma Branch	Program Standees	0	0
		Add'l Standees	1	20
		Total Standees	1	20
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	8	0
		Total Standees	8	0
System Wide PEAK			239	150

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 INJURY/ENTRAPMENT REPORT
FOR MONTH OF JULY 2015**

Elevators	Mechanical Injury	Human Factor Injury	Entrapment
Ronkonkoma	0	0	2

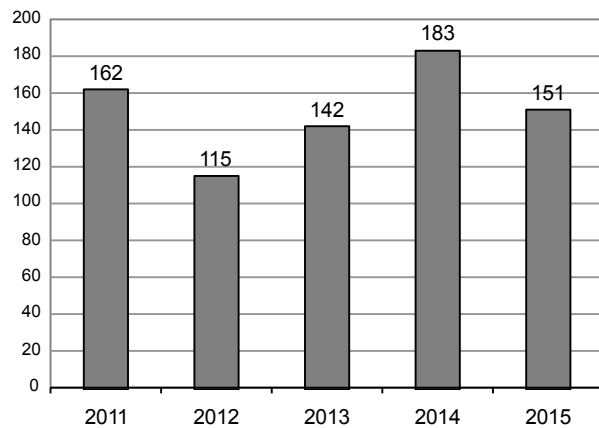
Escalators	Mechanical Injury	Human Factor Injury
Hicksville	0	1

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.



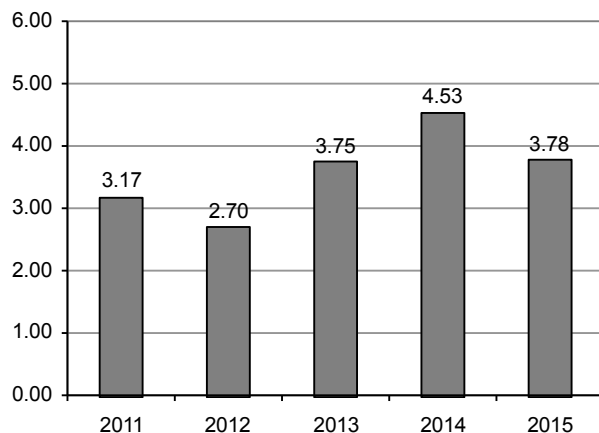
MTA Long Island Rail Road Summary of Employee Injuries through June 2015



Total Employee Injuries

Year	Total
2011	162
2012	115
2013	142
2014	183
2015	151

% change from last year: -17.5%



Employee FRA Reportable Injuries

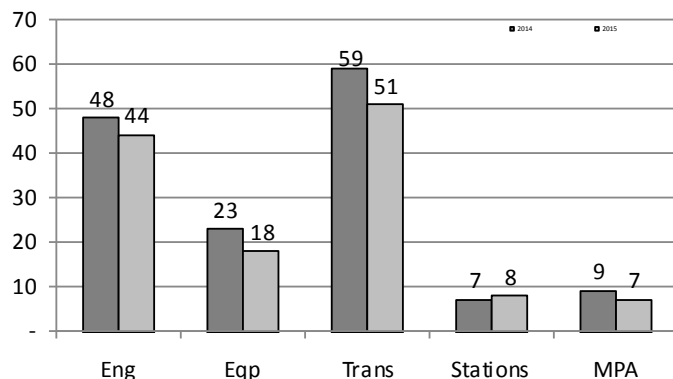
Year	Total	FRA FI*
2011	101	3.17
2012	87	2.70
2013	118	3.75
2014	146	4.53
2015	128	3.78

% change from last year: -16.6%

* Federal Railroad Administration Frequency Index

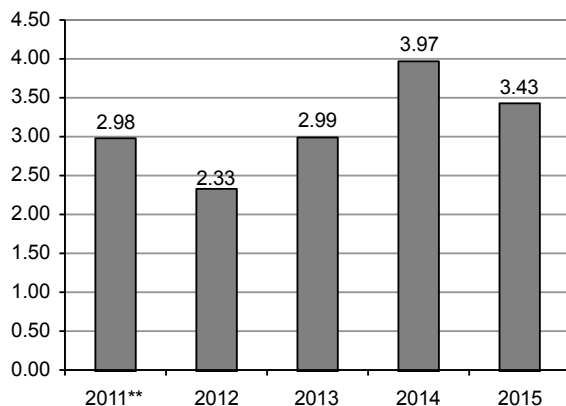
* - Injuries per 200,000 hours worked

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



**Employee Reportable Accidents
Comparison by Department**

Department	2014	2015	% Change
Engineering	48	44	-8%
Equipment	23	18	-22%
Transportation	59	51	-14%
Stations	7	8	14%
MPA	9	7	-22%



Employee Lost Time Injuries

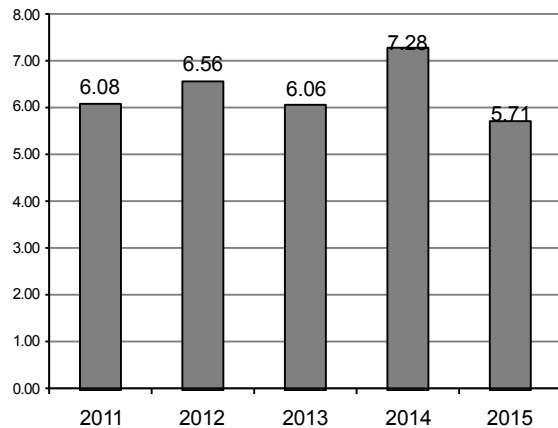
Year	LT	LT FI*	LT & RD FI*
2011**	93	2.92	2.98
2012	75	2.33	2.33
2013	94	2.99	2.99
2014	128	3.97	3.97
2015	116	3.43	3.43

% change from last year: -13.6%

**Please note: Last year of Restricted Duty

* - Injuries per 200,000 hours worked

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

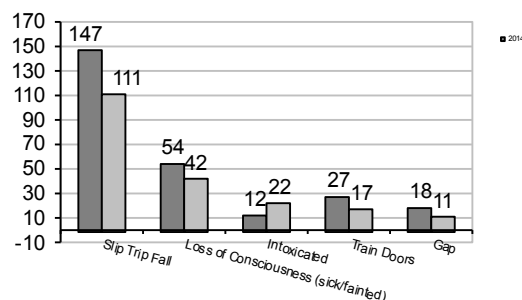


Total Customer Injuries

Year	Total	FI**
2011	239	6.08
2012	270	6.56
2013	246	6.06
2014	303	7.28
2015	241	5.71

% change from last year: -21.6%

**Injuries per 1,000,000 rides



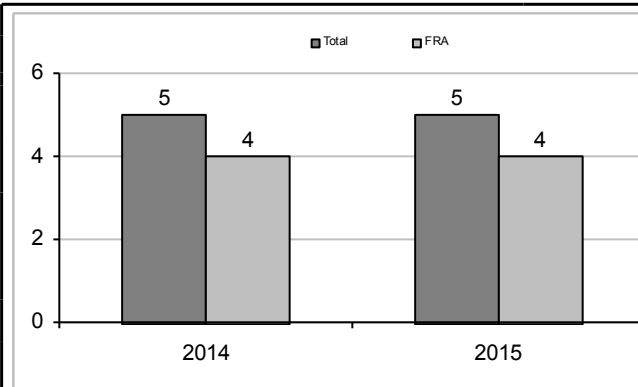
Top 5 Customer Injuries by Type

Year	Slip Trip Fall	Loss of Consciousness (sick/fainted)	Intoxicated	Train Doors	Gap
2014	147	54	12	27	18
2015	111	42	22	17	11



MTA Long Island Rail Road

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

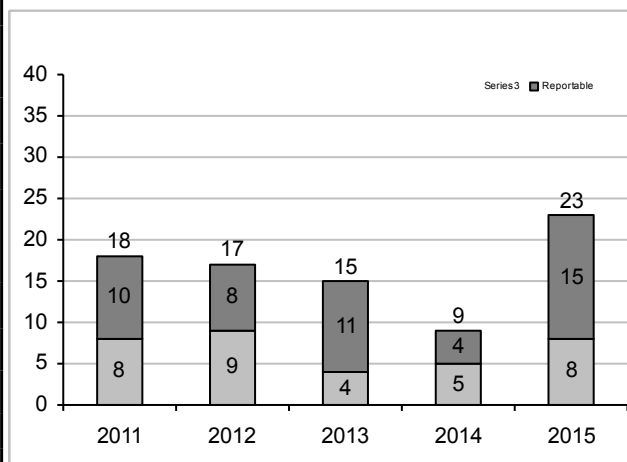


Contractor Injuries

Year	Total	FRA Rpt.
2014	5	4
2015	5	4

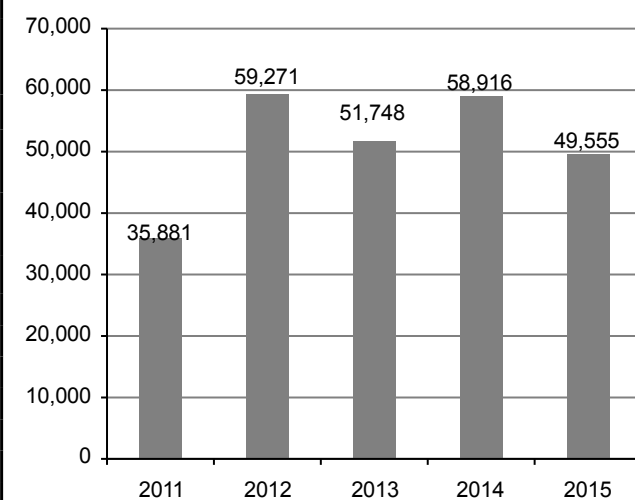
% change from last year:

0%



Train Accidents

Year	Accountable	Reportable
2011	8	10
2012	9	8
2013	4	11
2014	5	4
2015	8	15



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

Total Participants

Year	Total
2011	35,881
2012	59,271
2013	51,748
2014	58,916
2015	49,555

ELEVATOR AND ESCALATOR OPERATING REPORT FOR MONTH OF JULY 2015

Elevator Availability		2015		2014	
		July	Year to Date	July	Year to Date
Branch	Babylon Branch	99.20%	98.40%	98.10%	96.80%
	Far Rockaway Branch	99.10%	98.90%	99.50%	96.20%
	Hempstead Branch	99.50%	99.30%	99.70%	98.80%
	Long Beach Branch	99.40%	97.40%	99.80%	99.30%
	Port Jefferson Branch	97.10%	97.20%	99.40%	99.10%
	Port Washington Branch	98.90%	99.10%	98.60%	98.70%
	Ronkonkoma Branch	98.00%	98.90%	98.70%	98.70%
	City Terminal Stations	97.20%	97.60%	98.40%	98.80%
	Overall Average	98.55%	98.35%	99.03%	98.30%

Memorandum



Long Island Rail Road

DATE: September 2015

TO: Members of the LIRR Operating Committee

FROM: Patrick A. Nowakowski, President

RE: Enhanced Safety Action Update

A handwritten signature in black ink, which appears to read "Patrick A. Nowakowski", is written over the "FROM:" line and extends into the "TO:" line.

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

- Our third quarter Corporate Quarterly Safety Stand-Down is scheduled for October 1, 2015.
- A LIRR labor/management team attended the FRA sponsored national Confidential Close Call Reporting System program user group meeting in Virginia September 15th and 16th. The purpose of the meeting was to share challenges and best practices across all the C3RS railroads. The LIRR's third expansion is on schedule for September 29th.
- The following progress was made on speed compliance enhancements and Positive Train Control (PTC):

Action Item	Status
Speed Compliance	For the period 8/1/15 through 8/31/15, there were 116 Radar Observations. Seventy-six different LIRR Engineers were observed. Thirty-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.
PTC	Subsystem level Final Design Reviews started in August. Mockups and prototypes were developed for on-board equipment to ensure form and fit and to advance manufacture of production units. FCC approved radio site construction permits for pilot locations. Installations of wayside equipment and infrastructure for ground based communications network have commenced for pilot locations on the Port Washington line.
Cameras	Following fleet surveys, 4D Security Solutions provided initial submittals for Preliminary Design Review (PDR) and LIRR is reviewing and providing comments.



Long Island Rail Road

Monthly Financial Report

July 2015

MTA LONG ISLAND RAIL ROAD

July Ridership and Financial Report

Executive Summary

Ridership

- During the month of July, total ridership was 7.9 million, which was 3.2% higher than July 2014 (adjusted for same number of work days) and 1.5% above the Mid-Year Forecast.
 - Ridership through July was 50.1 million. This was 1.8% above 2014 (adjusted for same number of calendar work days) and 0.6% higher than the 2015 forecast.
 - Through July, commutation ridership was 2.1% above 2014 (work day adjusted) and 0.7% higher than the 2015 forecast.
 - Through July, non-commutation ridership was 1.4% above 2014 and 0.4% above the forecast.
-

Revenues

- Farebox revenue through July totaling \$395.1 million was \$2.7 million above the forecast due to higher ridership.
- Capital & Other Revenue of \$227.0 million was \$14.8 million higher than the forecast due to timing of capital activity and interagency reimbursements.
- In summary, total LIRR revenue of \$622.1 million was \$17.5 million higher than the forecast.

Expenses

- Through July, total expenses of \$1,241.2 million were \$1.2 million lower than the forecast.
- Straight-time payroll spending was \$(1.8) million higher than forecast due to Retroactive Wage Adjustments higher than projected, management vacation buyback and timing of interagency reimbursements, partially offset by wage claim accrual reversals and the existence of vacant positions. At the end of July, 114 of 7,063 positions were vacant. These vacancies consisted primarily of management/supervisory.
- Year-to-date overtime spending was \$4.0 million or 4.7% above forecast. Overtime hours worked was 3.9%, or 59,500 hours higher than the forecast primarily as a result of reimbursable overtime, which was 84,900 hours above forecast and maintenance overtime which was 18,100 hours above forecast. This was partially offset by lower unscheduled service, which was 17,200 hours below forecast, weather-related overtime, which was 16,700 hours below forecast, scheduled service, which were 5,300 hours below forecast and vacancy/absentee coverage, which was 2,200 hours below forecast.
- Year-to-date overtime hours increased by 11.2% in 2015 compared to 2014 due to higher reimbursable, vacancy/absentee coverage, weather and maintenance overtime, partially offset by lower unscheduled and scheduled service.
- Other variances are primarily timing or non-cash related.

Financial Performance Measures

- Through July, the Adjusted Farebox Operating Ratio was 59.2%, which is favorable to forecast due to lower expenses and higher revenue.
- Through July, the Adjusted Cost per Passenger was \$14.31, which is lower than forecast due to lower expenses and higher ridership.
- Through July, the Revenue per Passenger was \$7.92, which is equal to forecast.

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

REVENUE

Year-to-date July **Total Revenues** (including Capital and Other Reimbursements) of \$622.1 were \$17.5 or 2.9% favorable to forecast. The month of July of \$95.7 was favorable to forecast by \$2.3 or 2.4%.

- **Y-T-D Farebox Revenues** were \$2.7 favorable to forecast. The month was \$1.1 favorable to forecast due to higher ridership.
- **Y-T-D Other Operating Revenues** were \$0.4 unfavorable to forecast. The month was on forecast.
- **Y-T-D Capital and Other Reimbursements** were \$15.1 favorable to forecast. The month was \$1.2 favorable to the forecast due to timing of capital activity and interagency reimbursements.

OPERATING EXPENSES

Year-to-date July **Total Expenses** (including depreciation and other) of \$1,241.2 were favorable to forecast by \$1.2 or 0.1%. The total expenses for the month of \$183.3 were favorable to forecast by \$4.6 or 2.4%.

Labor Expenses \$(9.7) unfavorable Y-T-D; \$(3.0) unfavorable for the month.

- **Payroll**, \$(1.8) unfavorable Y-T-D; \$(1.5) unfavorable for the month (primarily management vacation buyback, retiree sick/vacation buyout and timing of interagency reimbursements, partially offset by vacant positions).
- **Overtime**, \$(4.0) unfavorable Y-T-D; \$(0.5) unfavorable for the month (higher capital project activity and vacancy/absentee coverage, partially offset by lower unscheduled service, maintenance and weather).
- **Health Welfare**, \$(1.0) unfavorable Y-T-D; \$(0.1) unfavorable for the month (timing of interagency reimbursements, partially offset by vacant positions).
- **OPEB Current Payment**, \$1.8 favorable Y-T-D; \$0.4 favorable for the month (fewer retirees/beneficiaries).
- **Other Fringe**, \$(4.6) unfavorable Y-T-D; \$(1.3) unfavorable for the month (primarily higher FELA Indemnity payments).

Non-Labor Expenses, \$10.3 favorable Y-T-D; \$7.5 favorable for the month.

- **Electric Power**, \$2.2 favorable Y-T-D; \$0.4 favorable for the month (lower rates, partially offset by higher consumption).
- **Fuel**, \$(0.2) unfavorable Y-T-D; \$0.1 favorable for the month (lower rates).
- **Insurance** \$0.4 favorable Y-T-D; \$0.1 favorable for the month (timing).
- **Maintenance and Other Operating Contracts**, \$7.5 favorable Y-T-D; \$1.6 favorable for the month (timing of elevator/escalator maintenance, construction services, joint facilities and other various maintenance and other operating contracts).
- **Professional Services** \$(10.0) unfavorable Y-T-D. \$0.6 favorable for the month (primarily timing of MTA chargebacks and other outside services).
- **Materials and Supplies**, \$9.5 favorable Y-T-D; \$5.0 favorable for the month (primarily timing of capital project activity, Reliability Centered Maintenance activities and miscellaneous inventory adjustments).
- **Other Business Expenses**, \$1.0 favorable Y-T-D; \$0.3 favorable for the month (timing).

Depreciation and Other \$0.6 favorable Y-T-D; \$0.2 favorable for the month (favorable Other Post Employment Benefits).

FAREBOX OPERATING RATIO

The year-to-date Farebox Operating Ratio was 48.7%, 0.6 percentage points above June. The Farebox Operating Ratio for the month of July of 51.9% was 4.3 percentage points above the forecast resulting from higher revenue and lower expenses. The adjusted year-to-date Farebox Operating Ratio was 59.2%. 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
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
July 2015
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)			
	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent
Revenue												
Farebox Revenue	\$62.408	\$63.467	\$1.059	1.7	\$0.000	\$0.000	\$0.000	-	\$62.408	\$63.467	\$1.059	1.7
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	3.584	3.609	0.025	0.7	0.000	0.000	0.000	-	3.584	3.609	0.025	0.7
Capital & Other Reimbursements	0.000	0.000	0.000	-	27.446	28.634	1.188	4.3	27.446	28.634	1.188	4.3
Total Revenue	\$65.992	\$67.077	\$1.085	1.6	\$27.446	\$28.634	\$1.188	4.3	\$93.438	\$95.711	\$2.273	2.4
Expenses												
<i>Labor:</i>												
Payroll	\$46.854	\$47.375	(\$0.521)	(1.1)	\$8.037	\$9.041	(\$1.004)	(12.5)	\$54.891	\$56.416	(\$1.525)	(2.8)
Overtime	9.431	8.932	0.499	5.3	2.236	3.252	(1.016)	(45.4)	11.667	12.184	(0.517)	(4.4)
Health and Welfare	7.455	7.142	0.313	4.2	1.771	2.178	(0.407)	(23.0)	9.226	9.320	(0.094)	(1.0)
OPEB Current Payment	5.229	4.869	0.360	6.9	0.000	0.000	0.000	-	5.229	4.869	0.360	6.9
Pensions	14.370	13.596	0.774	5.4	2.878	3.652	(0.774)	(26.9)	17.248	17.248	(0.000)	(0.0)
Other Fringe Benefits	12.116	13.155	(1.039)	(8.6)	1.811	2.040	(0.229)	(12.6)	13.927	15.195	(1.268)	(9.1)
Reimbursable Overhead	(2.434)	(3.460)	1.026	42.2	2.434	3.460	(1.026)	(42.2)	0.000	0.000	0.000	-
Total Labor Expenses	\$93.021	\$91.608	\$1.413	1.5	\$19.167	\$23.622	(\$4.455)	(23.2)	\$112.188	\$115.230	(\$3.042)	(2.7)
<i>Non-Labor:</i>												
Electric Power	\$9.349	\$8.963	\$0.386	4.1	\$0.058	\$0.070	(\$0.012)	(21.0)	\$9.407	\$9.033	\$0.374	4.0
Fuel	1.641	1.580	0.061	3.7	0.000	0.000	0.000	-	1.641	1.580	0.061	3.7
Insurance	1.947	1.992	(0.045)	(2.3)	0.592	0.488	0.104	17.6	2.539	2.480	0.059	2.3
Claims	0.347	0.848	(0.501)	*	0.000	0.000	0.000	-	0.347	0.848	(0.501)	*
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	6.821	5.592	1.229	18.0	1.575	1.210	0.365	23.2	8.396	6.802	1.594	19.0
Professional Service Contracts	2.122	1.562	0.560	26.4	0.140	0.148	(0.008)	(5.5)	2.262	1.710	0.552	24.4
Materials & Supplies	11.586	9.446	2.140	18.5	5.881	2.979	2.902	49.3	17.467	12.425	5.042	28.9
Other Business Expenses	1.340	0.980	0.360	26.9	0.033	0.117	(0.084)	*	1.373	1.097	0.276	20.1
Total Non-Labor Expenses	\$35.153	\$30.963	\$4.190	11.9	\$8.279	\$5.012	\$3.267	39.5	\$43.432	\$35.975	\$7.457	17.2
<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	\$128.174	\$122.572	\$5.602	4.4	\$27.446	\$28.634	(\$1.188)	(4.3)	\$155.620	\$151.206	\$4.414	2.8
Other Post Employment Benefits												
Depreciation	\$25.861	\$25.851	\$0.010	0.0	\$0.000	\$0.000	\$0.000	-	\$25.861	\$25.851	\$0.010	0.0
Other Post Employment Benefits	6.215	6.066	0.149	2.4	0.000	0.000	0.000	-	6.215	6.066	0.149	2.4
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	\$160.417	\$154.655	\$5.762	3.6	\$27.446	\$28.634	(\$1.188)	(4.3)	\$187.863	\$183.290	\$4.573	2.4
Net Surplus/(Deficit)	(\$94.425)	(\$87.579)	\$6.846	7.3	\$0.000	\$0.000	\$0.000	-	(\$94.425)	(\$87.579)	\$6.846	7.3
<i>Cash Conversion Adjustments</i>												
Depreciation	\$25.861	\$25.851	(\$0.010)	(0.0)	\$0.000	\$0.000	\$0.000	-	\$25.861	\$25.851	(\$0.010)	(0.0)
Operating/Capital	(3.320)	(0.272)	3.047	91.8	0.000	0.000	0.000	-	(3.320)	(0.272)	3.047	91.8
Other Cash Adjustments	2.407	7.296	4.890	*	0.000	0.000	0.000	-	2.407	7.296	4.890	*
Total Cash Conversion Adjustments	\$24.948	\$32.875	\$7.927	31.8	0.000	\$0.000	\$0.000	-	\$24.948	\$32.875	\$7.927	31.8
Net Cash Surplus/(Deficit)	(\$69.477)	(\$54.704)	\$14.773	21.3	\$0.000	\$0.000	\$0.000	-	(\$69.477)	(\$54.704)	\$14.773	21.3

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

TABLE 2

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
July Year-To-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)			
	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent
Revenue												
Farebox Revenue	\$392.435	\$395.129	\$2.694	0.7	\$0.000	\$0.000	\$0.000	-	\$392.435	\$395.129	\$2.694	0.7
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	29.746	29.361	(0.385)	(1.3)	0.000	0.000	0.000	-	29.746	29.361	(0.385)	(1.3)
Capital & Other Reimbursements	0.000	0.000	0.000	-	182.478	197.626	15.148	8.3	182.478	197.626	15.148	8.3
Total Revenue	\$422.181	\$424.491	\$2.310	0.5	\$182.478	\$197.626	\$15.148	8.3	\$604.659	\$622.117	\$17.458	2.9
Expenses												
<i>Labor:</i>												
Payroll	\$283.521	\$280.564	\$2.957	1.0	\$59.490	\$64.212	(\$4.722)	(7.9)	\$343.011	\$344.776	(\$1.765)	(0.5)
Overtime	71.531	69.774	1.757	2.5	14.112	19.876	(5.764)	(40.8)	85.643	89.649	(4.006)	(4.7)
Health and Welfare	50.876	50.065	0.811	1.6	13.139	14.989	(1.850)	(14.1)	64.015	65.054	(1.039)	(1.6)
OPEB Current Payment	35.116	33.339	1.777	5.1	0.000	0.000	0.000	-	35.116	33.339	1.777	5.1
Pensions	99.035	95.352	3.683	3.7	21.701	25.385	(3.684)	(17.0)	120.736	120.737	(0.001)	(0.0)
Other Fringe Benefits	81.453	84.963	(3.510)	(4.3)	12.820	13.942	(1.122)	(8.7)	94.273	98.904	(4.631)	(4.9)
Reimbursable Overhead	(20.087)	(24.003)	3.916	19.5	20.087	24.003	(3.916)	(19.5)	0.000	0.000	0.000	-
Total Labor Expenses	\$601.445	\$590.052	\$11.393	1.9	\$141.349	\$162.407	(\$21.058)	(14.9)	\$742.794	\$752.459	(\$9.665)	(1.3)
<i>Non-Labor:</i>												
Electric Power	\$59.529	\$57.353	\$2.176	3.7	\$0.451	\$0.445	\$0.006	1.4	\$59.980	\$57.797	\$2.183	3.6
Fuel	11.425	11.606	(0.181)	(1.6)	0.000	0.000	0.000	-	11.425	11.606	(0.181)	(1.6)
Insurance	13.970	14.105	(0.135)	(1.0)	3.634	3.143	0.491	13.5	17.604	17.248	0.356	2.0
Claims	2.496	2.656	(0.160)	(6.4)	0.000	0.000	0.000	-	2.496	2.656	(0.160)	(6.4)
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	38.236	32.384	5.852	15.3	9.110	7.441	1.669	18.3	47.346	39.825	7.521	15.9
Professional Service Contracts	11.918	21.519	(9.601)	(80.6)	1.150	1.550	(0.400)	(34.7)	13.068	23.068	(10.000)	(76.5)
Materials & Supplies	79.260	74.083	5.177	6.5	26.022	21.660	4.362	16.8	105.282	95.743	9.539	9.1
Other Business Expenses	8.513	7.270	1.243	14.6	0.762	0.981	(0.219)	(28.7)	9.275	8.251	1.024	11.0
Total Non-Labor Expenses	\$225.347	\$220.975	\$4.372	1.9	\$41.129	\$35.220	\$5.909	14.4	\$266.476	\$256.194	\$10.282	3.9
Other Expense Adjustments												
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	0.000	\$0.000	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Depreciation	\$826.792	\$811.027	\$15.765	1.9	\$182.478	\$197.626	(\$15.148)	(8.3)	\$1 009.270	\$1 008.653	\$0.617	0.1
Employment Benefits												
Depreciation	\$188.582	\$188.573	0.009	0.0	\$0.000	\$0.000	\$0.000	-	\$188.582	\$188.573	\$0.009	0.0
Other Post Employment Benefits	43.463	43.202	0.261	0.6	0.000	0.000	0.000	-	\$43.463	43.202	0.261	0.6
Environmental Remediation	1.169	0.814	0.355	30.4	0.000	0.000	0.000	-	\$1.169	0.814	0.355	30.4
Total Expenses	\$1 060.006	\$1 043.616	\$16.390	1.5	\$182.478	\$197.626	(\$15.148)	(8.3)	\$1 242.484	\$1 241.242	\$1.242	0.1
Net Surplus/(Deficit)	(\$637.825)	(\$619.126)	\$18.699	2.9	\$0.000	\$0.000	\$0.000	-	(\$637.825)	(\$619.126)	\$18.699	2.9
<i>Cash Conversion Adjustments</i>												
Depreciation	\$188.582	\$188.573	(\$0.009)	(0.0)	\$0.000	\$0.000	\$0.000	-	\$188.582	\$188.573	(\$0.009)	(0.0)
Operating/Capital	(10.917)	(4.255)	6.662	61.0	0.000	0.000	0.000	-	(10.917)	(4.255)	6.662	61.0
Other Cash Adjustments	36.550	38.551	2.000	5.5	0.000	0.000	0.000	-	36.550	38.551	2.000	5.5
Total Cash Conversion Adjustments	\$214.215	\$222.869	\$8.654	4.0	\$0.000	\$0.000	\$0.000	-	\$214.215	\$222.869	\$8.654	4.0
Net Cash Surplus/(Deficit)	(\$423.610)	(\$396.257)	\$27.353	6.5	\$0.000	\$0.000	\$0.000	0.0	(\$423.610)	(\$396.257)	\$27.353	6.5

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

TABLE 3

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN FORECAST AND ACTUAL ACCRUAL BASIS

July 2015					Year-to-Date July 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.	1.059	1.7	Higher ridership \$0.942 and higher yield per passenger \$0.117.	2.694	0.7	Higher ridership \$2.264 and higher yield per passenger \$0.430.
Other Operating Revenue	Non Reimb.	0.025	0.7	Higher rentals and special services revenue, partially offset by timing of miscellaneous and freight revenue.	(0.385)	(1.3)	Higher rentals and special services revenue, partially offset by timing of advertising, miscellaneous and freight revenue.
Capital & Other Reimbursements	Reimb.	1.188	4.3	Timing of capital project activity and interagency reimbursements.	15.148	8.3	Timing of capital project activity and interagency reimbursements.
Expenses							
Payroll	Non Reimb.	(0.521)	(1.1)	Management Vacation Buyback, Engineering workforce working on maintenance activities instead of capital activity and timing of retiree sick/vacation buyout, partially offset by vacant positions.	2.957	1.0	Vacant positions, rates and lower wage claim accruals, partially offset by higher than anticipated back pay for BLE members, Engineering workforce working on maintenance activities instead of capital activity and retiree sick/vacation buyout.
	Reimb.	(1.004)	(12.5)	Primarily due to timing of project activity and interagency reimbursements.	(4.722)	(7.9)	Primarily due to timing of project activity and interagency reimbursements.
Overtime	Non Reimb.	0.499	5.3	Lower unscheduled service, maintenance and weather-related overtime, partially offset by vacancy/absentee coverage.	1.757	2.5	Lower scheduled/unscheduled service, vacancy/absentee coverage and weather-related overtime, partially offset by higher maintenance overtime.
	Reimb.	(1.016)	(45.4)	Timing of East Side Access project schedule and other capital project activity.	(5.764)	(40.8)	Timing of East Side Access project schedule and other capital project activity.
Health and Welfare	Non Reimb.	0.313	4.2	Vacant positions.	0.811	1.6	Vacant positions.
	Reimb.	(0.407)	(23.0)	Primarily due to timing of project activity and interagency reimbursements.	(1.850)	(14.1)	Primarily due to timing of project activity and interagency reimbursements.

TABLE 3

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN FORECAST AND ACTUAL ACCRUAL BASIS

July 2015				Year-to-Date July 2015			
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$			\$		
OPEB Current Payment	Non Reimb.	0.360	6.9	Fewer retirees/beneficiaries.	1.777	5.1	Fewer retirees/beneficiaries.
Pensions	Non Reimb.	0.774	5.4	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.	3.683	3.7	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.
	Reimb.	(0.774)	(26.9)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.	(3.684)	(17.0)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.
Other Fringe Benefits	Non Reimb.	(1.039)	(8.6)	Primarily Higher FELA indemnity payments.	(3.510)	(4.3)	Higher FELA Indemnity payments and higher Railroad retirement payments based on Retroactive Wage Adjustment for BLE.
	Reimb.	(0.229)	(12.6)	Primarily due to timing of project activity and interagency reimbursements.	(1.122)	(8.7)	Primarily due to timing of project activity and interagency reimbursements.
Electric Power	Non Reimb.	0.386	4.1	Lower rates, partially offset by higher consumption.	2.176	3.7	Lower rates and consumption
	Reimb.	(0.012)	(21.0)		0.006	1.4	
Fuel	Non Reimb.	0.061	3.7	Timing of expenses for fuel.	(0.181)	(1.6)	Primarily higher use/timing of natural gas.
Insurance	Non Reimb.	(0.045)	(2.3)	Timing	(0.135)	(1.0)	Timing
	Reimb.	0.104	17.6	Force Account Insurance associated with project activity.	0.491	13.5	Force Account Insurance associated with project activity.
Claims	Non Reimb.	(0.501)	*	Higher public liability expenses.	(0.160)	(6.4)	Higher public liability expenses.

TABLE 3

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN FORECAST AND ACTUAL ACCRUAL BASIS

July 2015					Year-to-Date July 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.	1.229	18.0	Primarily timing of payments for escalator/elevator maintenance and security systems maintenance.	5.852	15.3	Primarily timing of payments for joint facilities, elevator/escalator maintenance and various other maintenance and other operating contracts.
	Reimb.	0.365	23.2	Primarily due to timing of project activity.	1.669	18.3	Primarily due to timing of project activity.
Professional Service Contracts	Non Reimb.	0.560	26.4	Primarily timing of charges for MTA chargebacks and homeless outreach.	(9.601)	(80.6)	Primarily planning studies originally assumed to be capitalized now captured as an operating expense, partially offset by the timing of MTA chargebacks, lower advertising and miscellaneous professional services.
	Reimb.	(0.008)	(5.5)	Primarily due to timing of project activity.	(0.400)	(34.7)	Primarily due to timing of project activity.
Materials & Supplies	Non Reimb.	2.140	18.5	Lower usage of material in the wheel shop (safety stock), and the timing of corporate inventory adjustments.	5.177	6.5	Primarily due to lower material usage for the Wheel (lower use of safety stock), Truck (timing of RCM activities) and Electronic Shop (delayed propulsion control) and the timing of corporate inventory adjustments, partially offset by the timing of charge outs for non-stock material.
	Reimb.	2.902	49.3	Primarily due to timing of project activity.	4.362	16.8	Primarily due to timing of project activity.

TABLE 3

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN FORECAST AND ACTUAL ACCRUAL BASIS

July 2015				Year-to-Date July 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.	0.360	26.9	Timing	1.243	14.6	Lower expenses related to bad debt, higher restitution for property damage and timing of miscellaneous expenses.
	Reimb.	(0.084)	*	Primarily due to timing project activity.	(0.219)	(28.7)	Primarily due to timing project activity.
Depreciation	Non Reimb.	0.010	0.0		0.009	0.0	
Other Post Employment Benefits	Non Reimb.	0.149	2.4	Revised actuarial assessment.	0.261	0.6	Revised actuarial assessment.
Environmental Remediation	Non Reimb.	0.000	0.2		0.355	30.4	Revised expenses for environmental remediation.

Table 4

MTA LONG ISLAND RAIL ROAD JULY FINANCIAL PLAN - 2015 MID YEAR FORECAST CASH RECEIPTS and EXPENDITURES July 2015 (\$ in millions)								
	Month				Year-to-Date			
	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Percent
Receipts								
Farebox Revenue	\$64.569	\$67.997	\$3.428	5.3	\$404.455	\$407.292	\$2.837	0.7
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	4.813	5.409	0.596	12.4	33.512	39.121	5.609	16.7
Capital & Other Reimbursements	23.085	23.297	0.212	0.9	157.218	161.881	4.663	3.0
Total Receipts	\$92.467	\$96.702	\$4.235	4.6	\$595.185	\$608.294	\$13.109	2.2
Expenditures								
<i>Labor:</i>								
Payroll	\$57.748	\$58.107	(\$0.359)	(0.6)	\$353.550	\$354.222	(\$0.672)	(0.2)
Overtime	14.557	14.948	(0.391)	(2.7)	90.356	91.820	(1.464)	(1.6)
Health and Welfare	9.227	9.095	0.132	1.4	64.934	66.970	(2.036)	(3.1)
OPEB Current Payment	5.229	4.741	0.488	9.3	35.521	35.039	0.482	1.4
Pensions	17.248	17.246	0.002	0.0	92.924	92.919	0.005	0.0
Other Fringe Benefits	16.509	16.302	0.207	1.3	96.201	94.480	1.721	1.8
GASB	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	\$120.518	\$120.438	\$0.080	0.1	\$733.486	\$735.450	(\$1.964)	(0.3)
<i>Non-Labor:</i>								
Electric Power	\$9.294	\$3.206	\$6.088	65.5	\$60.742	\$52.227	\$8.515	14.0
Fuel	1.662	1.379	0.283	17.0	11.898	12.043	(0.145)	(1.2)
Insurance	0.037	1.614	(1.577)	*	17.593	16.741	0.852	4.8
Claims	0.191	0.211	(0.020)	(10.3)	0.786	0.861	(0.075)	(9.5)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	9.751	6.190	3.561	36.5	52.123	46.060	6.063	11.6
Professional Service Contracts	2.693	1.364	1.329	49.4	14.104	10.810	3.294	23.4
Materials & Supplies	14.294	14.098	0.196	1.4	107.607	109.912	(2.305)	(2.1)
Other Business Expenses	1.390	1.413	(0.023)	(1.6)	8.529	8.305	0.224	2.6
Total Non-Labor Expenditures	\$39.312	\$29.474	\$9.838	25.0	\$273.382	\$256.959	\$16.423	6.0
<i>Other Expenditure Adjustments:</i>								
Other	\$2.114	\$1.795	\$0.319	15.1	\$11.927	\$11.274	\$0.653	5.5
Total Other Expenditure Adjustments	\$2.114	\$1.795	\$0.319	15.1	\$11.927	\$11.274	\$0.653	5.5
Total Expenditures	\$161.944	\$151.707	\$10.237	6.3	\$1 018.795	\$1 003.683	\$15.112	1.5
Cash Timing and Availability Adjustment	0.000	0.302	0.302	-	(0.000)	(0.867)	(0.867)	*
Net Cash Deficit (excludes opening balance)	(\$69.477)	(\$54.704)	\$14.773	21.3	(\$423.610)	(\$396.257)	\$27.353	6.5
Subsidies								
MTA	69.477	54.710	(14.767)	(21.3)	423.610	396.266	(27.344)	(6.5)

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN JULY FORECAST AND ACTUAL CASH BASIS

Table 5

Generic Revenue or Expense Category	July 2015			Year-to-Date as of July 31 2015		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$			\$		
Receipts						
Farebox Revenue	3.428	5.3	Higher advance sales impact \$2.507, higher ridership \$0.942 and higher yields \$0.117, partially offset by lower Metrocard/AirTrain sales \$(0.138).	2.837	0.7	Higher ridership \$2.264, higher yields \$0.430 and higher advance sales impact \$0.405, partially offset by lower Metrocard/AirTrain sales \$(0.262).
Other Operating Revenue	0.596	12.4	Primarily due to the timing of rental receipts.	5.609	16.7	Primarily due to the timing of intercompany and rental receipts.
Capital and Other Reimbursements	0.212	0.9	Timing of activity and reimbursement for capital and other reimbursements.	4.663	3.0	Timing of activity and reimbursement for capital and other reimbursements.
Expenditures						
Labor:						
Payroll	(0.359)	(0.6)	Primarily management vacation buyback payments, partially offset by vacant positions.	(0.672)	(0.2)	Primarily due to management vacation buyback payments, partially offset by vacant positions.
Overtime	(0.391)	(2.7)	Primarily due to higher project and vacancy/absentee coverage, partially offset by lower unscheduled service overtime.	(1.464)	(1.6)	Primarily due to higher project and maintenance overtime, partially offset by lower scheduled/unscheduled service and weather-related overtime.
Health and Welfare	0.132	1.4		(2.036)	(3.1)	Primarily an additional wage based contribution to the Brotherhood of Railroad Engineers Health & Welfare fund based on retroactive wages, and the timing of smaller policy payments.
OPEB Current Payment	0.488	9.3	Fewer retirees/beneficiaries.	0.482	1.4	Primarily fewer retirees/beneficiaries, partially offset by the timing of smaller policy payments.

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN JULY FORECAST AND ACTUAL CASH BASIS

Table 5

Generic Revenue or Expense Category	July 2015			Year-to-Date as of July 31 2015		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$			\$		
Other Fringe Benefits	0.207	1.3	Primarily lower Railroad Retirement payments, partially offset by the timing of safety shoe payments.	1.721	1.8	Primarily the timing of FELA payments and lower Railroad Retirement payments.
Non-Labor:						
Electric Power	6.088	65.5	Primarily due to the timing of payments and lower rates.	8.515	14.0	Primarily due to the timing of traction payments, lower traction power rates and consumption, partially offset by higher non-traction payments.
Fuel	0.283	17.0	Primarily due to the timing of payments and lower rates.	(0.145)	(1.2)	Primarily due to higher payments for non-revenue fuel, partially offset by the timing of revenue fuel payments.
Insurance	(1.577)	*	Timing of insurance premium payments.	0.852	4.8	Timing of insurance premium payments.
Claims	(0.020)	(10.3)	Timing of payment for claims.	(0.075)	(9.5)	Timing of payment for claims.
Maintenance and Other Operating Contracts	3.561	36.5	Timing of payments.	6.063	11.6	Timing of payments.
Professional Service Contracts	1.329	49.4	Primarily the timing of MTA Chargeback payments.	3.294	23.4	Primarily the timing of MTA Chargeback and other consulting service payments.
Materials and Supplies	0.196	1.4	Primarily the timing of program, production plan, and operating funded capital material and supplies.	(2.305)	(2.1)	Primarily the timing of program, production plan, and operating funded capital material and supplies.
Other Business Expenses	(0.023)	(1.6)	Timing of payments.	0.224	2.6	Timing of payments.
Other Expenditure Adjustments	0.319	15.1	Lower Metrocard/AirTrain pass through payments.	0.653	5.5	Lower Metrocard/AirTrain pass through payments.

Table 6

MTA LONG ISLAND RAIL ROAD								
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST								
CASH CONVERSION (CASH FLOW ADJUSTMENTS)								
July 2015								
(\$ in millions)								
	Month				Year-to-Date			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$2.161	\$4.530	\$2.369	*	\$12.020	\$12.162	\$0.142	1.2
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	1.229	1.800	0.571	46.4	3.766	9.760	5.994	*
Capital & Other Reimbursements	(4.361)	(5.338)	(0.977)	(22.4)	(25.260)	(35.745)	(10.485)	(41.5)
Total Receipts	(\$0.971)	\$0.991	\$1.962	*	(\$9.474)	(\$13.823)	(\$4.349)	(45.9)
Expenditures								
<i>Labor:</i>								
Payroll	(\$2.857)	(\$1.692)	\$1.165	40.8	(\$10.539)	(\$9.446)	\$1.093	10.4
Overtime	(2.890)	(2.764)	0.126	4.4	(4.713)	(2.171)	2.542	53.9
Health and Welfare	(0.001)	0.225	0.226	*	(0.919)	(1.916)	(0.997)	*
OPEB Current Payment	0.000	0.128	0.128	-	(0.405)	(1.701)	(1.296)	*
Pensions	0.000	0.002	0.002	-	27.812	27.818	0.006	0.0
Other Fringe Benefits	(2.582)	(1.108)	1.474	57.1	(1.928)	4.425	6.353	*
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	(\$8.330)	(\$5.208)	\$3.122	37.5	\$9.308	\$17.008	\$7.700	82.7
<i>Non-Labor:</i>								
Electric Power	\$0.113	\$5.827	\$5.714	*	(\$0.762)	\$5.570	\$6.332	*
Fuel	(0.021)	0.201	0.222	*	(0.473)	(0.437)	0.036	7.7
Insurance	2.502	0.866	(1.636)	(65.4)	0.011	0.507	0.496	*
Claims	0.156	0.637	0.481	*	1.710	1.795	0.085	5.0
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	(1.355)	0.612	1.967	*	(4.777)	(6.235)	(1.458)	(30.5)
Professional Service Contracts	(0.431)	0.346	0.777	*	(1.036)	12.258	13.294	*
Materials & Supplies	3.173	(1.674)	(4.847)	*	(2.325)	(14.169)	(11.844)	*
Other Business Expenses	(0.017)	(0.315)	(0.298)	*	0.746	(0.054)	(0.800)	*
Total Non-Labor Expenditures	\$4.120	\$6.501	\$2.381	57.8	(\$6.906)	(\$0.765)	\$6.141	88.9
<i>Other Expenditure Adjustments:</i>								
Other	(\$2.114)	(\$1.795)	\$0.319	15.1	(\$11.927)	(\$11.274)	\$0.653	5.5
Total Other Expenditure Adjustments	(\$2.114)	(\$1.795)	\$0.319	15.1	(\$11.927)	(\$11.274)	\$0.653	5.5
Total Expenditures before Depreciation	(\$6.324)	(\$0.501)	\$5.823	92.1	(\$9.525)	\$4.970	\$14.494	*
Depreciation Adjustment	\$25.861	\$25.851	(\$0.010)	(0.0)	\$188.582	\$188.573	(\$0.009)	(0.0)
Other Post Employment Benefits	6.215	6.066	(0.149)	(2.4)	43.463	43.202	(0.261)	(0.6)
Environmental Remediation	0.167	0.167	(0.000)	(0.2)	1.169	0.814	(0.355)	(30.4)
Total Expenditures	\$25.919	\$31.582	\$5.663	21.8	\$223.689	\$237.559	\$13.870	6.2
Cash Timing and Availability Adjustment	0.000	0.302	0.302	-	(0.000)	(0.867)	(0.867)	*
Total Cash Conversion Adjustments	\$24.948	\$32.875	\$7.927	31.8	\$214.215	\$222.869	\$8.654	4.0

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

	July 2015						July Year-to-Date					
	Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)		Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u> ¹	32,261	\$1.885	32,566	\$1.900	(305)	(\$0.015)	219,761	\$12.717	214,470	\$12.422	5,291	\$0.295
					-0.9%	-0.8%					2.4%	2.3%
<u>Unscheduled Service</u>	13,921	\$0.837	11,264	\$0.508	2,657	\$0.329	82,635	\$4.423	65,444	\$2.633	17,191	\$1.791
					19.1%	39.3%					20.8%	40.5%
<u>Programmatic/Routine Maintenance</u>	52,240	\$2.923	47,362	\$2.735	4,878	\$0.188	365,167	\$20.016	380,968	\$21.018	(15,801)	(\$1.002)
					9.3%	6.4%					-4.3%	-5.0%
<u>Unscheduled Maintenance</u>	492	\$0.027	1,117	\$0.061	(625)	(\$0.034)	5,576	\$0.315	7,914	\$0.448	(2,338)	(\$0.133)
					*	*					-41.9%	-42.2%
<u>Vacancy/Absentee Coverage</u>	61,264	\$3.435	65,686	\$3.656	(4,422)	(\$0.220)	382,941	\$21.309	380,709	\$21.189	2,232	\$0.120
					-7.2%	-6.4%					0.6%	0.6%
<u>Weather Emergencies</u>	4,129	\$0.239	284	\$0.017	3,845	\$0.222	194,483	\$11.134	177,823	\$10.175	16,659	\$0.959
					93.1%	92.8%					8.6%	8.6%
<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	1,753	\$0.084	1,652	\$0.055	101	\$0.030	14,780	\$1.616	12,572	\$1.889	2,208	(\$0.273)
					5.7%	35.1%					14.9%	-16.9%
NON-REIMBURSABLE OVERTIME	166,060	\$9.431	159,932	\$8.932	6,128	\$0.499	1,265,342	\$71.531	1,239,901	\$69.774	25,441	\$1.757
					3.7%	5.3%					2.0%	2.5%
REIMBURSABLE OVERTIME	39,970	\$2.236	56,317	\$3.252	(16,347)	(\$1.016)	247,129	\$14.112	332,031	\$19.876	(84,903)	(\$5.764)
					-40.9%	-45.4%					-34.4%	-40.8%
TOTAL OVERTIME	206 030	\$11.667	216 249	\$12.184	(10 219)	(\$0.517)	1 512 471	\$85.643	1 571 932	\$89.649	(59 462)	(\$4.006)
					-5.0%	-4.4%					-3.9%	-4.7%

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

	July 2015			July Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u>	(305)	(\$0.015)	Greater than anticipated holiday overtime within Maintenance of Equipment and Stations.	5,291	\$0.295	Lower than anticipated holiday overtime within Maintenance of Equipment, Engineering and Transportation.
	-0.9%	-0.8%		2.4%	2.3%	
<u>Unscheduled Service</u>	2,657	\$0.329	Less than forecast overtime needed to maintain On-Time Performance.	17,191	\$1.791	Less than forecast overtime needed to maintain On-Time Performance.
	19.1%	39.3%		20.8%	40.5%	
<u>Programmatic/Routine Maintenance</u>	4,878	\$0.188	Attributed to lower than anticipated air brake/truck repair and out lying points running repair, partially offset by an increase in track ties by hand, bridge tie installation, timber installation, troubleshoot program maintenance, concrete tie installation, row drainage and third rail tie changing within Engineering.	(15,801)	(\$1.002)	Attributed to an increase in Sperry activity, boutet welding in field, high rail track inspections, storm protection, replacement of concrete ties, Belmont park high level platform replacement and installations of timber, frog/guard rail, hand tie, bridge tie, partially offset by lower than anticipated repairs and running repairs within Maintenance of Equipment.
	9.3%	6.4%		-4.3%	-5.0%	
<u>Unscheduled Maintenance</u>	(625)	(\$0.034)	Attributed to system wide emergencies and derailments at Babylon and Belmont this operating period.	(2,338)	(\$0.133)	Attributed to an increase in emergencies system wide as well as New York & Atlantic Railway derailment at Wyandanch and West Side Yard derailment.
	*	*		-41.9%	-42.2%	
<u>Vacancy/Absentee Coverage</u>	(4,422)	(\$0.220)	Availability in Maintenance of Equipment .55 days unfavorable to budget partially offset by lower than anticipated relief day overtime within Transportation.	2,232	\$0.120	Availability in Maintenance of Equipment .34 days favorable to budget.
	-7.2%	-6.4%		0.6%	0.6%	
<u>Weather Emergencies</u>	3,845	\$0.222	Lower than budgeted weather related expenses.	16,659	\$0.959	Lower than budgeted weather related expenses.
	93.1%	92.8%		8.6%	8.6%	
<u>Safety/Security/Law Enforcement</u>						
<u>Other</u>	101	\$0.030	Due to favorable variance between actual and budgeted wage rates including double time impact payments.	2,208	(\$0.273)	Due to contractual back pay for BLE, double time impact and higher rated crafts.
	5.7%	35.1%		14.9%	-16.9%	
NON-REIMBURSABLE OVERTIME	6 128	\$0.499		25 441	\$1.757	
	3.7%	5.3%		2.0%	2.5%	
REIMBURSABLE OVERTIME	(16,347)	(\$1.016)	Over-run attributed to 2015 annual track program, bridge program, 2nd track main line, latest project schedule for East Rail Yard, East Side Access and timing of reimbursable chargebacks.	(84,903)	(\$5.764)	Over-run attributed to 2015 annual track program, Massapequa pocket track, Atlantic half ties, 2nd track main line, latest project schedule for Positive train control, East Rail Yard, East Side Access and timing of reimbursable chargebacks.
	-40.9%	-45.4%		-34.4%	-40.8%	
TOTAL OVERTIME	(10 219)	(\$0.517)		(59 462)	(\$4.006)	
	-5.0%	-4.4%		-3.9%	-4.7%	

* 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
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and DEPARTMENT
NON-REIMBURSABLE and REIMBURSABLE
END-of-MONTH JULY 2015

			Favorable/ (Unfavorable)
	Forecast	Actual	Variance
Administration			
Executive VP	6	6	0
Labor Relations	18	18	0
Procurement & Logistics (excl. Stores)	82	84	(2)
Human Resources	32	30	2
Sr VP Administration	2	2	0
Strategic Investments	34	30	4
President	4	4	0
VP & CFO	5	2	3
Information Technology	0	0	0
Controller	46	43	3
Management & Budget	20	19	1
Business Process Mgmt Controls & Compliance	7	7	0
Market Dev. & Public Affairs	69	69	0
Gen. Counsel & Secretary	31	28	3
Diversity Management	2	2	0
Security	17	13	4
System Safety	36	27	9
Training	60	58	2
Service Planning	22	22	0
Sr. VP Operations	2	2	-
Total Administration	495	466	29
Operations			
Train Operations	2,116	2,086	30
Customer Services	307	296	11
Total Operations	2 423	2 382	41
Maintenance			
Engineering	1,799	1,808	(9)
Equipment	2,086	2,042	44
Procurement (Stores)	93	92	1
Total Maintenance	3 978	3 942	36
Engineering/Capital			
Department of Project Management	129	122	7
VP - East Side Access & Special Projects	38	37	1
Total Engineering/Capital	167	159	8
Baseline Total Positions	7 063	6 949	114
<i>Non-Reimbursable</i>	6 035	6 029	6
<i>Reimbursable</i>	1 028	920	108
Total Full-Time	7 063	6 949	114
Total Full-Time-Equivalents			

Note: Totals may not add due to rounding

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
NON-REIMBURSABLE and REIMBURSABLE
END-OF-MONTH JULY 2015

Explanation of Variances
NON-REIMBURSABLE POSITIONS - Favorable 6 positions due to vacancies in Train Service and the Equipment Department partially offset by Engineering workforce working on maintenance activity instead of project activity.
REIMBURSABLE POSITIONS - Favorable 108 positions primarily due to the timing of project activity and vacant positions.

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and OCCUPATION
END-of-MONTH JULY 2015

	Forecast	Actual	Favorable/ (Unfavorable) Variance
Administration			
Managers/Supervisors	244	230	14
Professional, Technical, Clerical	150	133	17
Operational Hourlies	101	103	(2)
Total Administration	495	466	29
Operations			
Managers/Supervisors	283	273	10
Professional, Technical, Clerical	103	98	5
Operational Hourlies	2,037	2,011	26
Total Operations	2 423	2 382	41
Maintenance			
Managers/Supervisors	734	663	71
Professional, Technical, Clerical	260	251	9
Operational Hourlies	2,984	3,028	(44)
Total Maintenance	3 978	3 942	36
Engineering/Capital			
Managers/Supervisors	110	105	5
Professional, Technical, Clerical	57	54	3
Operational Hourlies	-	-	-
Total Engineering/Capital	167	159	8
Total Positions			
Managers/Supervisors	1,371	1,271	100
Professional, Technical, Clerical	570	536	34
Operational Hourlies	5,122	5,142	(20)
Total Positions	7 063	6 949	114

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2015 MID YEAR FORECAST
RIDERSHIP
(In Thousands)

RIDERSHIP	July 2015				Year-to-Date July 2015			
	Mid-Year	Actual	Favorable/ (Unfavorable) Variance	%	Mid-Year	Actual	Favorable/ (Unfavorable) Variance	%
Monthly	4.014	4.138	0.124	3.1%	27.875	28.098	0.223	0.8%
Weekly	0.210	0.192	(0.018)	-8.5%	1.150	1.134	(0.016)	-1.4%
Total Commutation	4.224	4.329	0.106	2.5%	29.026	29.232	0.206	0.7%
One-Way Full Fare	0.795	0.826	0.031	3.9%	4.744	4.826	0.083	1.7%
One-Way Off-Peak	1.762	1.733	(0.029)	-1.6%	10.068	10.034	(0.034)	-0.3%
All Other	0.976	0.985	0.009	0.9%	5.993	6.025	0.032	0.5%
Total Non-Commutation	3.533	3.544	0.011	0.3%	20.804	20.885	0.081	0.4%
Total	7.757	7.874	0.117	1.5%	49.830	50.117	0.287	0.6%

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
MONTHLY PERFORMANCE INDICATORS
July 2015

		MONTH			VARIANCE	
		Actual	Mid-Year	Actual	vs.	vs.
		<u>2015</u>	<u>Forecast</u>	<u>2014</u>	<u>Forecast</u>	<u>2014</u>
Farebox Operating Ratio						
	Standard ⁽¹⁾	51.9%	47.6%	52.3%	4.3%	-0.4%
	Adjusted ⁽²⁾	61.7%	56.7%	62.8%	5.0%	-1.1%
Cost Per Passenger						
	Standard ⁽¹⁾	\$15.60	\$16.95	\$14.87	\$1.35	(\$0.73)
	Adjusted ⁽²⁾	\$13.81	\$15.02	\$13.07	\$1.21	(\$0.74)
Passenger Revenue/Passenger ⁽³⁾		\$8.10	\$8.08	\$7.78	\$0.02	\$0.32
		YEAR-TO-DATE			VARIANCE	
		Actual	Mid-Year	Actual	vs.	vs.
		<u>2015</u>	<u>Forecast</u>	<u>2014</u>	<u>Forecast</u>	<u>2014</u>
Farebox Operating Ratio						
	Standard ⁽¹⁾	48.7%	47.0%	48.7%	1.7%	0.0%
	Adjusted ⁽²⁾	59.2%	57.4%	59.9%	1.8%	-0.7%
Cost Per Passenger						
	Standard ⁽¹⁾	\$16.27	\$16.81	\$15.80	\$0.54	(\$0.47)
	Adjusted ⁽²⁾	\$14.31	\$14.75	\$13.74	\$0.45	(\$0.56)
Passenger Revenue/Passenger ⁽³⁾		\$7.92	\$7.91	\$7.70	\$0.01	\$0.22

(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



Long Island Rail Road

Monthly Financial Report

June 2015

MTA LONG ISLAND RAIL ROAD

June Ridership and Financial Report

Executive Summary

Ridership

- During the month of June, total ridership was 7.8 million, which was 1.4% higher than June 2014 (adjusted for same number of work days) and 0.5% above the Mid-Year Forecast.
 - Ridership through June was 42.2 million. This was 1.5% above 2014 (adjusted for same number of calendar work days) and 0.4% higher than the 2015 forecast.
 - Through June, commutation ridership was 1.8% above 2014 (work day adjusted) and 0.4% higher than the 2015 forecast.
 - Through June, non-commutation ridership was 1.2% above 2014 and 0.4% above the forecast.
-

Revenues

- Farebox revenue through June totaling \$331.7 million was \$1.6 million above the forecast due to higher ridership.
- Capital & Other Revenue of \$194.7 million was \$13.6 million higher than the forecast due to timing of capital activity and interagency reimbursements.
- In summary, total LIRR revenue of \$526.4 million was \$15.2 million higher than the forecast.

Expenses

- Through June, total expenses of \$1,058.0 million were \$(3.3) million higher than the forecast.
- Straight-time payroll spending was \$(0.2) million higher than forecast due to Retroactive Wage Adjustments higher than projected and timing of interagency reimbursements, partially offset by wage claim accrual reversals and the existence of vacant positions. At the end of June, 81 of 7,042 positions were vacant. These vacancies consisted primarily of management/supervisory.
- Year-to-date overtime spending was \$3.5 million or 4.7% above forecast. Overtime hours worked was 3.8%, or 49,200 hours higher than the forecast primarily as a result of reimbursable overtime, which was 68,500 hours above forecast and maintenance overtime which was 22,300 hours above forecast. This was partially offset by lower unscheduled service, which was 14,500 hours below forecast, weather-related overtime, which was 12,800 hours below forecast, vacancy/absentee coverage, which was 6,600 hours below forecast, and scheduled service, which were 5,500 hours below forecast.
- Year-to-date overtime hours increased by 13.9% in 2015 compared to 2014 due to higher reimbursable, vacancy/absentee coverage, maintenance and weather-related overtime, partially offset by lower unscheduled and scheduled service.
- Other variances are primarily timing or non-cash related.

Financial Performance Measures

- Through June, the Adjusted Farebox Operating Ratio was 58.8%, which is favorable to forecast due to lower expenses and higher revenue.
- Through June, the Adjusted Cost per Passenger was \$14.40, which is lower than forecast due to lower expenses and higher ridership.
- Through June, the Revenue per Passenger was \$7.88, which is equal to forecast.

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

REVENUE

Year-to-date June **Total Revenues** (including Capital and Other Reimbursements) of \$526.4 were \$15.2 or 3.0% favorable to forecast. The month of June of \$107.8 was favorable to forecast by \$8.6 or 8.7%.

- **Y-T-D Farebox Revenues** were \$1.6 favorable to forecast. The month was \$0.4 favorable to forecast due to higher ridership.
- **Y-T-D Other Operating Revenues** were \$0.4 unfavorable to forecast. The month was \$0.4 favorable due to timing.
- **Y-T-D Capital and Other Reimbursements** were \$14.0 favorable to forecast. The month was \$7.8 favorable to the forecast due to timing of capital activity and interagency reimbursements.

OPERATING EXPENSES

Year-to-date June **Total Expenses** (including depreciation and other) of \$1,058.0 were unfavorable to forecast by \$3.3 or 0.3%. The total expenses for the month of \$191.3 were unfavorable to forecast by \$8.8 or 4.8%.

Labor Expenses \$(6.6) unfavorable Y-T-D; \$(3.3) unfavorable for the month.

- **Payroll**, \$(0.2) unfavorable Y-T-D; \$0.5 favorable for the month (primarily vacant positions and wage claim accrual reversals, partially offset by higher Retroactive Wage Adjustments and timing of interagency reimbursements).
- **Overtime**, \$(3.5) unfavorable Y-T-D; \$(1.3) unfavorable for the month (higher capital project activity and maintenance, partially offset by lower unscheduled service, vacancy/absentee coverage and weather).
- **Health Welfare**, \$(0.9) unfavorable Y-T-D; \$(0.8) unfavorable for the month (retroactive payments to BLE and timing of interagency reimbursements).
- **OPEB Current Payment**, \$1.4 favorable Y-T-D; \$0.3 favorable for the month (fewer retirees/beneficiaries).
- **Other Fringe**, \$(3.4) unfavorable Y-T-D; \$(2.0) unfavorable for the month (primarily higher FELA Indemnity payments).

Non-Labor Expenses, \$2.8 favorable Y-T-D; \$(6.1) unfavorable for the month.

- **Electric Power**, \$1.8 favorable Y-T-D; \$1.6 favorable for the month (lower rates).
- **Fuel**, \$(0.2) unfavorable Y-T-D; \$(0.3) unfavorable for the month (timing of fuel for non-revenue vehicles).
- **Insurance** \$0.3 favorable Y-T-D; \$0.1 favorable for the month (timing).
- **Maintenance and Other Operating Contracts**, \$5.9 favorable Y-T-D; \$3.1 favorable for the month (timing of elevator/escalator maintenance, vegetation management and prior period accrual reversal for joint facilities).
- **Professional Services** \$(10.6) unfavorable Y-T-D. \$(11.4) unfavorable for the month (primarily planning studies originally assumed to be capitalized now captured as an operating expense).
- **Materials and Supplies**, \$4.5 favorable Y-T-D; \$(0.2) unfavorable for the month (primarily timing of capital project activity and miscellaneous inventory adjustments, partially offset by timing of Reliability Centered Maintenance activities).
- **Other Business Expenses**, \$0.7 favorable Y-T-D; \$0.7 favorable for the month (lower bad debt).

Depreciation and Other \$0.5 favorable Y-T-D; \$0.6 favorable for the month (favorable Other Post Employment Benefits and Environmental Remediation).

FAREBOX OPERATING RATIO

The year-to-date Farebox Operating Ratio was 48.1%, 0.8 percentage points above May. The Farebox Operating Ratio for the month of June of 52.1% was 0.3 percentage points above the forecast resulting from higher revenue. The adjusted year-to-date Farebox Operating Ratio was 58.8%. The adjusted Farebox Operating Ratio reflects the removal of the UAAL associated with the LIRR's closed pension plan and OPEB retiree expenses and the inclusion of Other Operating Revenue to reflect operational actions at the Rail Road.

TABLE 1

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
June 2015
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)			
	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent
Revenue												
Farebox Revenue	\$61.101	\$61.461	\$0.360	0.6	\$0.000	\$0.000	\$0.000	-	\$61.101	\$61.461	\$0.360	0.6
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	5.207	5.605	0.398	7.6	0.000	0.000	0.000	-	5.207	5.605	0.398	7.6
Capital & Other Reimbursements	0.000	0.000	0.000	-	32.933	40.767	7.834	23.8	32.933	40.767	7.834	23.8
Total Revenue	\$66.308	\$67.066	\$0.758	1.1	\$32.933	\$40.767	\$7.834	23.8	\$99.241	\$107.833	\$8.592	8.7
Expenses												
<i>Labor:</i>												
Payroll	\$36.476	\$33.790	\$2.686	7.4	\$10.657	\$12.847	(\$2.190)	(20.6)	\$47.133	\$46.637	\$0.496	1.1
Overtime	10.626	9.746	0.880	8.3	2.324	4.464	(2.140)	(92.1)	12.950	14.210	(1.260)	(9.7)
Health and Welfare	6.753	6.895	(0.142)	(2.1)	2.270	2.945	(0.675)	(29.7)	9.023	9.840	(0.817)	(9.1)
OPEB Current Payment	5.229	4.979	0.250	4.8	0.000	0.000	0.000	-	5.229	4.979	0.250	4.8
Pensions	13.560	12.207	1.353	10.0	3.688	5.041	(1.353)	(36.7)	17.248	17.248	(0.000)	(0.0)
Other Fringe Benefits	12.708	14.238	(1.530)	(12.0)	2.321	2.787	(0.466)	(20.1)	15.029	17.025	(1.996)	(13.3)
Reimbursable Overhead	(3.903)	(4.954)	1.051	26.9	3.903	4.954	(1.051)	(26.9)	0.000	0.000	0.000	-
Total Labor Expenses	\$81.449	\$76.901	\$4.548	5.6	\$25.163	\$33.038	(\$7.875)	(31.3)	\$106.612	\$109.940	(\$3.328)	(3.1)
<i>Non-Labor:</i>												
Electric Power	\$8.311	\$6.712	\$1.599	19.2	\$0.093	\$0.085	\$0.008	8.7	\$8.404	\$6.797	\$1.607	19.1
Fuel	1.599	1.864	(0.265)	(16.6)	0.000	0.000	0.000	-	1.599	1.864	(0.265)	(16.6)
Insurance	1.947	1.998	(0.051)	(2.6)	0.809	0.678	0.131	16.2	2.756	2.676	0.080	2.9
Claims	0.347	0.095	0.252	72.6	0.000	0.000	0.000	-	0.347	0.095	0.252	72.6
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	5.846	3.345	2.501	42.8	1.995	1.349	0.646	32.4	7.841	4.694	3.147	40.1
Professional Service Contracts	2.566	14.131	(11.565)	*	0.238	0.095	0.143	60.2	2.804	14.225	(11.421)	*
Materials & Supplies	12.569	11.923	0.646	5.1	4.595	5.428	(0.833)	(18.1)	17.164	17.350	(0.186)	(1.1)
Other Business Expenses	1.458	0.668	0.790	54.2	0.040	0.095	(0.055)	*	1.498	0.763	0.735	49.1
Total Non-Labor Expenses	\$34.643	\$40.735	(\$6.092)	(17.6)	\$7.770	\$7.729	\$0.041	0.5	\$42.413	\$48.464	(\$6.051)	(14.3)
<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	\$116.092	\$117.637	(\$1.545)	(1.3)	\$32.933	\$40.767	(\$7.834)	(23.8)	\$149.025	\$158.404	(\$9.379)	(6.3)
Employment Benefits												
Depreciation	\$27.095	\$27.096	(\$0.001)	(0.0)	\$0.000	\$0.000	\$0.000	-	\$27.095	\$27.096	(\$0.001)	(0.0)
Other Post Employment Benefits	6.215	5.956	0.259	4.2	0.000	0.000	0.000	-	6.215	5.956	0.259	4.2
Environmental Remediation	0.167	(0.186)	0.353	*	0.000	0.000	0.000	-	0.167	(0.186)	0.353	*
Total Expenses	\$149.569	\$150.502	(\$0.933)	(0.6)	\$32.933	\$40.767	(\$7.834)	(23.8)	\$182.502	\$191.269	(\$8.767)	(4.8)
Net Surplus/(Deficit)	(\$83.261)	(\$83.436)	(\$0.175)	(0.2)	\$0.000	\$0.000	\$0.000	-	(\$83.261)	(\$83.436)	(\$0.175)	(0.2)
<i>Cash Conversion Adjustments</i>												
Depreciation	\$27.095	\$27.096	\$0.001	0.0	\$0.000	\$0.000	\$0.000	-	\$27.095	\$27.096	\$0.001	0.0
Operating/Capital	(2.296)	(0.801)	1.495	65.1	0.000	0.000	0.000	-	(2.296)	(0.801)	1.495	65.1
Other Cash Adjustments	5.514	15.071	9.557	*	0.000	0.000	0.000	-	5.514	15.071	9.557	*
Total Cash Conversion Adjustments	\$30.313	\$41.366	\$11.053	36.5	0.000	\$0.000	\$0.000	-	\$30.313	\$41.366	\$11.053	36.5
Net Cash Surplus/(Deficit)	(\$52.948)	(\$42.070)	\$10.878	20.5	\$0.000	\$0.000	\$0.000	-	(\$52.948)	(\$42.070)	\$10.878	20.5

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

TABLE :

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
June Year-To-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
			Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)	
	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent
Revenue												
Farebox Revenue	\$330.027	\$331.662	\$1.635	0.5	\$0.000	\$0.000	\$0.000	-	\$330.027	\$331.662	\$1.635	0.5
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	26.162	25.752	(0.410)	(1.6)	0.000	0.000	0.000	-	26.162	25.752	(0.410)	(1.6)
Capital & Other Reimbursements	0.000	0.000	0.000	-	155.032	168.992	13.960	9.0	155.032	168.992	13.960	9.0
Total Revenue	\$356.189	\$357.414	\$1.225	0.3	\$155.032	\$168.992	\$13.960	9.0	\$511.221	\$526.406	\$15.185	3.0
Expenses												
Labor:												
Payroll	\$236.667	\$233.189	\$3.478	1.5	\$51.453	\$55.171	(\$3.718)	(7.2)	\$288.120	\$288.360	(\$0.240)	(0.1)
Overtime	62.100	60.842	1.258	2.0	11.876	16.624	(4.748)	(40.0)	73.976	77.465	(3.489)	(4.7)
Health and Welfare	43.421	42.923	0.498	1.1	11.368	12.811	(1.443)	(12.7)	54.789	55.734	(0.945)	(1.7)
OPEB Current Payment	29.887	28.470	1.417	4.7	0.000	0.000	0.000	-	29.887	28.470	1.417	4.7
Pensions	84.665	81.756	2.909	3.4	18.823	21.733	(2.910)	(15.5)	103.488	103.489	(0.001)	(0.0)
Other Fringe Benefits	69.337	71.808	(2.471)	(3.6)	11.009	11.902	(0.893)	(8.1)	80.346	83.710	(3.364)	(4.2)
Reimbursable Overhead	(17.653)	(20.543)	2.890	16.4	17.653	20.543	(2.890)	(16.4)	0.000	0.000	0.000	-
Total Labor Expenses	\$508.424	\$498.444	\$9.980	2.0	\$122.182	\$138.784	(\$16.602)	(13.6)	\$630.606	\$637.228	(\$6.622)	(1.1)
Non-Labor:												
Electric Power	\$50.180	\$48.390	\$1.790	3.6	\$0.393	\$0.374	\$0.019	4.7	\$50.573	\$48.764	\$1.809	3.6
Fuel	9.784	10.026	(0.242)	(2.5)	0.000	0.000	0.000	-	9.784	10.026	(0.242)	(2.5)
Insurance	12.023	12.112	(0.089)	(0.7)	3.042	2.656	0.386	12.7	15.065	14.768	0.297	2.0
Claims	2.149	1.808	0.341	15.9	0.000	0.000	0.000	-	2.149	1.808	0.341	15.9
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	31.415	26.792	4.623	14.7	7.535	6.231	1.304	17.3	38.950	33.023	5.927	15.2
Professional Service Contracts	9.796	19.957	(10.161)	*	1.010	1.402	(0.392)	(38.8)	10.806	21.358	(10.552)	(97.7)
Materials & Supplies	67.674	64.637	3.037	4.5	20.141	18.681	1.460	7.2	87.815	83.318	4.497	5.1
Other Business Expenses	7.173	6.290	0.883	12.3	0.729	0.863	(0.134)	(18.4)	7.902	7.153	0.749	9.5
Total Non-Labor Expenses	\$190.194	\$190.011	\$0.183	0.1	\$32.850	\$30.207	\$2.643	8.0	\$223.044	\$220.219	\$2.825	1.3
Other Expense Adjustments												
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	0.000	\$0.000	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Depreciation	\$698.618	\$688.455	\$10.163	1.5	\$155.032	\$168.992	(\$13.960)	(9.0)	\$853.650	\$857.447	(\$3.797)	(0.4)
Employment Benefits												
Depreciation	\$162.721	\$162.722	(0.001)	(0.0)	\$0.000	\$0.000	\$0.000	-	\$162.721	\$162.722	(\$0.001)	(0.0)
Other Post Employment Benefits	37.248	37.136	0.112	0.3	0.000	0.000	0.000	-	\$37.248	37.136	0.112	0.3
Environmental Remediation	1.002	0.647	0.355	35.4	0.000	0.000	0.000	-	\$1.002	0.647	0.355	35.4
Total Expenses	\$899.589	\$888.961	\$10.628	1.2	\$155.032	\$168.992	(\$13.960)	(9.0)	\$1 054.621	\$1 057.953	(\$3.332)	(0.3)
Net Surplus/(Deficit)	(\$543.400)	(\$531.547)	\$11.853	2.2	\$0.000	\$0.000	\$0.000	-	(\$543.400)	(\$531.547)	\$11.853	2.2
Cash Conversion Adjustments												
Depreciation	\$162.721	\$162.722	\$0.001	0.0	\$0.000	\$0.000	\$0.000	-	\$162.721	\$162.722	\$0.001	0.0
Operating/Capital	(7.598)	(3.983)	3.615	47.6	0.000	0.000	0.000	-	(7.598)	(3.983)	3.615	47.6
Other Cash Adjustments	34.144	31.254	(2.890)	(8.5)	0.000	0.000	0.000	-	34.144	31.254	(2.890)	(8.5)
Total Cash Conversion Adjustments	\$189.267	\$189.994	\$0.726	0.4	\$0.000	\$0.000	\$0.000	-	\$189.267	\$189.994	\$0.726	0.4
Net Cash Surplus/(Deficit)	(\$354.133)	(\$341.553)	\$12.580	3.6	\$0.000	\$0.000	\$0.000	-	(\$354.133)	(\$341.553)	\$12.580	3.6

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

TABLE 3

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN FORECAST AND ACTUAL ACCRUAL BASIS

June 2015				Year-to-Date June 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.	0.360	0.6	Higher ridership \$0.289 and higher yield per passenger \$0.071.	1.635	0.5	Higher ridership \$1.336 and higher yield per passenger \$0.299
Other Operating Revenue	Non Reimb.	0.398	7.6	Higher rentals and special services and timing of miscellaneous and freight revenue, partially offset by timing of advertising revenue.	(0.410)	(1.6)	Timing of advertising and miscellaneous revenue.
Capital & Other Reimbursements	Reimb.	7.834	23.8	Timing of capital project activity and interagency reimbursements.	13.960	9.0	Timing of capital project activity and interagency reimbursements.
Expenses							
Payroll	Non Reimb.	2.686	7.4	Vacant positions, rates and lower wage claim accruals, partially offset by Engineering workforce working on maintenance activities instead of capital activity.	3.478	1.5	Vacant positions, rates and lower wage claim accruals, partially offset by higher than anticipated back pay for BLE members and Engineering workforce working on maintenance activities instead of capital activity.
	Reimb.	(2.190)	(20.6)	Primarily due to timing of project activity and interagency reimbursements.	(3.718)	(7.2)	Primarily due to timing of project activity and interagency reimbursements.
Overtime	Non Reimb.	0.880	8.3	Lower scheduled/unscheduled service, vacancy/absentee coverage and weather, partially offset by greater maintenance overtime in the Maintenance of Way department.	1.258	2.0	Lower scheduled/unscheduled service, vacancy/absentee coverage and weather, partially offset by greater maintenance work in the Maintenance of Way department.
	Reimb.	(2.140)	(92.1)	Timing of East Side Access project schedule and other capital project activity.	(4.748)	(40.0)	Timing of East Side Access project schedule and other capital project activity.
Health and Welfare	Non Reimb.	(0.142)	(2.1)	Retroactive Wage Adjustment to BLE for retirement benefits, partially offset by vacant positions.	0.498	1.1	Vacant positions.
	Reimb.	(0.675)	(29.7)	Primarily due to timing of project activity and interagency reimbursements.	(1.443)	(12.7)	Primarily due to timing of project activity and interagency reimbursements.

TABLE 3

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN FORECAST AND ACTUAL ACCRUAL BASIS

June 2015					Year-to-Date June 2015		
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$			\$		
OPEB Current Payment	Non Reimb.	0.250	4.8	Fewer retirees/beneficiaries.	1.417	4.7	Fewer retirees/beneficiaries.
Pensions	Non Reimb.	1.353	10.0	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.	2.909	3.4	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.
	Reimb.	(1.353)	(36.7)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.	(2.910)	(15.5)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.
Other Fringe Benefits	Non Reimb.	(1.530)	(12.0)	Primarily Higher FELA indemnity payments.	(2.471)	(3.6)	Higher FELA Indemnity payments and higher Railroad retirement payments based on Retroactive Wage Adjustment for BLE.
	Reimb.	(0.466)	(20.1)	Primarily due to timing of project activity and interagency reimbursements.	(0.893)	(8.1)	Primarily due to timing of project activity and interagency reimbursements.
Electric Power	Non Reimb.	1.599	19.2	Primarily lower rates.	1.790	3.6	Lower rates, consumption and accrual adjustments.
	Reimb.	0.008	8.7		0.019	4.7	
Fuel	Non Reimb.	(0.265)	(16.6)	Higher use/ timing of expenses of fuel for non-revenue vehicles.	(0.242)	(2.5)	Primarily higher use/timing of natural gas.
Insurance	Non Reimb.	(0.051)	(2.6)	Force Account Insurance associated with project activity.	(0.089)	(0.7)	Force Account Insurance associated with project activity.
	Reimb.	0.131	16.2		0.386	12.7	
Claims	Non Reimb.	0.252	72.6	Lower public liability expenses.	0.341	15.9	Lower legal claims.

TABLE 3

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN FORECAST AND ACTUAL ACCRUAL BASIS

June 2015					Year-to-Date June 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.	2.501	42.8	Primarily timing of payments for joint facilities, vegetation management and elevator/escalator payments.	4.623	14.7	Primarily timing of payments for joint facilities, elevator/escalator maintenance and various other maintenance and other operating contracts.
	Reimb.	0.646	32.4	Primarily due to timing of project activity.	1.304	17.3	Primarily due to timing of project activity.
Professional Service Contracts	Non Reimb.	(11.565)	*	Primarily planning studies originally assumed to be capitalized now captured as an operating expense.	(10.161)	*	Primarily planning studies originally assumed to be capitalized now captured as an operating expense, partially offset by lower advertising and miscellaneous professional services.
	Reimb.	0.143	60.2	Primarily due to timing of project activity.	(0.392)	(38.8)	Primarily due to timing of project activity.
Materials & Supplies	Non Reimb.	0.646	5.1	Lower usage of material in the wheel shop (safety stock), partially offset by the timing of corporate inventory adjustments.	3.037	4.5	Primarily due to lower material usage for the Truck and Motor Shop (timing of RCM activities and Running Repair) and timing of corporate inventory adjustments, partially offset by the timing of charge outs for non-stock material.
	Reimb.	(0.833)	(18.1)	Primarily due to timing of project activity.	1.460	7.2	Primarily due to timing of project activity.

TABLE 3

**MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN FORECAST AND ACTUAL ACCRUAL BASIS**

June 2015					Year-to-Date June 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.	0.790	54.2	Lower expenses related to bad debt.	0.883	12.3	Lower expenses related to bad debt and higher restitution on property damage.
	Reimb.	(0.055)	*	Primarily due to timing project activity.	(0.134)	(18.4)	Primarily due to timing project activity.
Depreciation	Non Reimb.	(0.001)	(0.0)		(0.001)	(0.0)	
Other Post Employment Benefits	Non Reimb.	0.259	4.2	Revised actuarial assessment.	0.112	0.3	Revised actuarial assessment.
Environmental Remediation	Non Reimb.	0.353	*	Revised expenses for environmental projects.	0.355	35.4	Revised expenses for environmental projects.

Table 4

MTA LONG ISLAND RAIL ROAD JULY FINANCIAL PLAN - 2015 MID YEAR FORECAST CASH RECEIPTS and EXPENDITURES June 2015 (\$ in millions)								
	Month				Year-to-Date			
	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Percent
Receipts								
Farebox Revenue	\$63.262	\$63.671	\$0.409	0.6	\$339.886	\$339.295	(\$0.591)	(0.2)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	4.868	9.881	5.013	*	28.699	33.712	5.013	17.5
Capital & Other Reimbursements	21.528	25.980	4.452	20.7	134.133	138.585	4.452	3.3
Total Receipts	\$89.658	\$99.531	\$9.873	11.0	\$502.718	\$511.591	\$8.873	1.8
Expenditures								
<i>Labor:</i>								
Payroll	\$45.581	\$45.893	(\$0.312)	(0.7)	\$295.802	\$296.115	(\$0.313)	(0.1)
Overtime	10.159	11.232	(1.073)	(10.6)	75.799	76.872	(1.073)	(1.4)
Health and Welfare	9.023	11.191	(2.168)	(24.0)	55.707	57.875	(2.168)	(3.9)
OPEB Current Payment	5.229	5.233	(0.004)	(0.1)	30.292	30.299	(0.007)	(0.0)
Pensions	17.248	17.246	0.002	0.0	75.676	75.673	0.003	0.0
Other Fringe Benefits	13.291	11.779	1.512	11.4	79.692	78.178	1.514	1.9
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	\$100.531	\$102.574	(\$2.043)	(2.0)	\$612.968	\$615.012	(\$2.044)	(0.3)
<i>Non-Labor:</i>								
Electric Power	\$8.314	\$6.383	\$1.931	23.2	\$51.448	\$49.021	\$2.427	4.7
Fuel	1.620	1.753	(0.133)	(8.2)	10.236	10.664	(0.428)	(4.2)
Insurance	2.657	1.681	0.976	36.7	17.556	15.127	2.429	13.8
Claims	0.191	0.247	(0.056)	(29.3)	0.595	0.650	(0.055)	(9.3)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	8.828	7.688	1.140	12.9	42.372	39.870	2.502	5.9
Professional Service Contracts	2.065	(0.100)	2.165	*	11.411	9.446	1.965	17.2
Materials & Supplies	15.392	18.130	(2.738)	(17.8)	93.313	95.814	(2.501)	(2.7)
Other Business Expenses	0.894	0.647	0.247	27.7	7.139	6.892	0.247	3.5
Total Non-Labor Expenditures	\$39.961	\$36.429	\$3.532	8.8	\$234.070	\$227.485	\$6.585	2.8
<i>Other Expenditure Adjustments:</i>								
Other	\$2.114	\$1.779	\$0.335	15.8	\$9.813	\$9.479	\$0.334	3.4
Total Other Expenditure Adjustments	\$2.114	\$1.779	\$0.335	15.8	\$9.813	\$9.479	\$0.334	3.4
Total Expenditures	\$142.606	\$140.783	\$1.823	1.3	\$856.851	\$851.976	\$4.875	0.6
Cash Timing and Availability Adjustment	0.000	(0.819)	(0.819)	-	(0.000)	(1.169)	(1.169)	*
Net Cash Deficit (excludes opening balance)	(\$52.948)	(\$42.070)	\$10.878	20.5	(\$354.133)	(\$341.553)	\$12.580	3.6
Subsidies								
MTA	52.948	42.071	(10.877)	(20.5)	354.133	341.556	(12.577)	(3.6)

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL CASH BASIS

Table 5

Generic Revenue or Expense Category	June 2015			Year-to-Date as of June 30 2015		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$			\$		
Receipts						
Farebox Revenue	0.409	0.6	Higher ridership \$0.289, higher advance sales impact \$0.173 and higher yields \$0.071, partially offset by lower Metrocard/AirTrain sales \$(0.124).	(0.591)	(0.2)	Lower advance sales impact \$(2.102) and lower Metrocard/AirTrain sales \$(0.124), partially offset by higher ridership \$1.336 and higher yields \$0.299.
Other Operating Revenue	5.013	*	Primarily due to the timing of intercompany receipts.	5.013	17.5	Primarily due to the timing of intercompany receipts.
Capital and Other Reimbursements	4.452	20.7	Timing of activity and reimbursement for capital and other reimbursements.	4.452	3.3	Timing of activity and reimbursement for capital and other reimbursements.
Expenditures						
Labor:						
Payroll	(0.312)	(0.7)		(0.313)	(0.1)	
Overtime	(1.073)	(10.6)	Primarily due to higher project and maintenance overtime, partially offset by lower unscheduled service, vacancy/absentee coverage and weather related overtime.	(1.073)	(1.4)	Primarily due to higher project and maintenance overtime, partially offset by lower unscheduled service, vacancy/absentee coverage and weather related overtime.
Health and Welfare	(2.168)	(24.0)	Primarily an additional wage based contribution to the Brotherhood of Locomotive Engineers Health & Welfare fund based on retroactive wages and the timing of smaller policy payments.	(2.168)	(3.9)	Primarily an additional wage based contribution to the Brotherhood of Locomotive Engineers Health & Welfare fund based on retroactive wages, and the timing of smaller policy payments.
OPEB Current Payment	(0.004)	(0.1)	Primarily due to the timing of smaller policy payments, partially offset by fewer retirees/beneficiaries.	(0.007)	(0.0)	Primarily due to the timing of smaller policy payments, partially offset by fewer retirees/beneficiaries.
Other Fringe Benefits	1.512	11.4	Primarily the timing of FELA payments and lower Railroad Retirement payments.	1.514	1.9	Primarily the timing of FELA payments and lower Railroad Retirement payments.

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL CASH BASIS

Table 5

Generic Revenue or Expense Category	June 2015			Year-to-Date as of June 30 2015		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$			\$		
Non-Labor:						
Electric Power	1.931	23.2	Primarily due to lower traction power rates and the timing of payments.	2.427	4.7	Primarily due to lower traction power consumption and rates, partially offset by higher non-traction payments.
Fuel	(0.133)	(8.2)	Primarily due to higher rates and the timing of payments, partially offset by lower usage.	(0.428)	(4.2)	Primarily due to the timing of payments and higher usage.
Insurance	0.976	36.7	Timing of insurance premium payments.	2.429	13.8	Timing of insurance premium payments.
Claims	(0.056)	(29.3)	Timing of payment for claims.	(0.055)	(9.3)	Timing of payment for claims.
Maintenance and Other Operating Contracts	1.140	12.9	Timing of payments.	2.502	5.9	Timing of payments.
Professional Service Contracts	2.165	*	Primarily the timing of payments for consulting services, partially offset by the timing of MTA Chargeback payments.	1.965	17.2	Primarily the timing of MTA Chargeback and other consulting service payments.
Materials and Supplies	(2.738)	(17.8)	Primarily the timing of program, production plan, and operating funded capital material and supplies.	(2.501)	(2.7)	Primarily the timing of program, production plan, and operating funded capital material and supplies.
Other Business Expenses	0.247	27.7	Timing of payments.	0.247	3.5	Timing of payments.
Other Expenditure Adjustments	0.335	15.8	Lower Metrocard/AirTrain pass through payments.	0.334	3.4	Lower Metrocard/AirTrain pass through payments.

Table 6

MTA LONG ISLAND RAIL ROAD								
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST								
CASH CONVERSION (CASH FLOW ADJUSTMENTS)								
June 2015								
(\$ in millions)								
	Month				Year-to-Date			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$2.161	\$2.210	\$0.049	2.3	\$9.859	\$7.633	(\$2.226)	(22.6)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	(0.339)	4.276	4.615	*	2.537	7.960	5.423	*
Capital & Other Reimbursements	(11.405)	(14.787)	(3.382)	(29.7)	(20.899)	(30.407)	(9.508)	(45.5)
Total Receipts	(\$9.583)	(\$8.301)	\$1.282	13.4	(\$8.503)	(\$14.814)	(\$6.311)	(74.2)
Expenditures								
<i>Labor:</i>								
Payroll	\$1.552	\$0.744	(\$0.808)	(52.1)	(\$7.682)	(\$7.754)	(\$0.072)	(0.9)
Overtime	2.791	2.978	0.187	6.7	(1.823)	0.593	2.416	*
Health and Welfare	0.000	(1.351)	(1.351)	-	(0.918)	(2.141)	(1.223)	*
OPEB Current Payment	0.000	(0.254)	(0.254)	-	(0.405)	(1.829)	(1.424)	*
Pensions	0.000	0.002	0.002	-	27.812	27.815	0.003	0.0
Other Fringe Benefits	1.738	5.246	3.508	*	0.654	5.532	4.878	*
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	\$6.081	\$7.366	\$1.285	21.1	\$17.638	\$22.216	\$4.578	26.0
<i>Non-Labor:</i>								
Electric Power	\$0.090	\$0.413	\$0.323	*	(\$0.875)	(\$0.257)	\$0.618	70.7
Fuel	(0.021)	0.111	0.132	*	(0.452)	(0.638)	(0.186)	(41.1)
Insurance	0.099	0.995	0.896	*	(2.491)	(0.359)	2.132	85.6
Claims	0.156	(0.152)	(0.308)	*	1.554	1.157	(0.397)	(25.5)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	(0.987)	(2.994)	(2.007)	*	(3.422)	(6.848)	(3.426)	*
Professional Service Contracts	0.739	14.325	13.586	*	(0.605)	11.912	12.517	*
Materials & Supplies	1.772	(0.780)	(2.552)	*	(5.498)	(12.496)	(6.998)	*
Other Business Expenses	0.604	0.116	(0.488)	(80.8)	0.763	0.261	(0.502)	(65.8)
Total Non-Labor Expenditures	\$2.452	\$12.035	\$9.583	*	(\$11.026)	(\$7.266)	\$3.760	34.1
<i>Other Expenditure Adjustments:</i>								
Other	(\$2.114)	(\$1.779)	\$0.335	15.8	(\$9.813)	(\$9.479)	\$0.334	3.4
Total Other Expenditure Adjustments	(\$2.114)	(\$1.779)	\$0.335	15.8	(\$9.813)	(\$9.479)	\$0.334	3.4
Total Expenditures before Depreciation	\$6.419	\$17.621	\$11.202	*	(\$3.201)	\$5.471	\$8.672	*
Depreciation Adjustment	\$27.095	\$27.096	\$0.001	0.0	\$162.721	\$162.722	\$0.001	0.0
Other Post Employment Benefits	6.215	5.956	(0.259)	(4.2)	37.248	37.136	(0.112)	(0.3)
Environmental Remediation	0.167	(0.186)	(0.353)	*	1.002	0.647	(0.355)	(35.4)
Total Expenditures	\$39.896	\$50.487	\$10.591	26.5	\$197.770	\$205.977	\$8.207	4.1
Cash Timing and Availability Adjustment	0.000	(0.819)	(0.819)	-	(0.000)	(1.169)	(1.169)	*
Total Cash Conversion Adjustments	\$30.313	\$41.366	\$11.053	36.5	\$189.267	\$189.994	\$0.726	0.4

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

	June 2015						June Year-to-Date					
	Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)		Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u> ¹	22,900	\$1.369	21,072	\$1.249	1,828 8.0%	\$0.120 8.8%	187,500	\$10.832	181,904	\$10.522	5,597 3.0%	\$0.310 2.9%
<u>Unscheduled Service</u>	17,327	\$1.044	11,523	\$0.419	5,804 33.5%	\$0.625 59.9%	68,714	\$3.587	54,181	\$2.125	14,534 21.2%	\$1.462 40.8%
<u>Programmatic/Routine Maintenance</u>	63,802	\$3.507	70,302	\$3.927	(6,500) -10.2%	(\$0.420) -12.0%	312,927	\$17.093	333,606	\$18.283	(20,679) -6.6%	(\$1.190) -7.0%
<u>Unscheduled Maintenance</u>	466	\$0.025	1,472	\$0.080	(1,006) *	(\$0.055) *	5,084	\$0.288	6,797	\$0.387	(1,713) -33.7%	(\$0.099) -34.3%
<u>Vacancy/Absentee Coverage</u>	75,814	\$4.193	70,841	\$3.898	4,973 6.6%	\$0.295 7.0%	321,676	\$17.874	315,023	\$17.533	6,654 2.1%	\$0.340 1.9%
<u>Weather Emergencies</u>	5,204	\$0.297	283	\$0.016	4,921 94.6%	\$0.281 94.7%	190,354	\$10.895	177,539	\$10.158	12,814 6.7%	\$0.737 6.8%
<u>Safety/Security/Law Enforcement</u> ²	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	0 0.0%	\$0.000 0.0%
<u>Other</u> ³	1,753	\$0.190	1,548	\$0.157	205 11.7%	\$0.034 17.7%	13,027	\$1.532	10,920	\$1.835	2,107 16.2%	(\$0.302) -19.7%
NON-REIMBURSABLE OVERTIME	187,267	\$10.626	177,041	\$9.746	10,226 5.5%	\$0.880 8.3%	1,099,282	\$62.100	1,079,969	\$60.842	19,313 1.8%	\$1.258 2.0%
REIMBURSABLE OVERTIME	41,633	\$2.324	74,701	\$4.464	(33,068) -79.4%	(\$2.140) -92.1%	207,158	\$11.876	275,714	\$16.624	(68,556) -33.1%	(\$4.748) -40.0%
TOTAL OVERTIME	228 900	\$12.950	251 742	\$14.210	(22 842) -10.0%	(\$1.260) -9.7%	1 306 441	\$73.976	1 355 683	\$77.465	(49 243) -3.8%	(\$3.489) -4.7%

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

NON-REIMBURSABLE OVERTIME

Scheduled Service

1,828 \$0.120
8.0% 8.8%

Lower than anticipated crew book overtime within Transportation.

5,597 \$0.310
3.0% 2.9%

Lower than anticipated holiday overtime within Maintenance of Equipment and Transportation.

Unscheduled Service

5,804 \$0.625
33.5% 59.9%

Less than forecast overtime needed to maintain On-Time Performance.

14,534 \$1.462
21.2% 40.8%

Less than forecast overtime needed to maintain On-Time Performance.

Programmatic/Routine Maintenance

(6,500) (\$0.420)
-10.2% -12.0%

Attributed to Belmont park high level platform, bridge tie installation, timber installation, concrete tie installation, third rail tie changing, row drainage and increase in Sperry activity and hand tie installations.

(20,679) (\$1.190)
-6.6% -7.0%

Attributed to an increase in Sperry activity, boutet welding in field, high rail track inspections, storm protection, replacement of concrete ties, Belmont park high level platform replacement and installations of timber, frog/guard rail, hand tie, bridge tie.

Unscheduled Maintenance

(1,006) (\$0.055)
* *

Attributed to system wide emergencies and derailments this operating period.

(1,713) (\$0.099)
-33.7% -34.3%

Attributed to an increase in emergencies system wide as well as New York & Atlantic Railway derailment at Wyandanch and West Side Yard derailment.

Vacancy/Absentee Coverage

4,973 \$0.295
6.6% 7.0%

Availability in Maintenance of Equipment .93 days favorable to budget.

6,654 \$0.340
2.1% 1.9%

Availability in Maintenance of Equipment .22 days favorable to budget.

Weather Emergencies

4,921 \$0.281
94.6% 94.7%

Lower than budgeted weather related expenses.

12,814 \$0.737
6.7% 6.8%

Lower than budgeted weather related expenses.

Safety/Security/Law Enforcement

Other

205 \$0.034
11.7% 17.7%

Due to favorable variance between actual and budgeted wage rates including double time impact payments.

2,107 (\$0.302)
16.2% -19.7%

Due to contractual back pay for BLE, double time impact and higher rated crafts.

NON-REIMBURSABLE OVERTIME

10 226 \$0.880
5.5% 8.3%

19 313 \$1.258
1.8% 2.0%

REIMBURSABLE OVERTIME

(33,068) (\$2.140)
-79.4% -92.1%

Over-run attributed to 2015 annual track program, bridge program, latest project schedule for East Rail Yard, East Side Access and timing of reimbursable chargebacks.

(68,556) (\$4.748)
-33.1% -40.0%

Over-run attributed to 2015 annual track program, Massapequa pocket track, Atlantic half ties, latest project schedule for Positive train control, East Rail Yard, East Side Access and timing of reimbursable chargebacks.

TOTAL OVERTIME

(22 842) (\$1.260)
-10.0% -9.7%

(49 243) (\$3.489)
-3.8% -4.7%

* 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
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and DEPARTMENT
NON-REIMBURSABLE and REIMBURSABLE
END-of-MONTH JUNE 2015

			Favorable/ (Unfavorable)
	Forecast	Actual	Variance
Administration			
Executive VP	7	6	1
Labor Relations	18	18	0
Procurement & Logistics (excl. Stores)	82	82	0
Human Resources	32	28	4
Sr VP Administration	2	2	0
Strategic Investments	34	30	4
President	4	4	0
VP & CFO	5	2	3
Information Technology	0	0	0
Controller	46	44	2
Management & Budget	19	19	0
Business Process Mgmt Controls & Compliance	7	7	0
Market Dev. & Public Affairs	69	68	1
Gen. Counsel & Secretary	31	29	2
Diversity Management	2	2	0
Security	14	13	1
System Safety	36	25	11
Training	60	57	3
Service Planning	22	22	0
Sr. VP Operations	2	2	-
Total Administration	492	460	32
Operations			
Train Operations	2,119	2,101	18
Customer Services	305	294	11
Total Operations	2 424	2 395	29
Maintenance			
Engineering	1,799	1,809	(10)
Equipment	2,071	2,045	26
Procurement (Stores)	93	93	-
Total Maintenance	3 963	3 947	16
Engineering/Capital			
Department of Project Management	125	122	3
VP - East Side Access & Special Projects	38	37	1
Total Engineering/Capital	163	159	4
Baseline Total Positions	7 042	6 961	81
<i>Non-Reimbursable</i>	5 910	6 069	(159)
<i>Reimbursable</i>	1 132	892	240
Total Full-Time	7 042	6 961	81
Total Full-Time-Equivalents			

Note: Totals may not add due to rounding

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
NON-REIMBURSABLE and REIMBURSABLE
END-OF-MONTH JUNE 2015

Explanation of Variances
NON-REIMBURSABLE POSITIONS - Unfavorable (159) positions due to Engineering workforce working on maintenance activity instead of project activity, partially offset by vacancies company-wide.
REIMBURSABLE POSITIONS - Favorable 240 positions primarily due to the timing of project activity and vacant positions.

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and OCCUPATION
END-of-MONTH JUNE 2015

	Forecast	Actual	Favorable/ (Unfavorable) Variance
Administration			
Managers/Supervisors	240	227	13
Professional, Technical, Clerical	151	130	21
Operational Hourlies	101	103	(2)
Total Administration	492	460	32
Operations			
Managers/Supervisors	282	276	6
Professional, Technical, Clerical	101	99	2
Operational Hourlies	2,041	2,020	21
Total Operations	2 424	2 395	29
Maintenance			
Managers/Supervisors	734	659	75
Professional, Technical, Clerical	260	257	3
Operational Hourlies	2,969	3,031	(62)
Total Maintenance	3 963	3 947	16
Engineering/Capital			
Managers/Supervisors	109	105	4
Professional, Technical, Clerical	54	54	-
Operational Hourlies	-	-	-
Total Engineering/Capital	163	159	4
Total Positions			
Managers/Supervisors	1,365	1,267	98
Professional, Technical, Clerical	566	540	26
Operational Hourlies	5,111	5,154	(43)
Total Positions	7 042	6 961	81

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2015 MID YEAR FORECAST
RIDERSHIP
(In Thousands)

RIDERSHIP	June 2015				Year-to-Date June 2015			
	Mid-Year	Actual	Favorable/ (Unfavorable) Variance	%	Mid-Year	Actual	Favorable/ (Unfavorable) Variance	%
Monthly	4.210	4.306	0.096	2.3%	23.861	23.960	0.099	0.4%
Weekly	0.185	0.179	(0.006)	-3.3%	0.940	0.942	0.001	0.2%
Total Commutation	4.395	4.484	0.090	2.0%	24.802	24.902	0.100	0.4%
One-Way Full Fare	0.749	0.765	0.017	2.2%	3.949	4.000	0.051	1.3%
One-Way Off-Peak	1.599	1.564	(0.035)	-2.2%	8.306	8.301	(0.005)	-0.1%
All Other	0.999	0.964	(0.035)	-3.5%	5.017	5.040	0.024	0.5%
Total Non-Commutation	3.347	3.293	(0.053)	-1.6%	17.271	17.341	0.070	0.4%
Total	7.741	7.778	0.037	0.5%	42.073	42.243	0.170	0.4%

**MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
MONTHLY PERFORMANCE INDICATORS
June 2015**

		MONTH			VARIANCE	
		Actual 2015	Mid-Year Forecast	Actual 2014	vs. Forecast	vs. 2014
Farebox Operating Ratio						
	Standard ⁽¹⁾	52.1%	51.8%	54.6%	0.3%	-2.5%
	Adjusted ⁽²⁾	63.8%	63.8%	67.3%	0.0%	-3.5%
Cost Per Passenger						
	Standard ⁽¹⁾	\$15.23	\$15.29	\$14.24	\$0.07	(\$0.99)
	Adjusted ⁽²⁾	\$13.52	\$13.42	\$12.34	(\$0.09)	(\$1.18)
Passenger Revenue/Passenger ⁽³⁾		\$7.94	\$7.92	\$7.77	\$0.02	\$0.17
		YEAR-TO-DATE			VARIANCE	
		Actual 2015	Mid-Year Forecast	Actual 2014	vs. Forecast	vs. 2014
Farebox Operating Ratio						
	Standard ⁽¹⁾	48.1%	46.9%	48.1%	1.2%	0.0%
	Adjusted ⁽²⁾	58.8%	57.6%	59.4%	1.2%	-0.6%
Cost Per Passenger						
	Standard ⁽¹⁾	\$16.39	\$16.79	\$15.97	\$0.39	(\$0.42)
	Adjusted ⁽²⁾	\$14.40	\$14.70	\$13.87	\$0.30	(\$0.53)
Passenger Revenue/Passenger ⁽³⁾		\$7.88	\$7.88	\$7.68	\$0.00	\$0.20

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

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

(3) Passenger Revenue/Passenger includes Bar Car Services

MTA LONG ISLAND RAIL ROAD

MONTHLY RIDERSHIP REPORT

JULY 2015

JULY 2015 RIDERSHIP & REVENUE REPORT MTA LONG ISLAND RAIL ROAD

EXECUTIVE SUMMARY

July Ridership and Revenue (millions)

	July 2015	% Change vs. 2014
Total Rail Ridership	7.874	+ 3.2% ▲
Commutation Ridership	4.329	+ 3.9% ▲
Non-Commutation Ridership	3.544	+ 2.5% ▲
Rail Revenue	\$63.5	+ 7.4% ▲

Key Factors Affecting Ridership

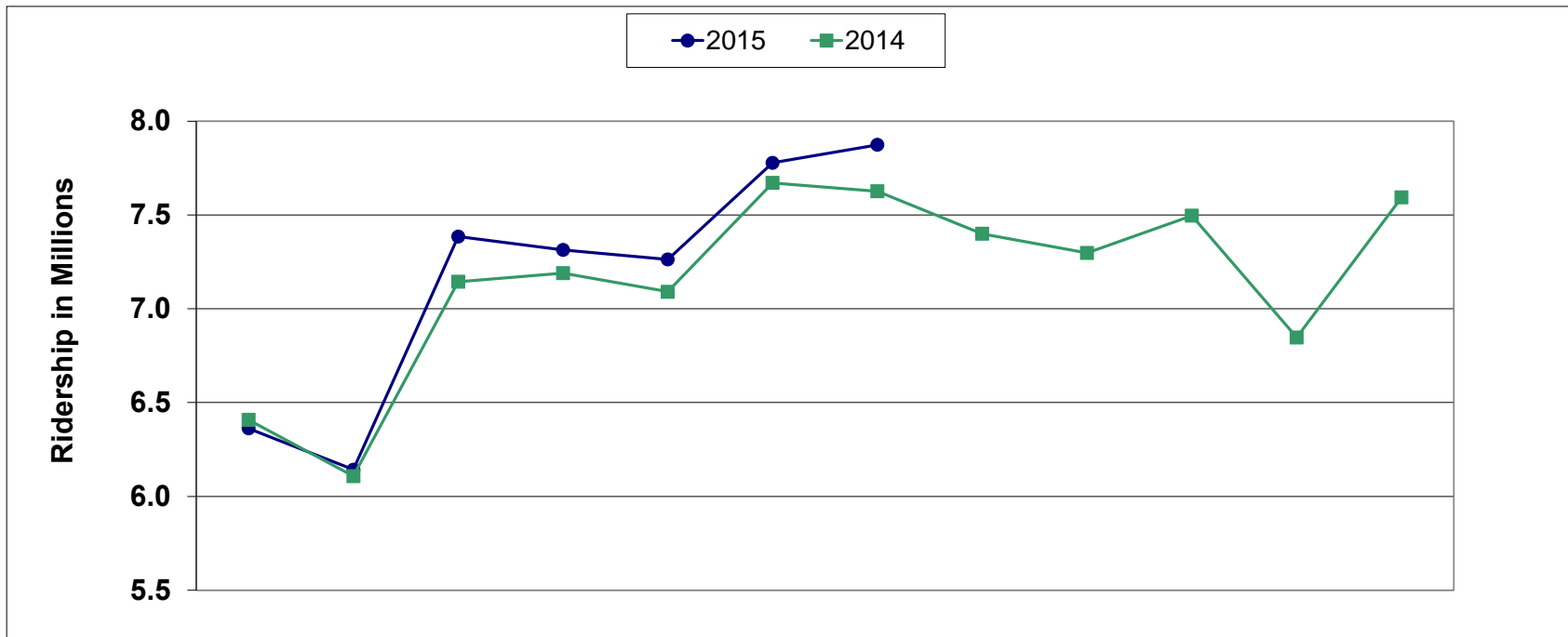
Some of the factors that influenced ridership comparisons favorably were: improved weather conditions (warmer temperatures and less rain occurring this July); strong July Fourth/Independence Day weekend travel including the Greenport Tall Ships event; this year's U.S Women's Soccer Team World Cup Victory Parade contributed to additional ridership, while July's Leisure Travel ridership increased 17.4% compared to last year.

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

	July 2015	% Change vs. 2014	Comparison to Mid-Year Forecast
Total Rail Ridership	50.117	+ 1.8% ▲	+ 0.6% ▲
Commutation Ridership	29.232	+ 2.1% ▲	+ 0.7% ▲
Non-Commutation Ridership	20.885	+ 1.4% ▲	+ 0.4% ▲
Rail Revenue	\$395.1	+ 4.7% ▲	+ 0.7% ▲

JULY RIDERSHIP

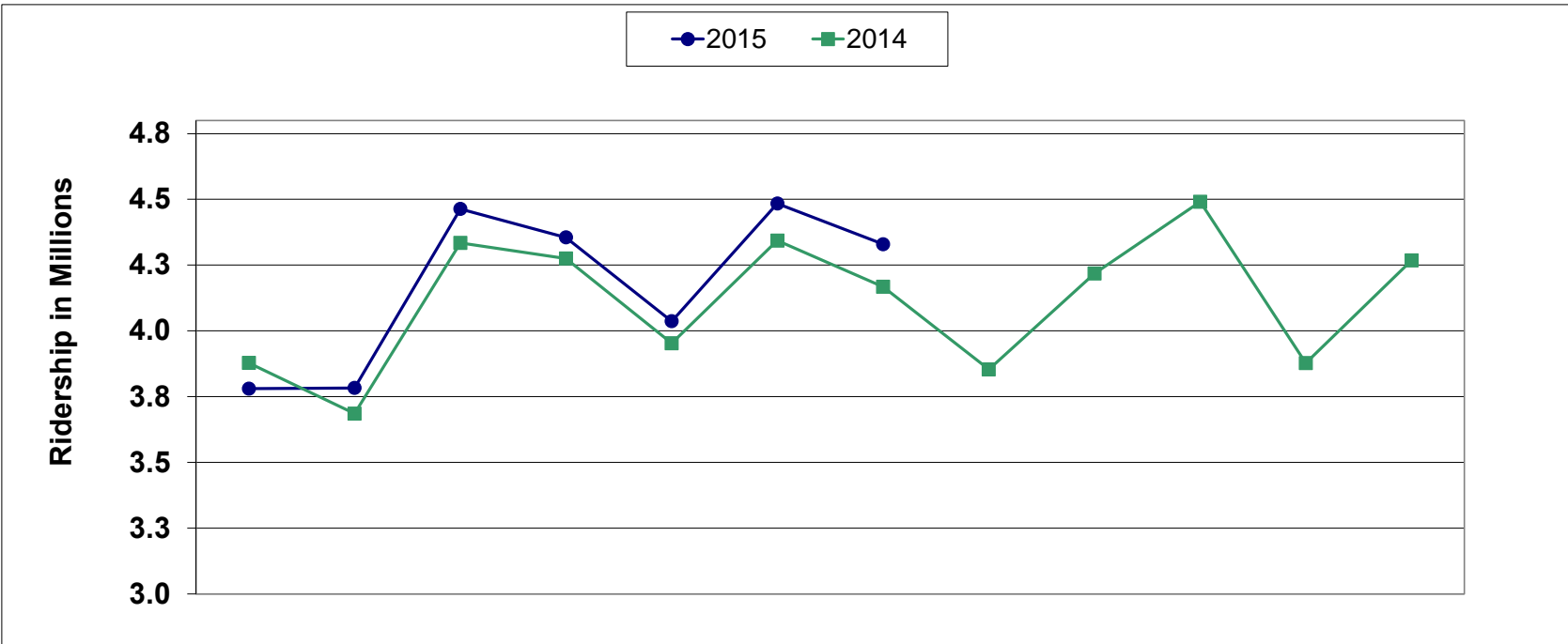
- July's Total Ridership was 3.2% above '14 and 1.5% above Mid-Year Forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2015	6.4	6.1	7.4	7.3	7.3	7.8	7.9						50.1
2014	6.4	6.1	7.1	7.2	7.1	7.7	7.6	7.4	7.3	7.5	6.8	7.6	49.2
PCT CHG.	-0.7%	0.6%	3.4%	1.7%	2.4%	1.4%	3.2%						1.8%

JULY COMMUTATION RIDERSHIP

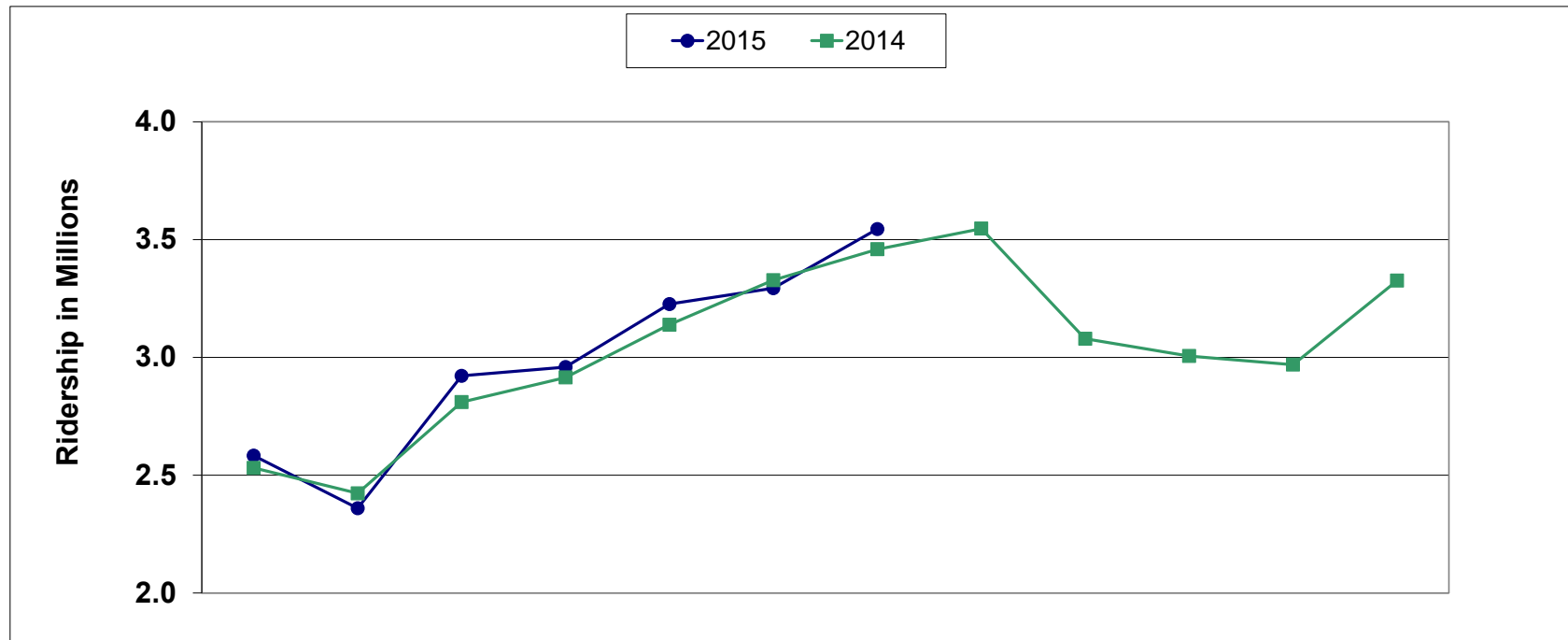
●July's Commutation Ridership was 3.9% above '14 and 2.5% above Mid-Year Forecast.



	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	4.0	4.5	4.3						29.2
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	28.6
PCT CHG.	-2.5%	2.7%	3.0%	1.9%	2.1%	3.3%	3.9%						2.1%

JULY NON-COMMUTATION RIDERSHIP

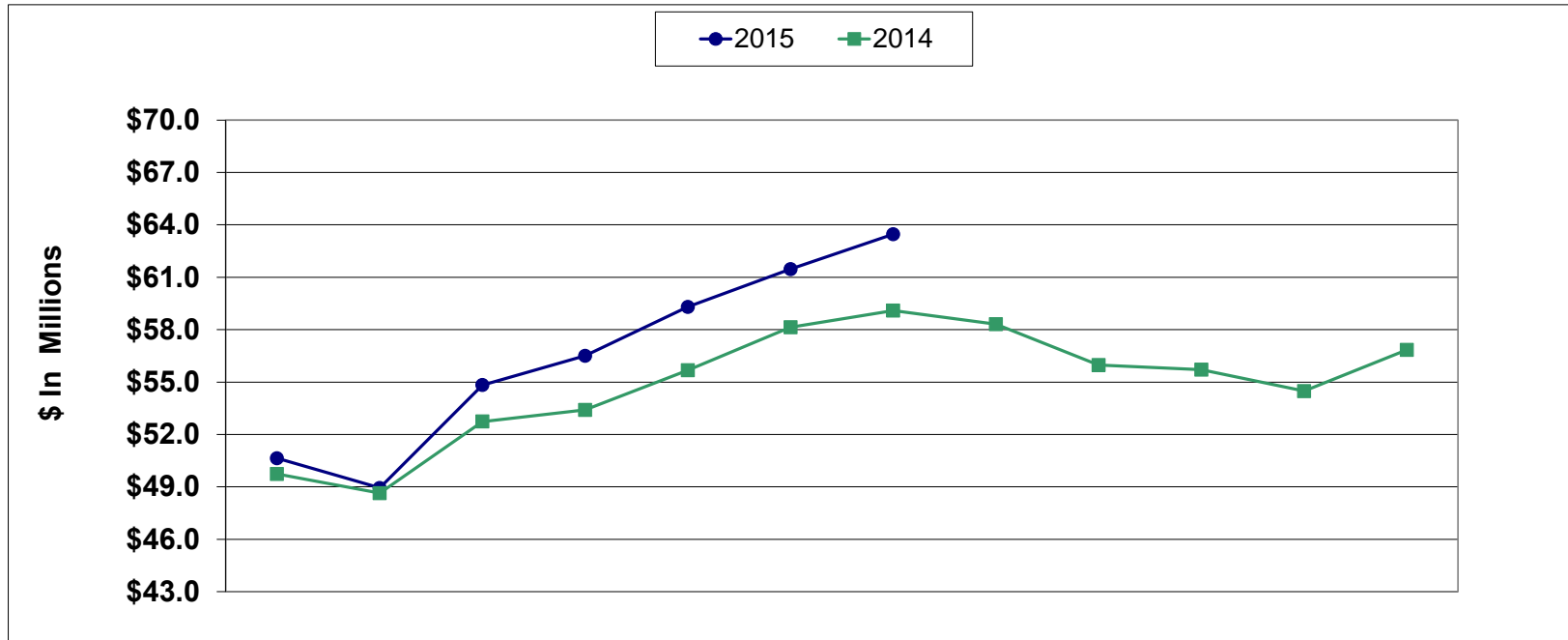
●July's Non-Commutation Ridership was 2.5% above '14 and 0.3% above Mid-Year Forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2015	2.6	2.4	2.9	3.0	3.2	3.3	3.5						20.9
2014	2.5	2.4	2.8	2.9	3.1	3.3	3.5	3.5	3.1	3.0	3.0	3.3	20.6
PCT CHG.	2.1%	-2.6%	4.0%	1.5%	2.8%	-1.0%	2.5%						1.4%

JULY REVENUE

●July's Total Revenue was 7.4% above '14 and 1.7% above Mid-Year Forecast*.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2015	\$50.6	\$48.9	\$54.8	\$56.5	\$59.3	\$61.5	\$63.5						\$395.1
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	\$377.4
PCT CHG.	1.8%	0.6%	4.0%	5.8%	6.5%	5.7%	7.4%						4.7%

*Fare increase was implemented in March 22, 2015.

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

TICKET TYPE/SERVICE	JULY 2015	JULY 2014	CHANGE VS. 2014	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	4,329,414	4,167,387	162,027	3.9%
NON-COMMUTATION RIDERSHIP	3,544,274	3,458,721	85,553	2.5%
TOTAL RIDERSHIP	7,873,688	7,626,108	247,580	3.2%

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

TICKET TYPE/SERVICE	JULY 2015	JULY 2014	CHANGE VS. 2014	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	29,231,629	28,635,565	596,064	2.1%
NON-COMMUTATION RIDERSHIP	20,885,437	20,602,133	283,304	1.4%
TOTAL RIDERSHIP	50,117,066	49,237,698	879,368	1.8%

* 2014 ridership numbers were adjusted using 2015 factors.

MTA LONG ISLAND RAIL ROAD

MONTHLY RIDERSHIP REPORT

JUNE 2015

JUNE 2015 RIDERSHIP & REVENUE REPORT MTA LONG ISLAND RAIL ROAD

EXECUTIVE SUMMARY

June Ridership and Revenue (millions)

	June 2015	% Change vs. 2014
Total Rail Ridership	7.778	+ 1.4% ▲
Commutation Ridership	4.484	+ 3.3% ▲
Non-Commutation Ridership	3.293	- 1.0% ▼
Rail Revenue	\$61.5	+ 5.7% ▲

Key Factors Affecting Ridership

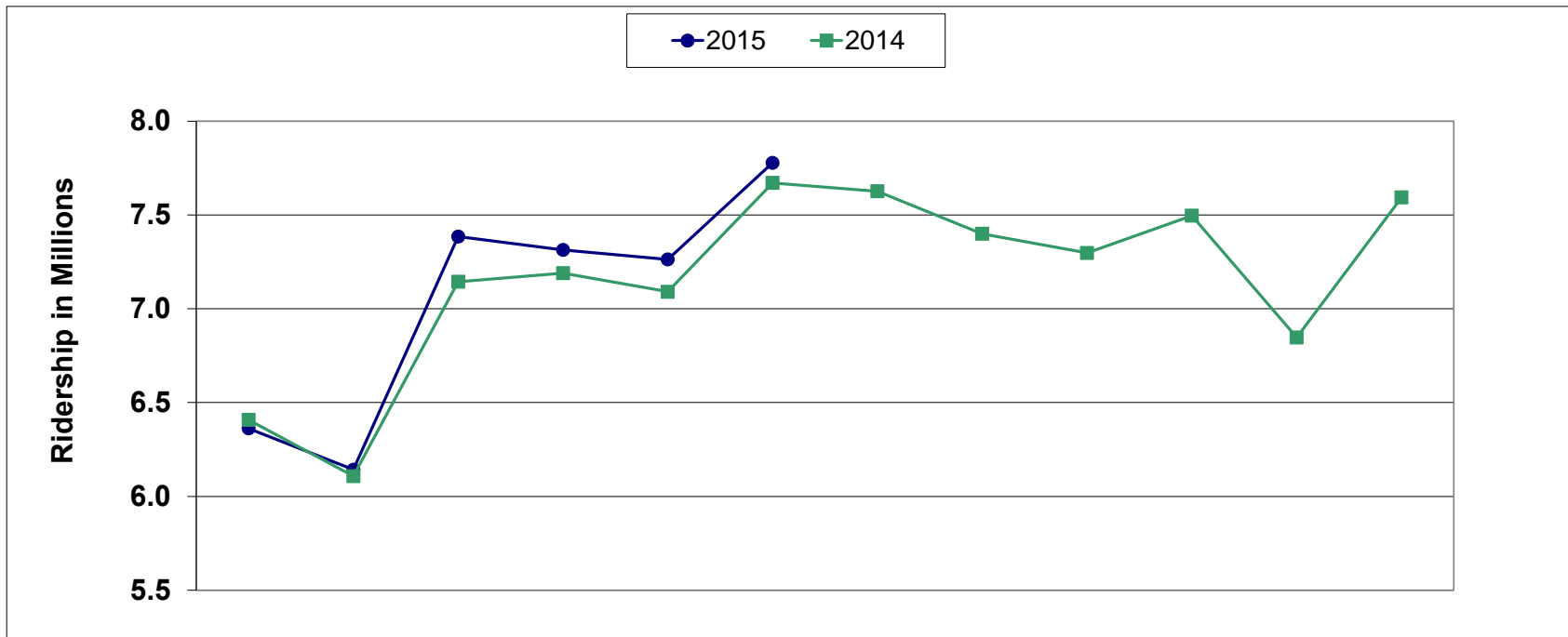
One of the key factors affecting ridership comparisons is that there was one less weekend day (Sunday) this June compared to last year. Also, weather conditions were unfavorable (more rain this June with measurable rainfall on fourteen days) which negatively impacted leisure travel.

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

	June 2015	% Change vs. 2014	Comparison to Mid-Year Forecast
Total Rail Ridership	42.243	+ 1.5% ▲	+ 0.4% ▲
Commutation Ridership	24.902	+ 1.8% ▲	+ 0.4% ▲
Non-Commutation Ridership	17.341	+ 1.2% ▲	+ 0.4% ▲
Rail Revenue	\$331.7	+ 4.2% ▲	+ 0.5% ▲

JUNE RIDERSHIP

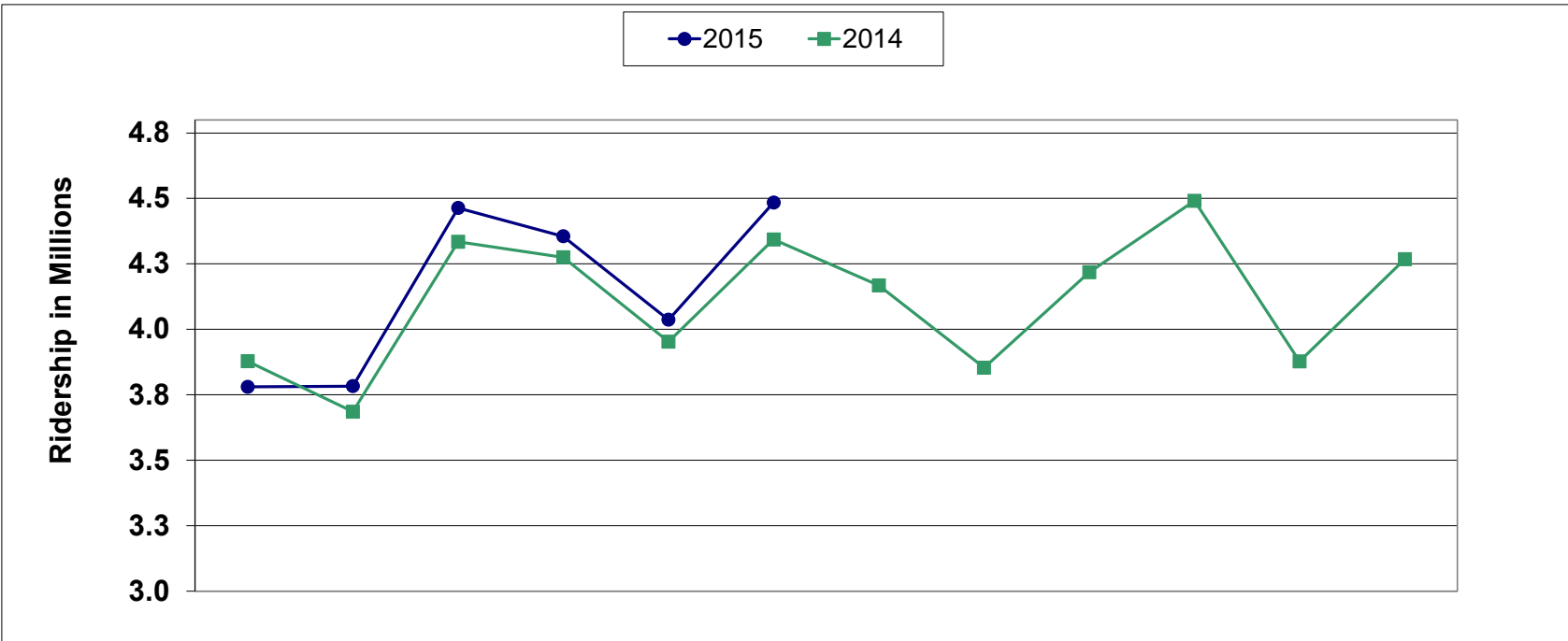
- June's Total Ridership was 1.4% above '14 and 0.5% above Mid-Year Forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2015	6.4	6.1	7.4	7.3	7.3	7.8							42.2
2014	6.4	6.1	7.1	7.2	7.1	7.7	7.6	7.4	7.3	7.5	6.8	7.6	41.6
PCT CHG.	-0.7%	0.6%	3.4%	1.7%	2.4%	1.4%							1.5%

JUNE COMMUTATION RIDERSHIP

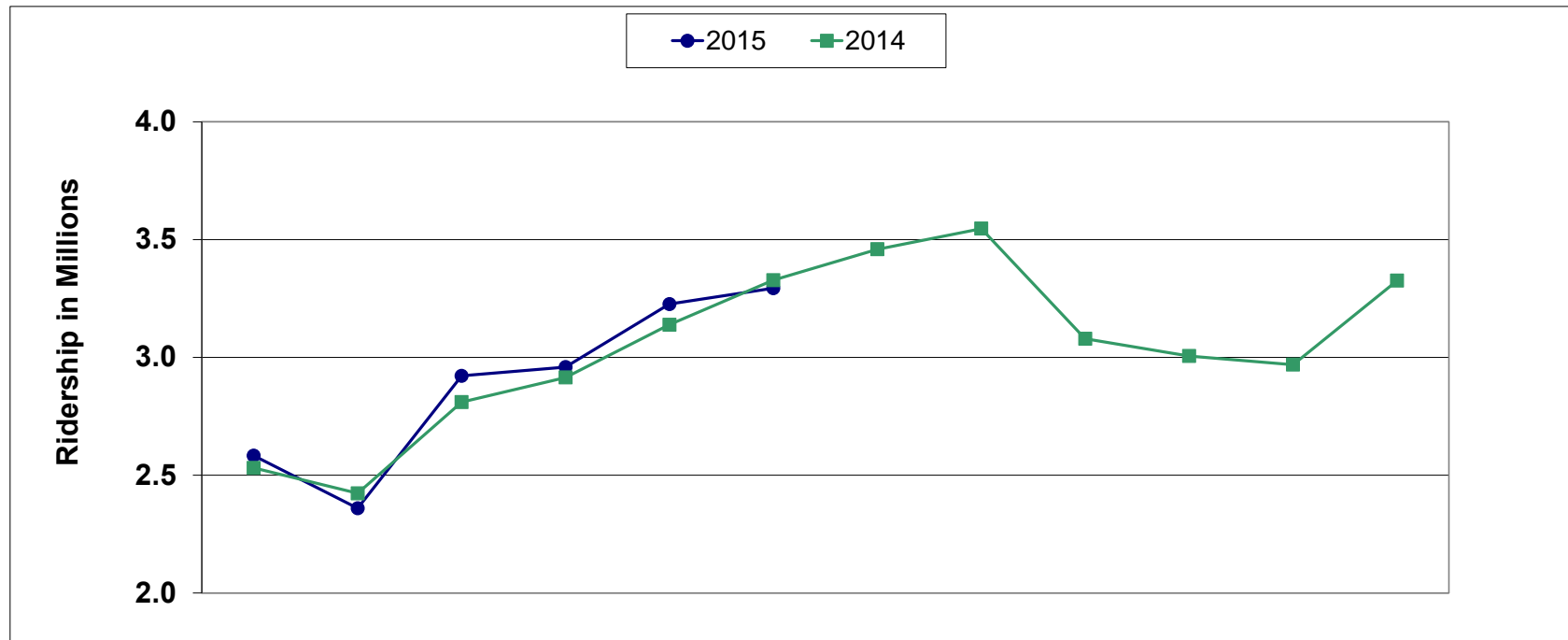
•June's Commutation Ridership was 3.3% above '14 and 2.0% above Mid-Year Forecast.



	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	4.0	4.5							24.9
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	24.5
PCT CHG.	-2.5%	2.7%	3.0%	1.9%	2.1%	3.3%							1.8%

JUNE NON-COMMUTATION RIDERSHIP

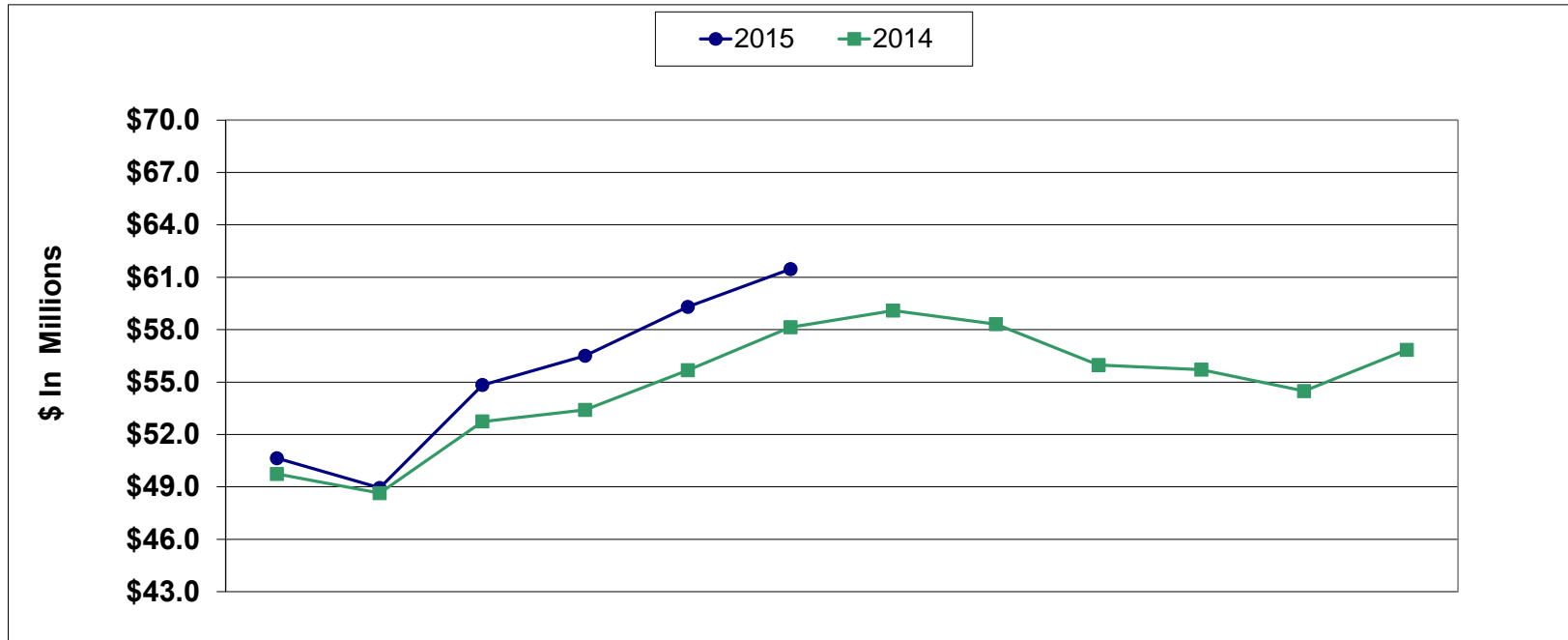
- June's Non-Commutation Ridership was -1.0% below '14 and -1.6% below Mid-Year Forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2015	2.6	2.4	2.9	3.0	3.2	3.3							17.3
2014	2.5	2.4	2.8	2.9	3.1	3.3	3.5	3.5	3.1	3.0	3.0	3.3	17.1
PCT CHG.	2.1%	-2.6%	4.0%	1.5%	2.8%	-1.0%							1.2%

JUNE REVENUE

•June's Total Revenue was 5.7% above '14 and 0.6% above Mid-Year Forecast*.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2015	\$50.6	\$48.9	\$54.8	\$56.5	\$59.3	\$61.5							\$331.7
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	\$318.3
PCT CHG.	1.8%	0.6%	4.0%	5.8%	6.5%	5.7%							4.2%

*Fare increase was implemented in March 22, 2015.

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

TICKET TYPE/SERVICE	JUNE 2015	JUNE 2014	CHANGE VS. 2014	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	4,484,357	4,343,139	141,218	3.3%
NON-COMMUTATION RIDERSHIP	3,293,446	3,327,579	(34,133)	-1.0%
TOTAL RIDERSHIP	7,777,803	7,670,718	107,085	1.4%

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

TICKET TYPE/SERVICE	JUNE 2015	JUNE 2014	CHANGE VS. 2014	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	24,902,215	24,468,178	434,037	1.8%
NON-COMMUTATION RIDERSHIP	17,341,163	17,143,412	197,751	1.2%
TOTAL RIDERSHIP	42,243,378	41,611,590	631,788	1.5%

* 2014 ridership numbers were adjusted using 2015 factors.

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

HIGHLIGHTS

L60304TX: MAIN LINE DOUBLE TRACK

Project Budget: \$137.20M [Phase 1]

Milestone: Ceremonial Placement of 1st Section of Rail

On August 27, LIRR joined with local elected officials at Pond Road crossing in Ronkonkoma to celebrate the installation of the first section of track, and the start of construction of an 18-mile stretch of double track between Farmingdale and Ronkonkoma Stations. With the near completion of the retaining wall systems and track beds for Phase 1 performed under a design-build contract, construction of the 5-miles of track work between Ronkonkoma and Central Islip is now underway. The Double Track project will ultimately improve service reliability, on-time performance, and support economic growth on one of the LIRR's busiest branches.

L60401BC, L60304TW: COLONIAL ROAD IMPROVEMENTS

Project Budget: \$45.20M

Milestone: Bridge Installation

The LIRR commenced installation of the new Colonial Road Bridge in the Village of Thomaston east of Great Neck Station on August 22-23. The installation of 41 precast concrete arch units completed half the bridge installation, with the remaining half to be installed over the weekend of September 26-27. Roadway construction activities will continue through Spring 2016. Service on the Port Washington Branch was reduced from half hourly to hourly during the weekend and buses replaced trains between the Port Washington and Great Neck Stations. The Colonial Road Improvements project includes a new bridge, upgraded drainage at track level, and an extension to the existing Pocket Track.

BABYLON TOWER SUPERVISORY CONTROL SYSTEM

L60502LC: Speonk to Montauk Signalization

L60304TV: Massapequa Pocket Track

Milestone: Contract Award for \$698K

A Contract for the Upgrade of the Babylon Tower Supervisory Control System was awarded to ARINC for \$698,754. In order to have continuous control of the entire signal system from Wantagh to Montauk, the existing signal supervisory control system at Babylon will be expanded to include control of new Speonk to Montauk Signalization, and the new Massapequa Pocket Track.

L60205U1: WYANDANCH PARKING FACILITY

Project Budget: \$29.00M

Milestone: Beneficial Use

Construction of a new 5-level parking facility at Wyandanch Station on the Ronkonkoma Branch is complete. The additional parking capacity, approximately 920 spaces, will mitigate the current shortage of station parking and will support the parking needs of future ridership projections. Project work included three ADA-compliant elevators, security cameras and lighting, new signage and way-finding, sidewalks, curbs, fencing, and drainage improvements. The new parking facility will add a central transportation hub with connectivity to LIRR, Suffolk County Transit Bus, taxi, and automobile.

L60204UC: WANTAGH STATION PLATFORM REPLACEMENT

Project Budget: \$20.72M

Milestone: Design Completion

Design for the rehabilitation of the elevated 12-car center island platform at Wantagh on the Babylon Branch is complete. Project work will include replacement of the platform, canopy, stairs, and escalator; and installation of a new elevator, lighting, communication systems, and signage. The design also includes an option for installation of an automated snow and ice melt system. This project will keep the

station platform infrastructure in a State of Good Repair and provide LIRR passengers with rehabilitated and improved facilities. Construction is planned to commence in Spring 2016.

MENTORING ACTIVITIES

- Woodside / Merrick Elevator Replacement: Site work at Woodside and Merrick completed. Merrick opened to the public.
- Sandy Roof Replacement [Hillside]: Work completed. Shelter Shed Replacement [Westbury]: Work continued.
- Long Beach Branch Equipment Platforms: Work commenced.
- Hillside Support Facility HVAC / Fire Alarm: Work commenced.
- Hillside Support Facility Building 2 Roof Replacement and Lightning Protection: Submittals in process and work commenced.
- Hillside Simulator Building Roof Replacement and Lightning Protection: Contract awarded and submittals in process.
- Hicksville Siding Electrical Ductbank: Work commenced.
- Suffolk Paving: Contract awarded and submittals in process.
- Nassau, Queens, and Brooklyn Paving: Contract awarded and submittals in process.
- New ADA Railings at Flushing Main Street: Submittals in process.
- Improvements to Babylon Employee Facility: Submittals in process.
- Mineola Overpass Painting: Contract awarded and submittals in process.
- DPM Office Fit-out at Hillside: Contract awarded and submittals in process.

2015 LIRR Capital Program Goals

