



Metropolitan Transportation Authority

Meeting of Metro-North and Long Island Committees

November 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

Joint Metro-North and Long Island Committees Meeting

**2 Broadway
20th Floor Board Room
New York, New York
Monday, 11/16/2015
8:30 - 10:00 AM ET**

1. Public Comments Period

2. Approval of Minutes - October 26, 2015

a. LIRR Minutes

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b. MNR Minutes

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3. 2015 Work Plans

a. LIRR 2015 Work Plan

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b. MNR 2015 Work Plan

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4. AGENCY PRESIDENTS'/CHIEF'S REPORTS

a. LIRR Report (no material)

- **Safety/Enhanced Safety Update**

b. MNR Report (no material)

- **Safety/Enhanced Safety Update**

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c. MTA Capital Construction Report

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d. MTA Police Report

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5. AGENCY INFORMATION ITEMS

a. Joint Information Items

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

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b. LIRR Information Items

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- **Review of Committee Charter**

LIRR Committee Charter - Page 63

- **LIRR 2015 Customer Satisfaction Survey**
LIRR 2015 Customer Satisfaction Survey - Page 66
- **East Side Access Readiness Projects Update**
ESA Readiness Projects Update - Page 91
- **2015 Holiday Schedule**
LIRR 2015 Holiday Schedule - Page 100

c. MNR Information Items

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- **Review of Committee Charter**
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- **MNR 2015 Customer Satisfaction Survey**
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- **Holiday Schedule**
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6. PROCUREMENTS

a. LIRR Procurements

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- **Non-Competitive (No Items)**
- **Competitive**
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- **Ratifications (No Items)**

b. MNR Procurements

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- **Non-Competitive**
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- **Competitive**
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- **Ratifications (No Items)**

c. MTA CC Procurements

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- **Non-Competitive (No Items)**
- **Competitive (No Items)**
- **Ratifications**
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7. AGENCY REPORTS ON OPERATIONS, FINANCE, RIDERSHIP AND CAPITAL PROGRAM

a. LIRR - Performance Summaries

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- **LIRR Operations - Mechanical**

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- **LIRR Enhanced Safety Memo**

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- **LIRR Finance Report**

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- **LIRR Ridership Report**

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- **LIRR Capital Program Report**

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b. MNR

- **Operations**

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- **Finance**

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- **Ridership**

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- **Capital Program**

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Next Meeting: MNR on December 14, 2015 at 8:30 am

LIRR on December 14, 2015 at 9:30 am

**Minutes of the Regular Meeting
Long Island Rail Road Committee
Monday October 23, 2015**

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

The following members were present:

Hon. Mitchell H. Pally, Chairman of the Committee
Hon. Jonathan A. Ballan
Hon. Fernando Ferrer, Vice Chairman, MTA
Hon. Ira R. Greenberg
Hon. John J. Molloy
Hon. James L. Sedore, Jr.
Hon. Carl V. Wortendyke
Hon. Neal Zuckerman

The following members were not present:

Hon. Jeffrey A. Kay
Hon. Charles G. Moerdler
Hon. Vincent Tessitore, Jr.

Also Attending:

Hon. Robert Bickford

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

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

Representing MTA Police: Deputy Chief Ernest Pucillo

Chairman Pally called the meeting to order.

There were two public speakers. Orrin Getz spoke about New Jersey Transit's 'Rude Zone' campaign, ticket selling app and dual power locomotives that can be used for thru-running. Murray Bodin spoke about the East Hampton railroad crossing warning lights. Additional details of the comments made by the public speakers are contained in the video recording of the meeting produced by the MTA and maintained in MTA records.

APPROVAL OF MINUTES AND 2015 WORK PLAN

Upon motion duly made and seconded, the members of the Committee present approved the minutes of the September 21, 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 the Ellison Avenue Bridge installation, which took place on October 24-25. All train service on the Main Line between Hicksville and Mineola was suspended to allow completion of the work. He noted that LIRR maintenance forces took advantage of the scheduled track outage to accomplish a significant amount of additional work.

President Nowakowski reported that on November 14-15, the second of six service disruptions will occur in connection with the East Side Access project. During this time a major portion of Harold Interlocking will be out of service.

President Nowakowski reported on the completion of the environmental review process for the expanded Mid-Suffolk Yard in Ronkonkoma. The project will support additional service after the opening of East Side Access. An Environmental Assessment was completed and was available on LIRR's website for public comment through September 4. LIRR has made a finding of no significant environmental impacts, and is moving forward with yard design and construction efforts.

President Nowakowski reported on Positive Train Control ("PTC"). He stated that LIRR is very hopeful that Congress will move forward with an extension to the 2015 deadline.

President Nowakowski reported on LIRR's Homeless Outreach initiative. He stated that an expansion of services is being provided by BRC, the firm that handles homeless outreach services for LIRR at its Manhattan, Brooklyn and Queens stations. LIRR is seeking Committee approval to award a contract to Services for the UnderServed ("SUS") to provide homeless outreach services in Nassau and Suffolk Counties.

President Nowakowski reported that LIRR continues to experience ridership growth. He stated that September 2015 ridership increased 2.7% from 2014. LIRR moved 7.5 million passengers in September. Year-to-date growth in ridership is 1.9% compared to 2014.

President Nowakowski recognized the retirement of LIRR Executive Vice President Albert Cosenza after 20 years of dedicated service to LIRR. On behalf of LIRR, President Nowakowski thanked Mr. Cosenza for the support, guidance and wise counsel he gave to many LIRR Presidents and wished him the very best for a long and fulfilling retirement. President Nowakowski announced the selection of Elisa Picca, LIRR's Chief Planning Officer – Strategic Investments, as LIRR's Executive Vice President. She has been with LIRR for 28 years serving in various capacities. President Nowakowski congratulated Ms. Picca on her accomplishments and wished her well in her new position.

In response to a question from Board Member Jonathan Ballan, regarding PTC, President Nowakowski stated that the expected completion date of installation of PTC on the LIRR, which is a joint effort with Metro-North, is 2018. He discussed the process of PTC installation and the required Federal Railroad Administration ("FRA") certifications. Board Member Ballan noted the important decisions that would have to be made if the federally-required date for PTC implementation was not extended.

There was discussion between President Nowakowski and Board Member Ira Greenberg regarding the SUS contract and the services it will provide. President Nowakowski stated that SUS will provide homeless outreach services for LIRR throughout Long Island. He stated that SUS will work closely with Nassau and Suffolk Counties and that their services will enhance LIRR's homeless outreach efforts.

LIRR SAFETY REPORT

Chief Safety Officer Loretta Ebbighausen reported on the August 2015 Safety Report. She stated that through the end of August 2015, compared to the same period in 2014, employee injuries have declined by 11%; FRA reportable injuries decreased 10 %; employee lost time injuries decreased 8%; and customer injuries decreased 18%. Slips, trips and falls continue to account for the greatest number of employee injuries, 144 compared to 179 in 2014.

Chief Safety Officer Ebbighausen reported on LIRR's Community Education Outreach initiative. She stated that in collaboration with the MTA Police Department ("MTAPD"), LIRR's Operation Lifesaver and T.R.A.C.K.S. programs have reached over 60,000 teens and adults. Chief Safety Officer Ebbighausen reported that LIRR's Third Quarter Corporate Safety Stand Down was held on October 1, 2015, and that over 4,100 LIRR employees participated.

Chief Safety Officer Ebbighausen reported that on September 29, 2015, the Confidential Close Call Reporting System ("C3RS") expanded into the next territory: all Suffolk Yards, shops and sidings. Regarding LIRR's speed compliance initiative, Ms. Ebbighausen stated that from September 1-30, 2015, 61 LIRR Engineers were observed during 105 radar observations and 24 event recorder downloads are being analyzed. With respect to LIRR's security camera initiative, Ms. Ebbighausen stated that Preliminary Design Review submittals have been reviewed by LIRR and that 4D Security Solutions is making revisions in accordance with LIRR's comments.

There was discussion among Board Member Neil Zuckerman, Chief Safety Officer Ebbighausen and President Nowakowski regarding C3RS and what LIRR is learning from the early warning signals and the types of potential accidents. Chief Safety Officer Ebbighausen stated that there will be an in-depth discussion about C3RS during the next Board cycle. President Nowakowski stated that the program commenced in March 2015, and that it is being expanded throughout the system. He also discussed the need to protect confidentiality when reporting an incident.

MTA CAPITAL CONSTRUCTION

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

Dr. Horodniceanu reported that based on the agreement for the 2015-2019 Capital Program the East Side Access Project will be fully funded and able to award future contracts. The Program has already awarded contracts totaling \$7.4 billion.

The Manhattan South Structures (CM005) contract is removing construction trailers from Madison Yard at 48th Street to facilitate construction of the new Long Island Rail Road concourse. New trailers are being installed at 55th Street and a new entrance will be established at that location. The new trailers will be turned over to Metro North Rail Road once the East Side Access Project is finished with them.

At 55th Street Verizon's work is continuing but one lane has been reopened to traffic and the 55th Street Vent Plant Facility (CM013A) contractor has restored the sidewalks.

The GCT Concourse and Facilities Fit-Out (CM014B) contractor expects to start construction on the escalators that connect the Metro-North dining concourse with the new Long Island Rail Road concourse. This will result in the temporary closing of some public areas. The CM014B contractor is closely monitoring vibration and noise levels to ensure that they are within the appropriate guidelines.

On November 4, the local, national and foreign press will be viewing the work being performed in the East Side Access caverns.

Procurement for the Grand Central Terminal Station Caverns and Track (CM007) contract continues. Technical proposals have been reviewed and proposers have made their oral presentations to the selection committee. Cost proposals are expected this week.

MTA POLICE DEPARTMENT

Deputy Chief Ernest Pucillo reported that LIRR is experiencing a decrease in crime. Compared to 2014, LIRR has seen a 15% decrease in the major index crimes. System-wide, LIRR is averaging less than one index crime a day.

Deputy Chief Pucillo reported that MTAPD is continuing its efforts with LIRR's Homeless Outreach program and is looking forward to the support from SUS in Nassau and Suffolk Counties. He also stated that MTAPD is continuing its highway and grade crossing initiatives.

LIRR INFORMATION AND ACTION ITEMS

Three information items were presented to the Committee:

Information Items:

- 2016 Preliminary Budget (Public Comment)
- Homeless Outreach Program
- Track Work Program

President Nowakowski discussed LIRR's Track Work program. He stated that LIRR curtails track outages at Thanksgiving through the end of the holiday season and that the program shuts down during the majority of the winter.

There was a discussion among President Nowakowski, Senior Vice President-Engineering Bruce Pohlot and Board Member Greenberg regarding the possibility of track work and service disruptions on October 30-31, given the scheduling of World Series games at Citifield on those days. President Nowakowski stated there is no track work planned that would affect service to Citifield during this time. Senior Vice President Pohlot confirmed that LIRR will continue its normal weekend work which will not affect travel to the game.

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

MTA LONG ISLAND RAIL ROAD

Procurements

There were three non-competitive and one competitive procurement presented to the Committee for approval. Details of the items are set forth below and in the staff summaries, copies of which is on file with the records of this meeting.

Non-Competitive:

- LIRR, on behalf of itself and Metro-North Railroad, requests approval to award contracts for a 36-month period to Nordco Inc. in a total non-to-exceed amount of \$775,000 for replacement parts required by the Railroads to operate and maintain various pieces of Nordco and Pyke track equipment.
- LIRR, on behalf of itself and Metro-North Railroad, requests approval to award a Sole Source Ominbus Contract to Siemens Industry Inc. in the amount not-to-exceed \$3.5 million over a 36-month period to purchase the following: crossing gates, electronic module and various electronic components, signals, signal light lenses, circuit boards, and other components for grade crossing systems manufactured by Siemens.
- LIRR requests approval to award a New York State Preferred Source, four-month term, Miscellaneous Service contract to New York State

Industries for the Disabled to perform Document Scanning and Indexing Services for LIRR's Fleet Engineering Group in the not-to-exceed amount of \$387,625.

Competitive:

- LIRR requests MTA Board approval to award a Personal Service contract to Services for the UnderServed ("SUS"), in the amounts of \$512,498 for the Base Term and \$347,793 for the Option Terms, for a combined total of \$860,291. Under the contract, SUS will provide Homeless Outreach Services at LIRR Stations throughout Nassau and Suffolk Counties.

In response to a question from Board Member Greenberg, Chief Procurement & Logistics Officer Dennis Mahon stated that SUS will provide homeless outreach services from a Long Island-based location.

There was discussion among President Nowakowski, Chief Procurement Officer Mahon, Board Member Jonathan Ballan and Board Member Carl V. Wortendyke regarding the sole source contract to Siemens Industry Inc., and the competitive procurement process. Chief Procurement Officer Mahon stated that due to the involvement of proprietary software and design, it is not feasible to competitively procure these items. President Nowakowski stated that no two companies have the same relay technology and that this is a safety sensitive issue involving the equipment that controls the movement of LIRR trains. Board Member Ballan stated that LIRR needs to find a way to safely operate and safely procure. With respect to the 36-month period of a contract award, Chief Procurement Officer Mahon stated that multi-year contracts are awarded in a three-year range because firms will not commit to pricing beyond such time. Board Member Wortendyke noted that purchases from an entity other than the Original Equipment Manufacturer may have liability implications.

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

MTA CAPITAL CONSTRUCTION

Procurements

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

The procurement item is as follows:

- Modification to Contract No. CM005 for the construction of a trailer office complex on the express level of Madison Yard and for alterations to the existing 52nd Street exit in the amount of \$2,525,000.

Upon motion duly made and seconded, the above procurement item was approved for recommendation to the Board. Vice Chairman Ferrer was not present for the vote on procurements.

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.

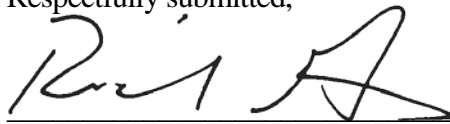
President Nowakowski reported that there were two service disruptions that affected September on-time performance. The first disruption was the September 2nd power failure at Harold Interlocking. The second was the New York and Atlantic Rail ("NYAR") freight train derailment in the Village of Westbury.

There was discussion among President Nowakowski, Senior Vice President-Operations David Kubicek and Board Member Greenberg regarding the classification and effects of various categories of delay, including third-party delays (often Amtrak and NYAR), and customer delays, which often reflect either an injured or sick passenger or boarding delays.

Adjournment

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

Respectfully submitted,

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

Richard L. Gans
Secretary

Minutes of the Regular Meeting
Metro-North Committee
Monday, October 26, 2015

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

The following members were present:

Hon. James L. Sedore, Jr., Chairman of the Metro-North Committee
Hon. Mitchell H. Pally, Chairman of the Long Island Rail Road Committee
Hon. Jonathan A. Ballan
Hon. Robert C. Bickford
Hon. Norman Brown
Hon. Ira Greenberg
Hon. Susan G. Metzger
Hon. John J. Molloy
Hon. Vincent Tessitore, Jr.
Hon. Carl V. Wortendyke
Hon. Neal Zuckerman

Not Present:

Hon. Fernando Ferrer, Vice Chairman, MTA
Hon. Jeffrey A. Kay
Hon. Charles G. Moerdler

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
Steven Chayt – Director, Risk Reduction
Susan J. Doering – Vice President, Customer Service and Stations
Glen Hayden – Vice President - Engineering
John Kesich – Senior Vice President, Operations
Kim Porcelain – Vice President, Finance and Information Systems
Kim Rehbein – Deputy Chief, MTA Police Department
Tobey Ritz, Chief Engineer, Capital Engineering
Susan Sarch – Acting General Counsel
Michael Shiffer – Vice President, Operations Planning and Analysis

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

PUBLIC COMMENT

Three public speakers addressed the Committee.

Murray Bodin expressed his opinion that there should be more public art, horns should not be used at Hartsdale Station and Metro-North is procuring outdated railcars. He would like to meet with President Giulietti to discuss these issues. He expressed his opinion that the Board is responsible for addressing the blowing of train horns and the procurement of railcars.

Orrin Getz commented on the elimination of west of Hudson train 1601, stating that there is a lack of a suitable alternative for commuters who utilized that train. He further stated that there are more trains available to east of Hudson riders commuting from Croton-Harmon to Grand Central Terminal than west of Hudson riders commuting from Nanuet to Penn Station, even though the fare from Nanuet to Penn Station is now higher than the fare from Croton-Harmon to Grand Central Terminal. Mr. Getz discussed an inter-agency memorandum of agreement between New Jersey Transit and Amtrak, which was approved by the New Jersey Transit Board, to conduct a Hudson River tunnel project environmental analysis with New Jersey Transit as the lead agency for the preparation of an environmental impact statement. He expressed his opinion that the MTA should become an active partner in building new rail tunnels under the Hudson River.

William Henderson, Executive Director, Permanent Citizen's Action Committee on behalf of Randy Glucksman, Chairman Metro-North Railroad Commuter Council and the Permanent Citizen's Advisory Committee for the MTA, discussed service plans to address the elimination of west of Hudson train 1601. He stated that Mr. Glucksman and the Rockland County Executive Ed Day believe that a Secaucus Rockland express bus plan should be implemented to accommodate riders who commuted on train 1601.

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

2015 WORK PLAN

There are no changes to the Metro-North 2015 Committee Work Plan.

MTA METRO-NORTH RAILROAD PRESIDENT'S REPORT

President Giulietti discussed service reliability, noting that reliability continues to show steady improvement, noting that service during the peak periods continued to operate reliably and off-peak and weekend service is steadily improving. Service reliability has also been stable since the October 3 schedule change. Metro-North will monitor its service, review input from train crew observations, customer feedback and customer counts to look at ways to continually improve schedules.

President Giulietti also discussed the elimination of Pascack Valley Line train 1601, noting that, prior to the elimination of that train, Metro-North customers were provided with information

regarding the alternative services available to them. The train schedule has also been altered so that the train that operated prior to train 1601 now departs Penn Station 30 minutes later than it previously did, providing an alternative for a number of customers who had taken train #1601. Metro-North has not received any customer complaints since the elimination of train 1601. On an average, train 1601 carried approximately 15-20 riders at an annual cost of \$641,000. Given the low ridership, lack of customer complaints and the availability of existing alternatives to the train, Metro-North does not plan any further action. Metro-North will continue to monitor the service and potential future impacts.

President Giulietti reported that rail ridership and connecting services ridership have increase both in the month of September 2015 and year-to-date September 2015 compared to the comparable periods of 2014. Overall customer complaints have decreased by 52% from January to September 2015 and the volume of complaints received in September was at the lowest monthly level since March 2008.

President Giulietti noted that the latest round of informal customer forums, which provide an opportunity for customers to engage in a dialogue with senior railroad management, were held at Grand Central Terminal, New Haven, Poughkeepsie and Southeast. He thanked Board member Bickford, who attended the forum at Southeast. Metro-North will conduct the forums on an ongoing basis. Metro-North also continues its outreach to elected officials; a recent meeting was held with Putnam County officials that included Board members Zuckerman and Bickford.

President Giulietti reported that customers are utilizing the new North White Plains Commuter Parking Garage; a ribbon cutting event is scheduled to take place at 3 p.m. on October 30.

President Giulietti also reported that approximately 50 Minority, Women and Small Business Enterprises (MWBE) within the Hudson Valley participated in Metro-North's Hudson Valley MWBE Outreach event held in Beacon, New York on October 14. The event, which promotes opportunities for doing business with Metro-North and the entire MTA family, took place in Beacon on October 14. President Giulietti thanked the Board for its continued support. He expressed his appreciation of Board members Sedore and Bickford who attending the event. Metro-North will continue to host these business networking opportunities throughout its service territory. Metro-North's Manager of M/W/DBE Procurement Compliance, Christine Norman, will participate in the upcoming Orange County Chamber of Commerce and Small Business Administration's M/WBE workshop.

President Giulietti noted that Hudson Line service was reduced in the evening during the weekend of October 24 and 25 so no passenger trains are beneath the work site where workers building the bridge to replace the Tappan Zee Bridge were installing 700-ton girder assemblies over the tracks at Tarrytown. Two additional girders are to be installed in November and December. President Giulietti expressed his appreciation of the bridge team for scheduling its work in a way that will minimize impacts to Metro-North's service and customers.

President Giulietti reported on temporary closures to dining areas on the lower level of Grand Central Terminal to accommodate East Side Access work. He noted that customers have

been informed of the closures and that the majority of the displaced dining seating will be relocated to other areas of the lower level. All surrounding eateries will remain open for business throughout the construction. Metro-North will make every effort to reduce inconvenience to Metro-North customers and Grand Central Terminal businesses during the construction.

President Giulietti reported he represented Chairman Prendergast at the graduation of 19 canine police officers who graduated from the MTA Police explosives detection and anti-terrorism training. Board member Sedore and his wife also attended the ceremony. The dogs trained on a 72-acre rural campus in Stormville, New York in Dutchess County which is almost completed and will soon be dedicated. He noted that one of the dogs, Seabee, has a close personal bond to Metro-North as it was named in honor of Police Officer Stephen P. Driscoll of the New York Police Department Emergency Services Unit who was killed in the September 11, 2001 terrorist attacks while attempting to rescue victims trapped in the World Trade Center. Officer Driscoll's wife, Anne Driscoll, and sister, Gail Silke, both work at Metro-North.

President Giulietti noted that he joined Chairman Prendergast and Board members Metzger and Ferrer at an event naming New York City Department of Transportation Commissioner Polly Trottenberg as Woman of the Year by the Women's Transportation Seminar's New York City Chapter.

Further details concerning President Giulietti's report are contained in reports filed with the records of this meeting and in the video recording of the meeting produced by the MTA and maintained in the MTA records

SAFETY REPORT

Director, Risk Reduction Chayt gave the safety report on injuries through August 2015 and gave an overview of the actions that have been taken and are to be taken as part of the Enhanced Safety Action Plan.

There was a discussion between Board member Zuckerman, President Giulietti and staff regarding trespassers hit by trains while walking along Metro-North's right-of-way. President Giulietti noted that Metro-North is working on an action plan to address this issue. There was also a discussion concerning the increase in customer slip, trip and fall injuries. Mr. Chayt noted that Metro-North has been conducting safety inspections to identify any conditions that may contribute to the increase in these types of injuries. Mr. Kesich noted that, when there is a customer injury, an inter-departmental team conducts an inspection of the accident site and any equipment involved in the incident to identify any conditions that may have contributed to the incident and, if necessary, to take immediate corrective action. President Giulietti further noted that a number of these incidents may be related to distractions caused by cell phone use.

The details of Mr. Chayt's report are contained in a report filed with the records of this meeting and the video recording of the meeting produced by the MTA and maintained in the MTA records, which recording includes discussions between Board member Zuckerman, President Giulietti and staff regarding safety matters.

MTA POLICE DEPARTMENT REPORT

Deputy Chief Rehbein reported on crime on the Metro-North system in September 2015. The details of Deputy Chief Rehbein's report are contained in the MTA Police Report filed with the records of this meeting and in the video recording of the meeting produced by the MTA and maintained in the MTA records.

INFORMATION ITEM:

Two information items were presented to the Committee:

- Homeless Outreach Program – Overview of the MTA Homeless Outreach efforts in Grand Central Terminal.
- 2016 Preliminary Budget (Public Comment) – President Giulietti noted that the Preliminary budget was presented at the July MTA Board meeting and is available on the MTA website; it appears on the Committees' agenda to provide an opportunity for public comment.

There was discussion between Board member Ballan and Judy Walker, MTA Director of Emergency & Operations Support, regarding the accuracy of the homeless counts. Ms. Walker described the data collection procedures. There was also a discussion between Board member Pally and Ms. Walker regarding the procedures utilized when the terminal closes at 2:30 a.m.

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 Board members Ballan and Pally and Judy Walker, MTA Director of Emergency & Operations Support, regarding data collecting procedures.

PROCUREMENTS:

MTA Metro-North Railroad

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

- Approval of a contract change for additional funding in the total not to exceed amount of \$4,500,000 to an existing non-competitively awarded miscellaneous purchase contract with Vapor Stone Rail Systems for original equipment manufacturer (OEM) replacement parts for Metro-North's various railcar fleets.

Two competitive procurements were presented to the Committee:

- Approval to use the Request for Proposal process to solicit design-build teams who are qualified in designing and providing a public address and visual information system as a complete and integrated network in GCYT and system-wide throughout Metro-North's territory.

- Approval to award a three-year competitively solicited, joint (MNR/NYCT) miscellaneous service contract to Simpson Gumpertz & Heger Associates, Inc., P.C. to perform metallurgical and structural testing.

One ratification was presented to the Committee:

- Approval for a non-competitive procurement to repair C15 Head End Power Assembly (HEP) Caterpillar engines for two of Metro-North's Brookville manufactured BL20 Locomotives.

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 REPORT:

Mr. Kesich reported on efforts to address "slip slide." He noted that Metro-North and Long Island Rail Road have an extensive mitigation strategy to minimize "slip slide" delays and damage to railcar wheels. Mr. Kesich noted that Metro-North has two high pressure rail washers which are operated every evening during the peak "slip slide" season. Engineers are also provided with new train handling instructions to ensure safe train operations, minimize delays to customers and to maximize equipment availability throughout the season. Metro-North operates a tandem wheel true lathe at the Harmon Shop to keep up with needed repairs on wheels damaged during the season. The State of Connecticut has also installed a tandem wheel lathe in New Haven. Metro-North has incorporated design changes to the M-8 and M-9 fleets as a result of the lessons learned from past poor functionality of the M-7 fleet. In response to Board member Ballan's query, Mr. Kesich noted that Metro-North is using the latest technology to combat "slip slide" conditions. The current strategy was developed following Metro-North's participation in an international committee that benchmarked how low adhesion conditions are identified and mitigated. President Giulietti noted that scrubbers are also available to Metro-North; however, the railroad has found that the best way to combat "slip slide" conditions is through the use of rail washers.

The details of Mr. Kesich'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 Board member Ballan, President Giulietti and Mr. Kesich. The details of the operations report are contained in a report filed with the records of this meeting.

APPROVAL OF MINUTES

Upon motion duly made and seconded, the Committee approved the minutes of the September 21, 2015 Metro-North Committee meeting.

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.

ADJOURNMENT

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

Respectfully submitted,

A handwritten signature in cursive script, appearing to read "Linda Montanino".

Linda Montanino
Assistant Secretary

Oct 2015 Committee Minutes
Legal/Corporate/Committee Minutes Current

2015 Long Island Rail Road Committee Work Plan

I. RECURRING AGENDA ITEMS

Responsibility

Approval of Minutes	Committee Chair & Members
2015 Committee Work Plan	Committee Chair & Members Agency
President's/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

November 2015 (Joint Meeting with MNR)

Review of Committee Charter	Committee Chair & Members
Bi-Annual Report on M-9 Procurement	President/Sr. Staff
East Side Access Readiness Projects Update	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

NOVEMBER 2015 (Joint Meeting with MNR)

Review Committee Charter

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

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.

East Side Access Readiness Projects Update

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

Holiday Schedule

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

DECEMBER 2015

Diversity & EEO Report– 3rd Quarter 2015

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

2016 Final Proposed Budget

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

Proposed 2016 Committee Work Plan

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



2015 Metro-North Railroad Committee Work Plan

I. RECURRING AGENDA ITEMS

Responsibility

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

II. SPECIFIC AGENDA ITEMS

Responsibility

November 2015 (Joint meeting with LIRR – LIRR lead)

Annual Committee Charter Review	Committee Chairs & Members
Holiday Schedule	Operations Planning & Analysis
Bi-Annual Report on M-9 Procurement	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
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February 2016 (Joint meeting with LIRR – MNR lead)

Adopted Budget/Financial Plan 2016	Finance
2015 Annual Operating Results	Operations
2015 Annual Fleet Maintenance Report	Operations
Diversity/EEO Report – 4 th Quarter 2015	Diversity and EEO
Status Update on PTC	President

March 2016

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

Capital Planning
Engineering
Engineering

April 2016 (Joint meeting with LIRR – LIRR lead)

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

Finance
Operations Planning & Analysis
Procurement

May 2016

Diversity/EEO Report – 1st Quarter 2016

Diversity and EEO

June 2016 (Joint meeting with LIRR – MNR lead)

Track Program Quarterly Update
Bi-Annual Report on M-9 Procurement
Status Update on PTC

Engineering
President
President

July 2016

Grand Central Terminal Retail Development
Environmental Audit
Status Update on PTC

MTA Real Estate
Environmental Compliance
President

September 2016

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

Finance
Finance
Diversity and EEO
Engineering
Operations Planning & Analysis

October 2016 (Joint meeting with LIRR – LIRR lead)

2017 Preliminary Budget (Public Comment)
Status Update on PTC

Finance
President

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

NOVEMBER 2015 (Joint meeting with LIRR – LIRR lead)

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.

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 – MNR lead)

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.

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.

Status Update on PTC

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

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 – LIRR 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 – MNR lead)

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.

Status Update on PTC

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

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.

SEPTEMBER 2016

2016 Final Mid-Year Forecast

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

2017 Preliminary Budget

Public comment will be accepted on the 2017 Budget.

Diversity & EEO Report– 2nd 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.

Track Program Quarterly Update

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

2016 Fall Schedule Change

The Committee will be informed of the schedule changes taking effect for train service on the Hudson, Harlem, New Haven, Pascack and Port Jervis lines for the Fall of 2016.

OCTOBER 2016 (Joint Meeting with LIRR – LIRR lead)

2017 Preliminary Budget

Public comment will be accepted on the 2017 Budget.

Status Update on PTC

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



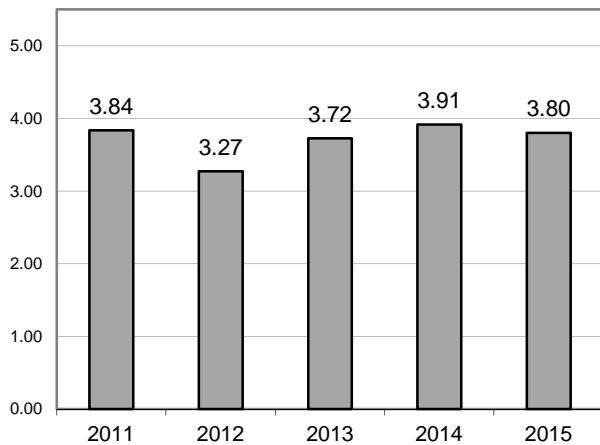
Metro-North Railroad

Safety Report

November 2015

MTA Metro-North Railroad

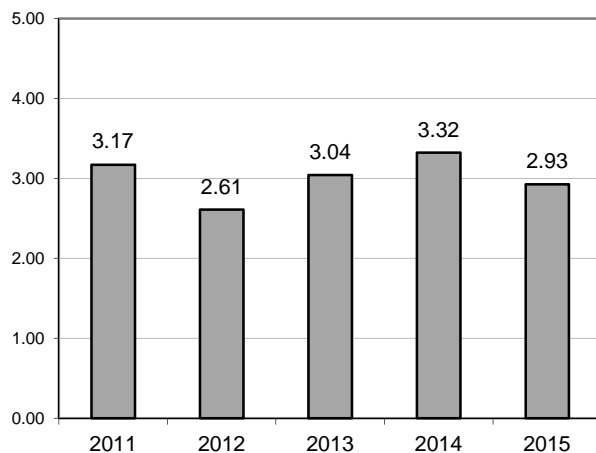
Summary of Employee Injuries thru September



Total Employee Injuries

Year	Total	Total FI*
2011	179	3.84
2012	153	3.27
2013	180	3.72
2014	192	3.91
2015	200	3.80

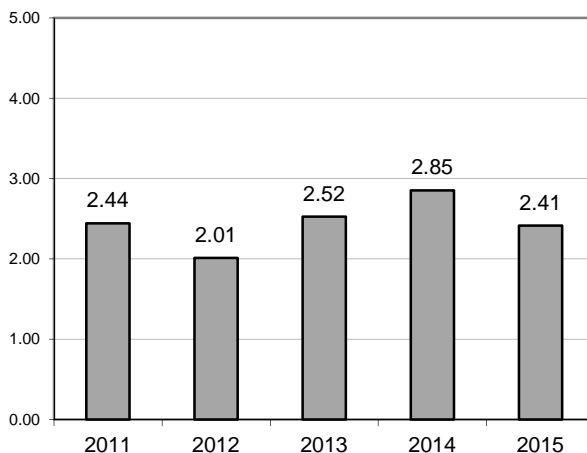
% change from last year: -2.8%
2015 Total FI Goal 3.00



Employee FRA Reportable Injuries

Year	Total	FRA FI*
2011	148	3.17
2012	122	2.61
2013	147	3.04
2014	163	3.32
2015	154	2.93

% change from last year: -11.9%
2015 FRA FI Goal 2.50



Employee Lost Time and Restricted Duty Injuries

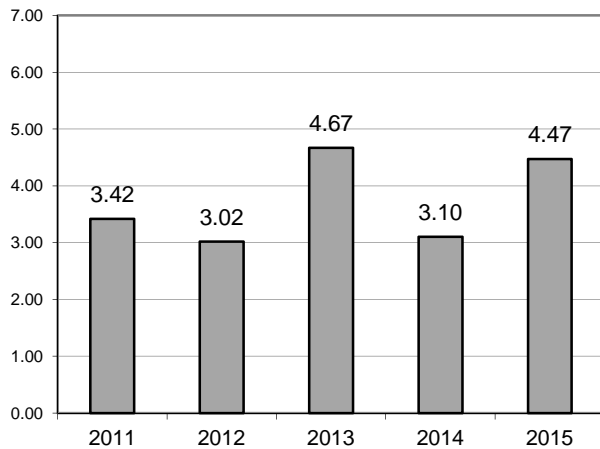
Year	LT	RD	LT FI*	RD FI*	LT&RD FI*
2011	88	26	1.89	0.56	2.44
2012	88	6	1.88	0.13	2.01
2013	116	6	2.40	0.12	2.52
2014	139	1	2.83	0.02	2.85
2015	125	2	2.38	0.04	2.41

% change from last year: -15.4%
2015 LT&RD FI Goal 2.00

* - Injuries per 200,000 hours worked

MTA Metro-North Railroad

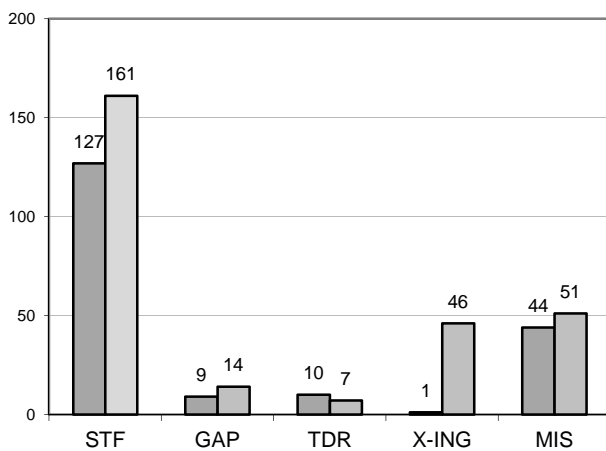
Summary of Customer/Contractor Injuries thru September



Total Customer Injuries

Year	Total	Total FI*
2011	203	3.42
2012	186	3.02
2013	285	4.67
2014	191	3.10
2015	279	4.47

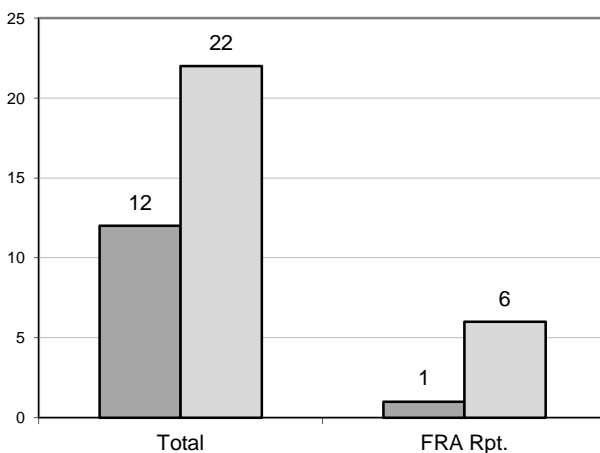
% change from last year: 44.1%
2015 Total FI Goal 2.80



Top 5 Customer Injuries by Type

Year	Slip/Trip/Fall	Gap	Train Doors	Grade X-ing	Misc.
2014	127	9	10	1	44
2015	161	14	7	46	51

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



Contractor Injuries

Year	Total	FRA Rpt.
2014	12	1
2015	22	6
% Chg	83.3%	500.0%

* - Injuries per 1,000,000 rides



Memorandum

Date: November, 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:

- We continue to work with Operation Lifesaver to improve safety on and around highway-rail grade crossings and tracks through public awareness and education.
- On October 29, 2015 we presented the President's Safety Award to the Team that developed the Enhanced Employee Protection System.

ACTION ITEM	STATUS
NTSB/FRA/MTA Recommendations	All recommendations have been accepted and we are coordinating with the other MTA agencies to ensure best practices are shared. Many have been fully implemented; the remaining are being implemented and we are progressing them to completion.
Speed Compliance Program	During the month of October, 210 radar observations and 22 event recorder reviews were performed. There were no exceptions. Through October, there have been 1,439 radar observations and 852 event recorders reviewed in 2015.
Obstructive Sleep Apnea Pilot	The screening of all Locomotive Engineers has been completed. 25% were referred to our Sleep Disorder Consultant for evaluation. 12% are still currently being evaluated with completion this year.
Confidential Close Call Reporting System (C3RS)	Rail Traffic Controllers, Engineers & Conductors were initiated in April. The Peer Review Team has received a total of 309 close call reports and conducted incident analysis of 93 cases. We are working to finalize agreements with 10 additional crafts within Engineering and Mechanical by the end of this year.
Rolling Stock Cameras Forward, Cab, Passenger	Contract awarded in March to provide audio and image recorders that meet or exceed the NTSB recommendations. Final design development for all cars is nearing completion. The first prototype installation on an M7 pair was completed October 2nd. The M8 prototype installation began October 26 th and is expected to be finished by December 2015.

MTA CAPITAL CONSTRUCTION

PROJECT UPDATE

EAST SIDE ACCESS

MTA CAPITAL CONSTRUCTION PROJECT UPDATE

East Side Access

November 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	\$655,490,674
Construction	\$8,036,910,326	\$8,036,910,326	\$4,484,758,136
Project Management	\$1,036,168,644	\$1,036,168,644	\$657,855,903
Real Estate	\$182,076,230	\$182,076,230	\$114,355,595
Rolling Stock*	\$202,000,000	\$202,000,000	\$0
Total Project Cost	\$10,177,771,010	\$10,177,771,010	\$5,912,460,308

*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):** Construction of the lower walls in GCT West Cavern is expected to be completed in November.
- **Manhattan North Structures (CM006):** In the North Back of House, rebar installation continues on the upper level in the East Cavern and on the mezzanine level in the West Cavern.
- **GCT Concourse and Facilities Fit-Out (CM014B):** Contractor has started concrete pours for ductbanks below the Concourse floor slab. Installation of the temporary street decking on 48th Street is proceeding. Contractor is installing partitions in the GCT Dining Concourse to separate ESA construction from MNR operations in preparation for the demolition associated with the new escalator connection.
- **Plaza Substation and Queens Structures (CQ032):** The exhaust air shaft structure has been completed in the Plaza Interlocking. Contractor continues to complete the exterior masonry work for the Plaza Vent Structure and Yard Service Building. The reconfigured Bellmouth shaft is completed.

- **Harold Structures 1 (CH053):** Crews erected the last remaining catenary K-frame structure (B-913E) in Harold and the Contractor continues remaining work at the G02 Substation and processing punch list work.
- **Harold Structures 3A (CH057A):** Contractor continues to install the remaining dewatering wells at the Westbound Bypass Pump Station in preparation for start-up of the dewatering system. Contractor also is expected to commence work on the remaining East Approach secant piles and installation of support of excavation at the pump station. Contractor has completed Signal Bridge 16 foundation and continues catenary structure work in November.
- **H-3 CIL Signal Hut Cutover:** This cutover is scheduled for November 14-16.
- **Systems Package 1 – Facilities Systems (CS179):** Contractor continues duct and conduit installations at the B10 Facility Power Substation in Queens Plaza, the C06 Level at the Plaza Interlocking, and at the Roosevelt Island, Vernon Blvd., 29th Street and 39th Street ventilation facilities; as well as, concrete repairs at the Second Avenue ventilation facility in Manhattan. Contractor continues with the installation of the electrical systems in the Queens tunnels.
- **Grand Central Terminal Station Caverns and Track (CM007):** Seven cost proposals were received on October 27.
- **Mid-Day Storage Yard CILs (VQ033):** Bids were opened on October 30. Award and Notice to Proceed is expected by the end of the year.

East Side Access Active and Future Construction Contracts

Report to the Railroad Committee - November 2015

Expenditures thru October 2015; \$s in million

	Budget	Committed	Expenditures
Construction	\$ 8,036.9	\$ 5,978.7	\$ 4,484.8
Design	\$ 720.6	\$ 681.6	\$ 655.5
Project Management	\$ 1,036.2	\$ 704.0	\$ 657.9
Real Estate	\$ 182.1	\$ 116.9	\$ 114.4
Rolling Stock†	\$ 202.0	\$ -	\$ -
Total	\$ 10,177.8	\$ 7,481.2	\$ 5,912.5

† 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	\$57.9	\$1.3	\$53.8	Nov-2011	Nov-2011	Apr-2013	Nov-2015
CM013A: 55th St Vent Facility <i>SCC-JPP, JV</i>	\$58.9	\$57.1	\$1.8	\$51.0	Aug-2012	Aug-2012	Apr-2015	Dec-2015
CM005: Manhattan Southern Structures <i>Michels Corp.</i>	\$250.1	\$236.9	\$13.3	\$201.2	Jul-2013	Jul-2013	Feb-2016	Feb-2016
CM006: Manhattan Northern Structures <i>Frontier Kemper Constructors, Inc.</i>	\$344.3	\$319.7	\$24.6	\$111.4	Mar-2014	Mar-2014	Nov-2016	Jan-2017
CM014B: GCT Concourse & Cavern Fit-Out <i>GCT Constructors JV</i>	\$461.1	\$404.9	\$56.2**	\$21.7	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>	\$256.1	\$236.1	\$20.1	\$191.6	Aug-2011	Aug-2011	Aug-2014	Jun-2016
Harold Construction								
CH053: Harold Structures (Part 1) <i>Tutor Perini Corporation</i>	\$311.5	\$296.4	\$15.1	\$269.4	Jan-2008	Jan-2008	Feb-2011	Jan-2016
CH057A: Harold Structures - Part 3: West Bound Bypass <i>Harold Structures JV</i>	\$126.8	\$109.4	\$17.4	\$28.0	Nov-2013	Nov-2013	Feb-2016	Jan-2017
CH057: Harold Structures - Part 3: Track D Approach, 48th St Bridge	In Procurement				Nov-2014	Nov-2015	N/A	Apr-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****	\$49.9	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	\$1.8	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.

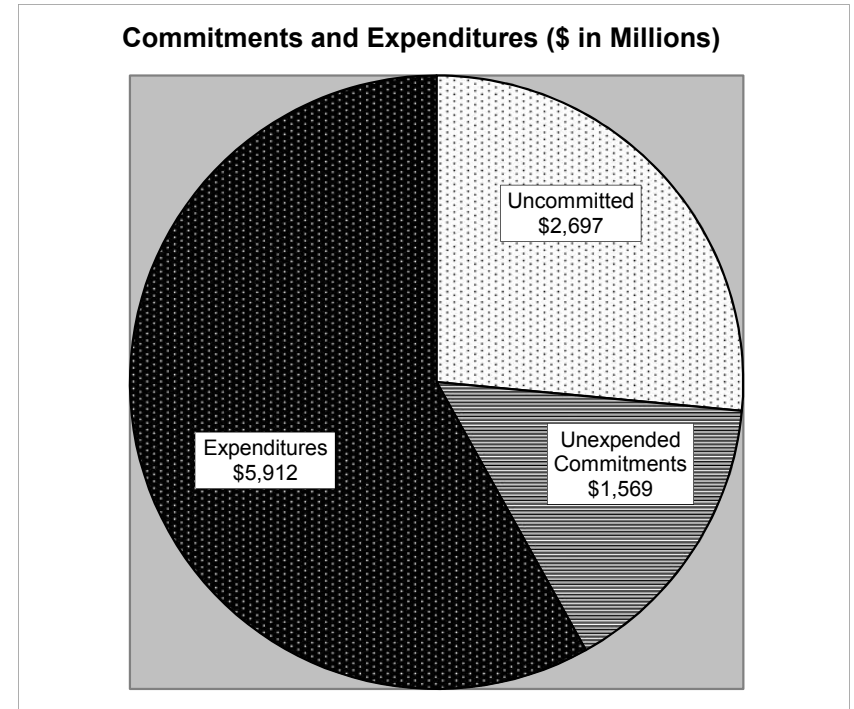
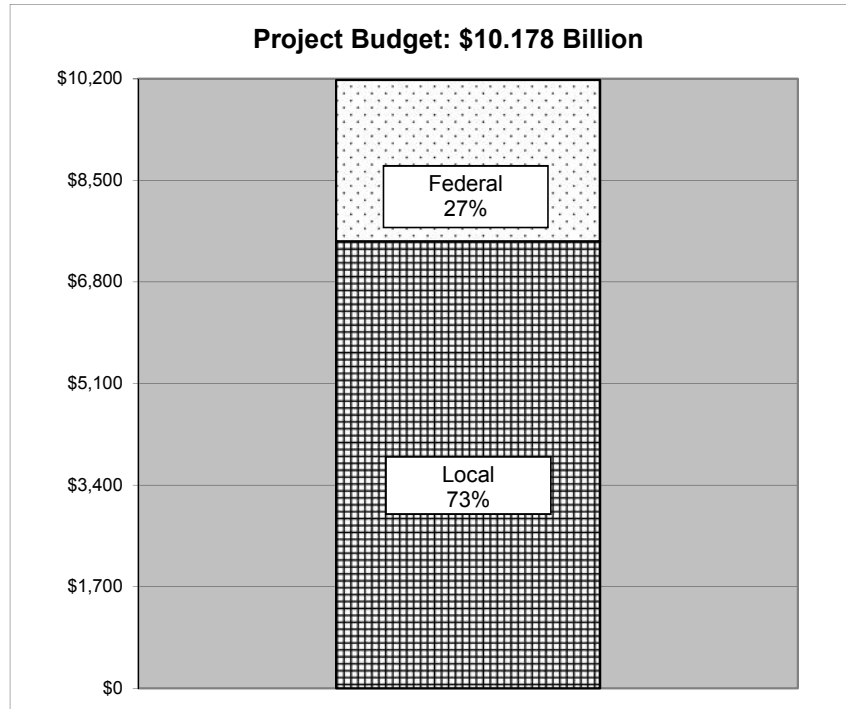
**** Remaining contingency includes \$238.48M for unawarded options and associated contingency.

East Side Access Status

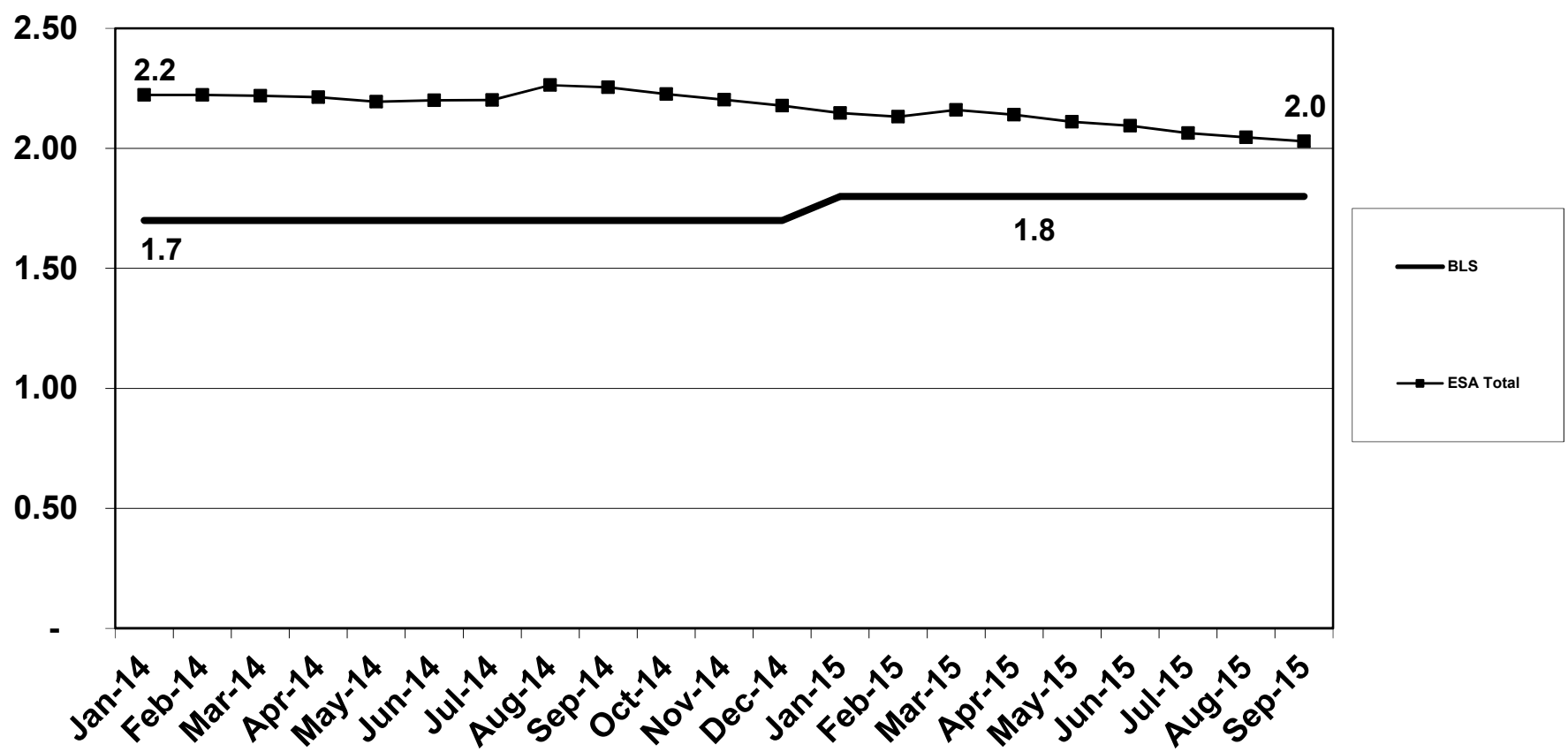
Report to the Railroad Committee - November 2015

data thru October 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	2,677	5	2,589
2010-2014	3,232	3,228	-	5	5	3,114	118	1,646
2015-2019	2,572		2,572	-	-	-	2,572	-
Total	\$ 10,178	\$ 4,907	\$ 2,572	\$ 2,699	\$ 2,030	\$ 7,481	\$ 2,696	\$ 5,912



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



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department Long Island Rail Road

October 2015 vs. 2014

	2015	2014	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	1	3	-2	-67%
Felony Assault	1	2	-1	-50%
Burglary	0	0	0	0%
Grand Larceny	8	13	-5	-38%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	10	18	-8	-44%

Year to Date 2015 vs. 2014

	2015	2014	Diff	% Change
Murder	0	0	0	0%
Rape	1	0	1	100%
Robbery	16	26	-10	-38%
Felony Assault	16	19	-3	-16%
Burglary	5	4	1	25%
Grand Larceny	78	108	-30	-28%
Grand Larceny Auto	3	1	2	200%
Total Major Felonies	119	158	-39	-25%



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department Metro North Railroad

October 2015 vs. 2014

	2015	2014	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	0	1	-1	-100%
Felony Assault	0	1	-1	-100%
Burglary	4	0	4	100%
Grand Larceny	11	8	3	38%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	15	10	5	50%

Year to Date 2015 vs. 2014

	2015	2014	Diff	% Change
Murder	0	0	0	0%
Rape	1	0	1	100%
Robbery	9	16	-7	-44%
Felony Assault	7	9	-2	-22%
Burglary	13	14	-1	-7%
Grand Larceny	90	87	3	3%
Grand Larceny Auto	5	1	4	400%
Total Major Felonies	125	127	-2	-2%



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department

System Wide

October 2015 vs. 2014

	2015	2014	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	1	5	-4	-80%
Felony Assault	1	3	-2	-67%
Burglary	4	0	4	100%
Grand Larceny	19	23	-4	-17%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	25	31	-6	-19%

Year to Date 2015 vs. 2014

	2015	2014	Diff	% Change
Murder	0	0	0	0%
Rape	2	0	2	100%
Robbery	32	55	-23	-42%
Felony Assault	25	29	-4	-14%
Burglary	18	18	0	0%
Grand Larceny	175	202	-27	-13%
Grand Larceny Auto	8	2	6	300%
Total Major Felonies	260	306	-46	-15%

INDEX CRIME REPORT

Per Day Average

October 2015

	Systemwide	LIRR	MNRR	SIRT
Murder	0	0	0	0
Rape	0	0	0	0
Robbery	1	1	0	0
Fel. Assault	1	1	0	0
Burglary	4	0	4	0
Grand Larceny	19	8	11	0
GLA	0	0	0	0
Total	25	10	15	0
Crimes Per Day	0.81	0.32	0.48	0.00



MTA Police Department

Arrest Summary: Department Totals

1/1/2015 to 10/31/2015

Arrest Classification	Total Arrests	
	2015	2014
Murder	1	0
Rape	2	0
Robbery	26	49
Felony Assault	25	25
Burglary	9	10
Grand Larceny	45	62
Grand Larceny Auto	0	2
Aggravated Harassment	1	1
Aggravated Unlicensed Operator	10	34
Arson	1	0
Assault-Misdemeanor	37	49
Breach of Peace	14	10
Child Endangerment	3	1
Criminal Contempt	9	4
Criminal Impersonation	5	2
Criminal Mischief	36	28
Criminal Possession Stolen Property	13	10
Criminal Tampering	10	0
Criminal Trespass	26	15
Disorderly Conduct	3	2
Drug Offenses	49	44
DUI Offenses	8	12
Falsely Reporting an Incident	5	4
Forgery	46	85
Fraud	7	6
Graffiti	10	9
Harassment	4	6
Identity Theft	3	0
Impairment Integrity Gov Licencing Exam	13	0
Issue a Bad Check	1	0
Make Terrorist Threat	3	1
Menacing	12	8
Obstruct Government	8	4
Panhandling	0	1
Petit Larceny	96	87
Probation/Parole Violation	1	0
Promoting Prostitution	1	0
Public Lewdness	26	36
Reckless Endangerment	8	7
Resisting Arrest	22	44
Sex Offenses	5	8
Stalking	1	2
Theft of Services	147	118
Unlawful Surveillance	2	2
VTL Offenses	2	2
Warrant Arrest	53	47
Weapons Offenses	6	7
Unauthorized Use Vehicle	2	0
Total Arrests	817	844



Long Island Rail Road



Metro-North Railroad

JOINT INFORMATION ITEM

LIRR/MNR Rolling Stock Project Update

Long Island Committee and Metro-North Committee

November 16, 2015

LIRR M-9 Mock Up



MTA Long Island Rail Road
MTA Metro-North Railroad

LIRR M-9 Mock Up



MTA Long Island Rail Road
MTA Metro-North Railroad

M-9/M-9A Car Procurement

LIRR: 416 M-9/M-9A Cars		
M-9 Base	92	M-3 Replacement: $92+88 = 180$
M-9 1st Option	88	
M-9 2nd Option	76	ESA Fleet Augmentation: $76+160=236$
M-9A*	160	
Total	416	

* Separate Procurement

MNR M-9 Car Quantities
Option for between 140-170 M-9 Cars



M-9/M-9A Car Procurement

M-9 Current Contract Values (92 LIRR Base Order Cars):

- Initial Estimate at Completion: \$375M
- Current Estimate at Completion: \$377M

M-9 Schedule

- Contract Award: Deliveries commence September 2017
- Current Schedule: Deliveries commence January 2018

Change Order for Car B-End Change Order granted a 3 ½ schedule extension

M-9 LIRR Options (164 Cars): \$500M (2015-2019 Capital Program)

M-9A LIRR (160 Cars): \$707M

LIRR/MNR M-9 Procurement Progress-to-Date

- Initial Design Reviews (IDR) Completed: December 2014
- 1st Stage Mock up review Held: April 2015
- Interim Mock-up Review Held: June 2015
- Final Mock-up Review Held: July 2015
- Final Design Reviews (FDR) Commenced: September 2015
- Structural Testing Commenced: September 2015
- Carbody Passed Structural Testing: October 2015
- Preliminary Design Reviews (PDR) Completed: November 2015

M-9 Carbody Structural Testing



MTA Long Island Rail Road
MTA Metro-North Railroad

Kawasaki Climate Chamber



MTA Long Island Rail Road
MTA Metro-North Railroad

M-9 Mock Up Interior



LIRR/MNR M-9 Procurement 12 Month Look-Ahead

12 month Look-Ahead:

- Final Design Reviews: Sept 2015 to 2nd qtr 2016
- Truck Structural Testing: Dec 2015 to 2nd qtr 2016
- System Qualification Tests: Dec 2015 to 3rd qtr 2016
- First Article Inspections: Jan 2016 to 1st qtr 2017



Carbody Structure Change Order (CO)

- As a result of the Bridgeport incident, a CO was issued on June 3, 2015 to make the M-9 Car more crashworthy and absorb more energy at the car's B-End.
 - Schedule: 3 ½ month extension of time
 - Total Cost, 92 Car Base Order: \$242,000

M-9 Car Improvements

- The M-9 Car design incorporates the following Improvements as Compared to the M-7 Car:
 - Delivered Positive Train Control (PTC) Equipped
 - Full CCTV Package
 - Multimedia Screens
 - 4 to 6 Additional Seats per Married Pair
 - Electrical Outlets at each Row
 - Powered B End Door
 - LED Lighting
 - Superior Ride Quality
 - WiFi Ready

Open Issues

Weight:

- Specification contained an ambitious weight requirement
- Weight considerations are part of every design review

Overhead Equipment Lockers:

- No overhead equipment lockers accepted
- Enlarged floor to ceiling lockers necessary to accommodate all electrical equipment
- Improved maintenance access, preserves luggage space

CCTV:

- Contract requirements do not meet recent contract for existing fleet
- Contract change under discussion to match recent camera contract



Reduction of Sole Source Parts Aftermarket

- To reduce Sole Source Procurements in the aftermarket, KRC is required to make commercially reasonable efforts to design cars so that at least 40% of generally purchased parts are “Commercial-Off-the-Shelf” products or available from multiple sources
- With the assistance of a consultant, Kawasaki has exceeded the goal with a potential value of 53%
- Efforts continue to increase this percentage

LIRR and MNR

M-9 and M-9A Key Milestones

	LIRR M-9	LIRR M-9A	MNR M-9
September 2013	Award contract for 92 LIRR Base Cars		
March 2017		Award Contract for 160 LIRR ESA Cars	
January 2017	Start Pilot Car Testing		
February 2017	Exercise 1 st Option for 88 LIRR Cars		Exercise Option for 140-170 Cars
July 2017	Complete Pilot Testing (14 Cars)		
January 2018	Start Delivery of Base Order Production Cars (12 Cars/month)		
August 2018	Complete Delivery of 92 LIRR Base Order Cars		
September 2018	Start Delivery of 1 st Option for 88 LIRR Cars Exercise 3 rd Option for 76 LIRR Cars		
March 2019	Complete Delivery of the 180 th LIRR M-9 Car		
April 2019			Start Delivery of 140-170 MNR Cars
March 2020		Start Pilot Car Testing	Complete Delivery of 140 MNR Cars*
September 2020		Complete Pilot Car Testing	
April 2020	Start Delivery of 76 LIRR Option Cars for ESA		
October 2020	Complete delivery of 76 LIRR Option Cars		
March 2021		Start delivery of 160 M-9A Cars	
April 2022		Complete delivery of 160 M-9A Cars	

Metro-North M-8 Car Procurement



- \$1.1 billion contract with Kawasaki Rail Car.
- Funded by the State of Connecticut and Metro-North
- 405 M-8 cars; 380 in married pair configuration and 25 single cars
- Provides service on New Haven Line and Shore Line East
- Allows for retirement of M-2, M-4 and M-6 car fleets

Metro-North M-8 Car Procurement



- All Cars Delivered as of June 30, 2015
- MDBF has been increasing and is currently at 290,315 YTD
- Customer reaction has been extremely positive
- Shore Line East Testing has begun with Initial Test completed- October 20, 2015
- Currently Working with CDOT/Amtrak to commence M8 Qualification Testing to include ACSES/PTC on SLE Territory in 1st QTR 2016
- Progress Continues on Field Modification Implementation with emphasis on Critical ones such as Auxiliary Power Supply (APS) and Pantograph



Long Island Rail Road

INFORMATION

ITEMS

THE METROPOLITAN TRANSPORTATION AUTHORITY

COMMITTEE ON OPERATIONS OF THE LONG ISLAND RAIL ROAD AND THE METROPOLITAN SUBURBAN BUS AUTHORITY

This Charter for the Committee on Operations of the Long Island Railroad and the Metropolitan Suburban Bus Authority was adopted by the Board Chair and a majority of the members of Board of the Metropolitan Transportation Authority, a public benefit corporation established under the laws of the State of New York (together with any other entity or corporation for which the members of the Metropolitan Transportation Authority serve as a board of directors, the “MTA”), on July 24, 2013.

I. PURPOSE

The Committee on Operations of the Long Island Railroad and the Metropolitan Suburban Bus Authority (the “Committee”) shall assist the Board Chair and the Board in fulfilling their responsibility to monitor and oversee the operations of the Long Island Railroad Company and the Metropolitan Suburban Bus Authority (referred to as “Long Island Bus” or “LIB” and with LIRR as the “LIRR/LIB”).

II. COMMITTEE AUTHORITY

In discharging its role, the Committee is empowered to investigate any matter brought to its attention. To facilitate any such investigation, the chairperson of the Committee shall have access to all books, records, facilities and staff of the MTA and/or the LIRR/LIB. The foregoing is not intended to alter or curtail existing rights of individual Board members to access books, records or staff in connection with the performance of their fiduciary duties as Board members.

III. COMMITTEE MEMBERSHIP

The Committee shall consist of 3 or more members of the Board, appointed by the Board Chair. If not otherwise a member of the Committee, each Vice-Chair of the Board shall be an *ex officio* member of the Committee. The Board Chair shall appoint the chairperson of the Committee. In the absence of the chairperson at a meeting of the Committee, the Board Chair shall appoint a temporary chairperson to chair such meeting. A member of the Committee may be removed, for cause or without cause, by the Board Chair.

IV. COMMITTEE MEETINGS

The Committee shall meet on a regularly-scheduled basis at least 11 times per year, and more frequently as circumstances dictate. The Committee shall cause to be kept adequate minutes of all its proceedings, which shall include records of any action taken. Committee members will be furnished with copies of the minutes of each meeting. Meetings of the Committee shall be open to the public, and the Committee shall be governed by the rules regarding public meetings set forth in the applicable provisions of the Public Authorities Law and Article 7 of the Public Officers Law that relate to public notice, public speaking and the conduct of executive session. The Committee may form and assign responsibilities to subcommittees when appropriate. The Committee may request

that any member of the Board, the Auditor General, any officer or staff of the MTA, LIRR/LIB or any other person whose advice and counsel are sought by the Committee, attend any meeting of the Committee to provide such pertinent information as the Committee requests. The President of the LIRR, the President of LIB and the President of the MTA Capital Construction Company shall each (1) furnish the Committee with all material information pertinent to matters appearing on the Committee agenda relating to his or her respective organization, (2) provide the chairperson of the Committee with all information regarding the affairs of his or her respective organization that is material to the Committee's monitoring and oversight of the operations of such organization, and (3) inform the chairperson of the Committee of any matters not already on the Committee agenda that should be added to the agenda in order for the Committee to be adequately monitoring and overseeing the operations of his or her respective organization.

V. COMMITTEE REPORTS.

The chairperson of the Committee shall report on the Committee's proceedings, and any recommendations made.

VI. KEY RESPONSIBILITIES

The following responsibilities are set forth as a guide with the understanding that the Committee may diverge as appropriate given the circumstances. The Committee is authorized to carry out these and such other responsibilities assigned by the Board Chair or the Board from time to time, and take any actions reasonably related to the mandate of this Charter.

To fulfill its purpose, the Committee shall:

- 1 monitor and update the Board Chair and the Board on the operating performance of the LIRR/LIB, including information on railroad, bus and paratransit service;
- 2 monitor and update the Board Chair and the Board on the safety record of LIRR/LIB; such monitoring shall include reviewing and monitoring customer and employee safety;
- 3 monitor and update the Board Chair and the Board on the implementation of security programs pertaining to LIRR/LIB operations and facilities;
- 4 monitor and update the Board Chair and the Board on the finances of the LIRR/LIB, including financial reports, ridership reports, and the use of LIRR/LIB funds;
- 5 review and make recommendations to the Board Chair and the Board regarding proposed procurement contracts of the LIRR/LIB that require Board approval;
- 6 review and make recommendations to the Board Chair and the Board on proposed capital projects of the LIRR/LIB and monitor the status of such projects;
- 7 review and make recommendations to the Board Chair and the Board regarding service and policy changes that require Board approval;

- 8 facilitate the identification of approaches and solutions that address LIRR/LIB security issues, including best practices in national and international security respecting transportation operations and facilities and review and make recommendations to the Board Chair and the Board regarding LIRR/LIB security issues;
- 9 review periodically with the Counsel of the MTA, the Chief Compliance Officer, and the Counsel of the LIRR/LIB: (i) legal and regulatory matters that may have a material impact on the LIRR/LIB; and (ii) the scope and effectiveness of compliance policies and programs;
- 10 conduct an annual self-evaluation of the performance of the Committee, including its effectiveness and compliance with this Charter;
- 11 review and assess the adequacy of this Charter annually; and
- 12 report regularly to the Board Chair and the Board on Committee findings and recommendations and any other matters the Committee deems appropriate or the Board Chair or the Board requests, and maintain minutes or other records of Committee meetings and activities.

With respect to capital projects undertaken by the MTA Capital Construction Company (MTACC) on behalf of Long Island Railroad or Long Island Bus:

- 1 Review and make recommendations to the Board Chair and Board with respect to the proposed procurements made by the MTACC that require Board approval;
- 2 Review and make recommendations to the Board Chair and the Board with respect to contract procurement solicitations that require Board approval;
- 3 Monitor the progress of the capital projects undertaken by the MTACC;
- 4 Monitor the budget and the schedule of capital projects undertaken by the MTACC;
- 5 Monitor the progress of contract commitments and completions with respect to capital projects; and
- 6 Track funding needs of capital projects as well as the availability of funds to meet such needs from all sources of funding.

2015 Customer Satisfaction Survey Long Island Rail Road



Overall Context

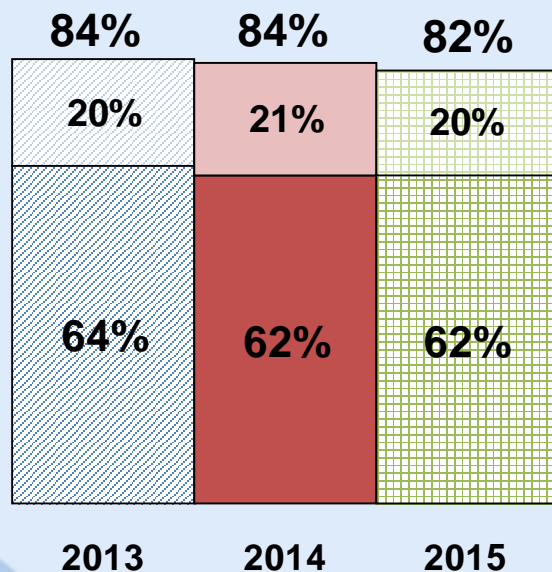
- **A fare increase was instituted in March 2015, three months prior to conducting the survey.**
- **Historic snow and cold temperature levels during the winter months adversely affected train service and OTP.**
- **Trackwork and Signal improvements impacted service for Montauk and Port Jefferson Branches.**
- **Increases in ridership for 2015 affected station and train attributes (availability of seats, availability of parking, cleanliness).**

Key Findings

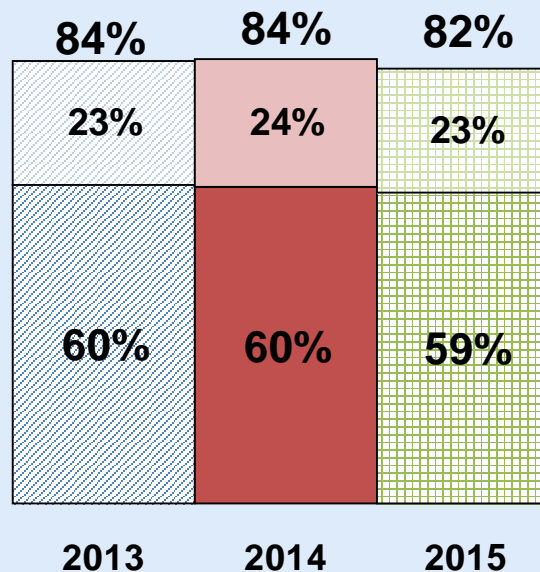
- Overall customer satisfaction for 2015 declined to 82% from 84% in 2014.
- The Overall LIRR satisfaction score decreased in the Peak segment (76% vs. 78%), increased in the Reverse Peak segment (88% vs. 84%), and decreased in the Weekday Off-Peak (78% vs. 84%) and Weekend (88% vs. 90%) segments.
- The highest scoring satisfaction attributes were found related to “Courtesy & Responsiveness of Conductors” and “Professional Appearance of Conductors” – both achieved a satisfaction score of 92%.
- “Presence of MTA Police” (84% vs. 80%) and “Personal Security” (82% vs. 80%) at Destination Stations showed the two largest score increases from last year among all survey attributes.
- Overall Home Boarding Station remained the same in 2015 at 86% as in 2014. Overall satisfaction with Atlantic Terminal also remained the same in 2015 at 86% as in 2014, while Penn Station showed a slight decrease to 80% in 2015 from 81% in 2014.

LIRR Overall Customer Satisfaction

LIRR Overall



Train Service Overall



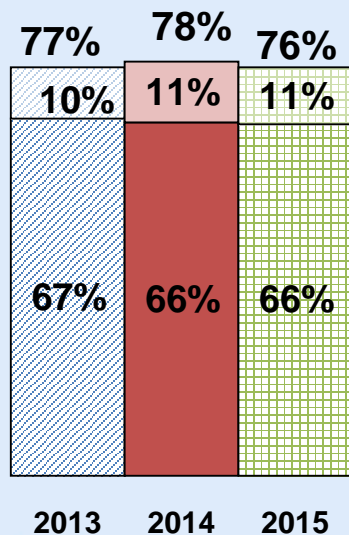
Top Area = Very Satisfied Bottom Area = Satisfied



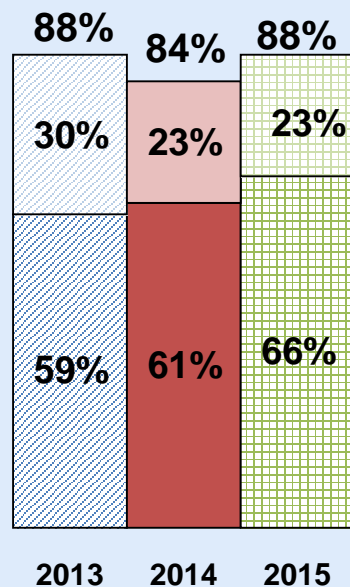
LIRR Overall Customer Satisfaction

By Time Period

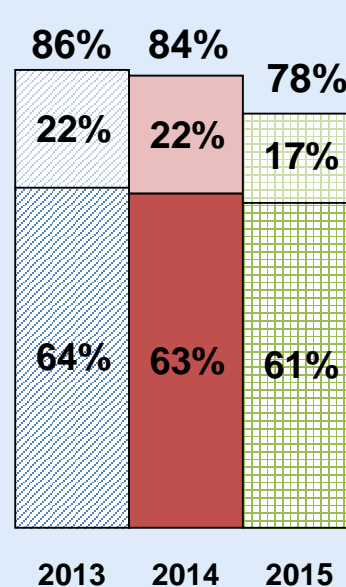
Peak



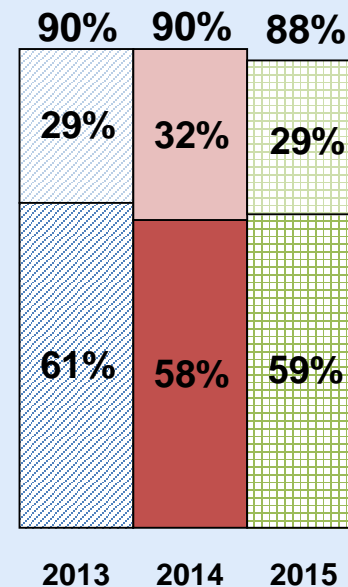
Reverse Peak



Weekday Off-Peak



Weekend Off-Peak



Top Area = Very Satisfied Bottom Area = Satisfied

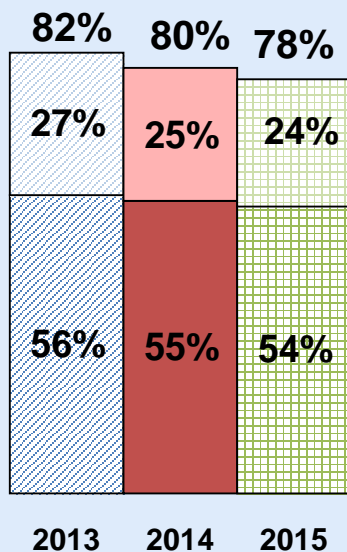


Overall Satisfaction By Branch

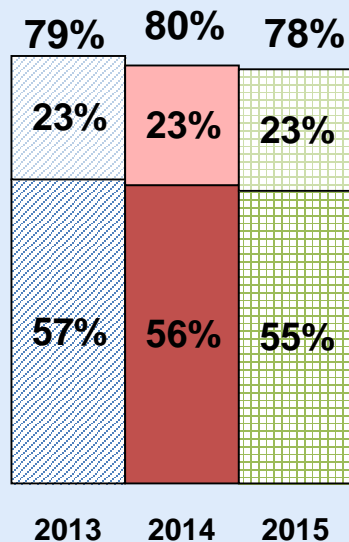
	2013	2014	2015
LIRR Overall Score	84%	84%	82%
Port Washington	88%	87%	87%
Hempstead	87%	84%	85%
West Hempstead	86%	86%	85%
Huntington	82%	83%	83%
Far Rockaway	81%	86%	81%
Montauk	84%	87%	81%
Oyster Bay	87%	86%	81%
Babylon	82%	82%	80%
Long Beach	83%	84%	78%
Ronkonkoma (Electric)	83%	81%	78%
Port Jefferson	73%	79%	73%

LIRR Train Service

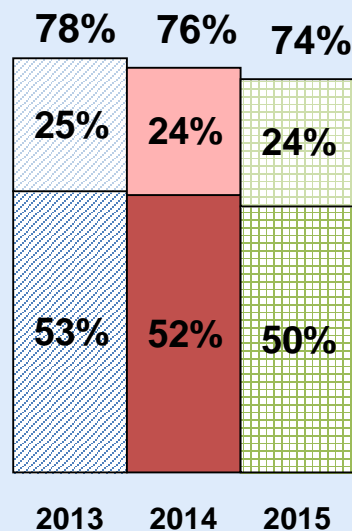
On-Time Performance



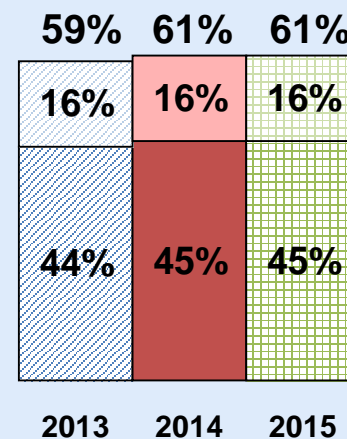
Overall Schedule Of Trains



Availability of Seats



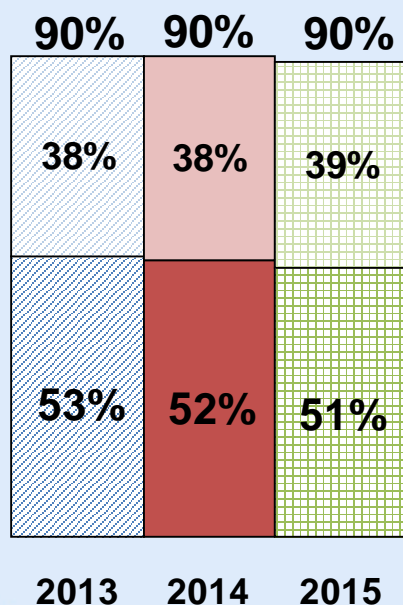
Value for the Money Using the Railroad



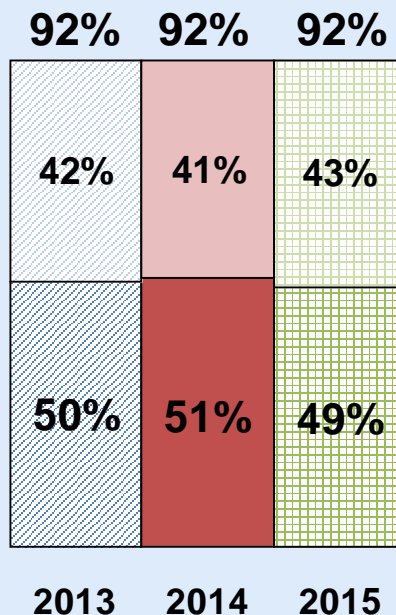
Top Area = Very Satisfied Bottom Area = Satisfied

LIRR Employees

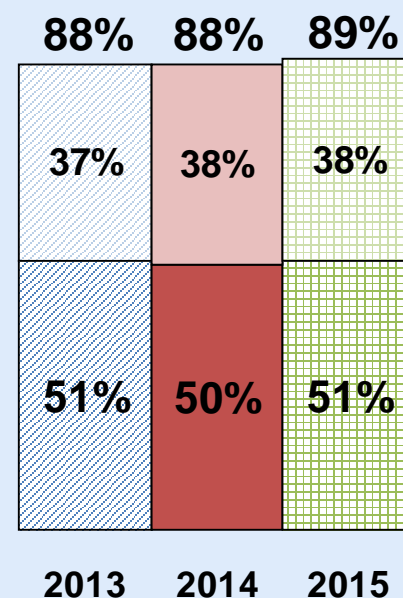
Overall Courtesy and Responsiveness



Train Conductors



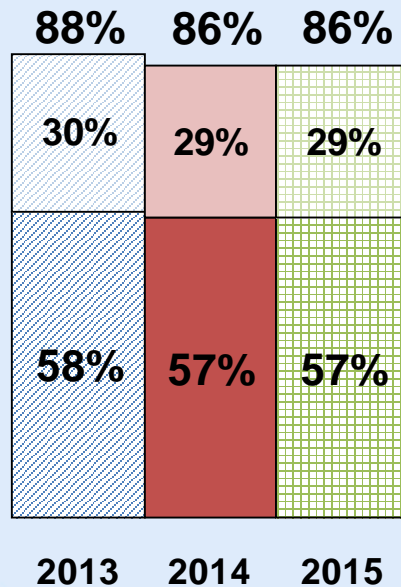
Ticket Sellers



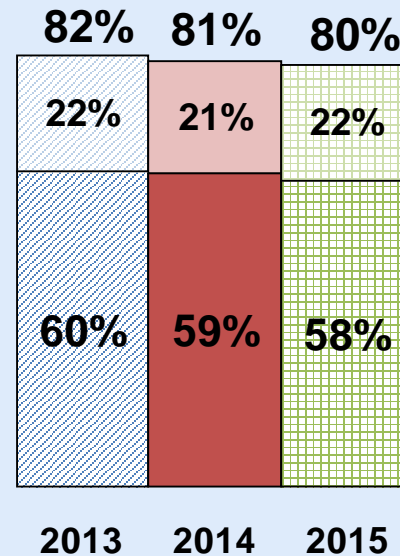
Top Area = Very Satisfied Bottom Area = Satisfied

Boarding Stations and Penn Station / Atlantic Terminal

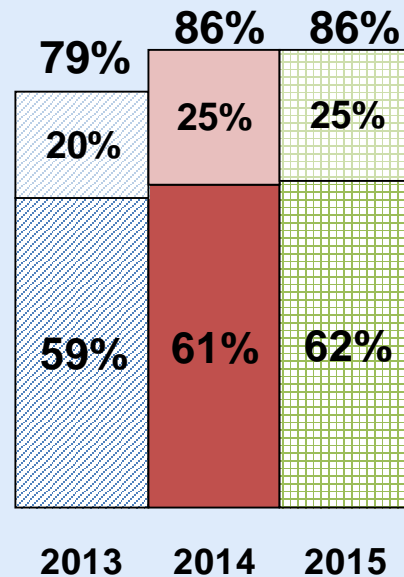
**Overall
Home Boarding
Station**



**Overall
Penn Station**



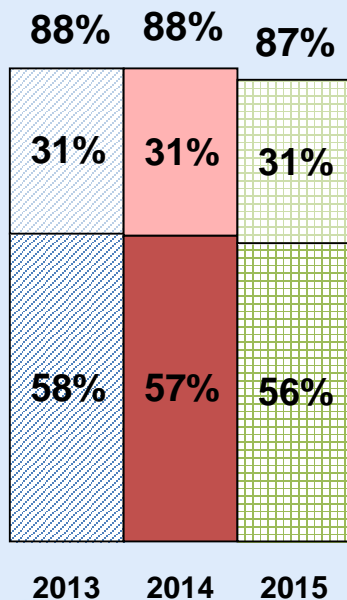
**Overall
Atlantic Terminal**



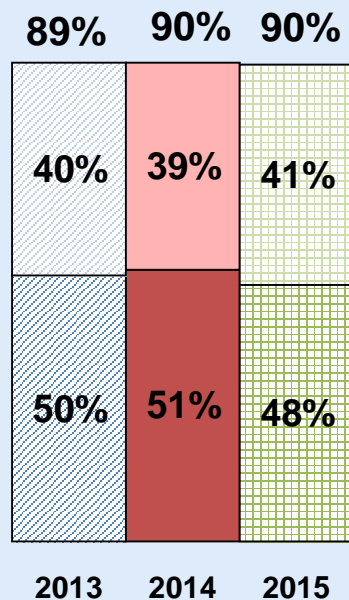
Top Area = Very Satisfied Bottom Area = Satisfied

LIRR Boarding Station

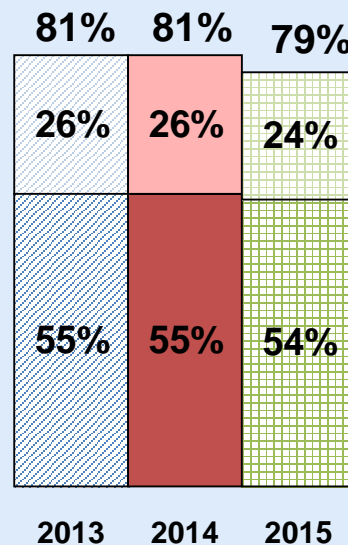
Station Signage



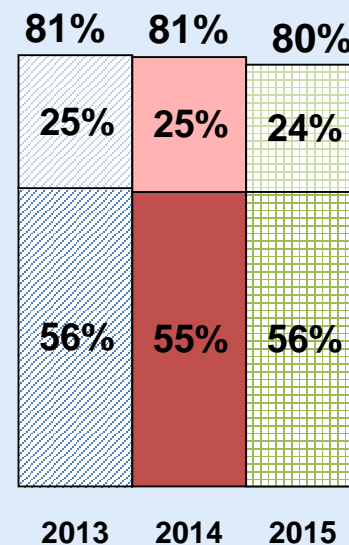
Electronic/LED Signs with Train Schedules



Cleanliness of Platforms & Shelters



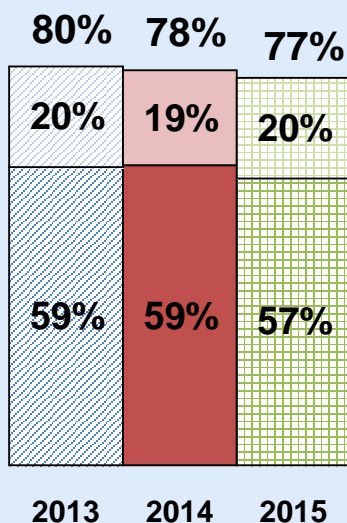
Cleanliness of Track Area Around the Station



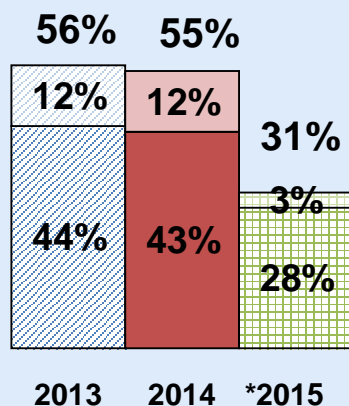
Top Area = Very Satisfied Bottom Area = Satisfied

LIRR On-Board Conditions

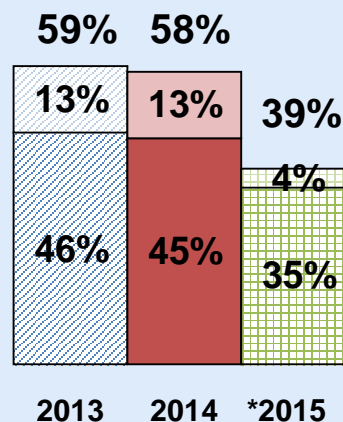
Train Interior Cleanliness



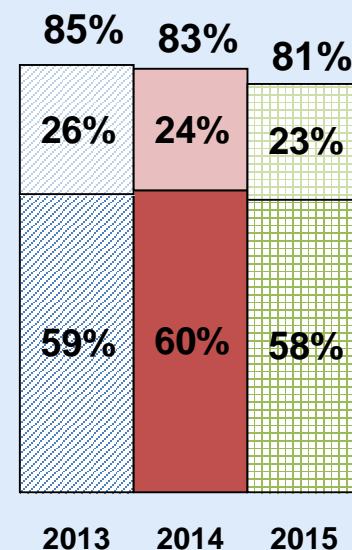
Cleanliness of Restrooms



Physical Condition of Restrooms



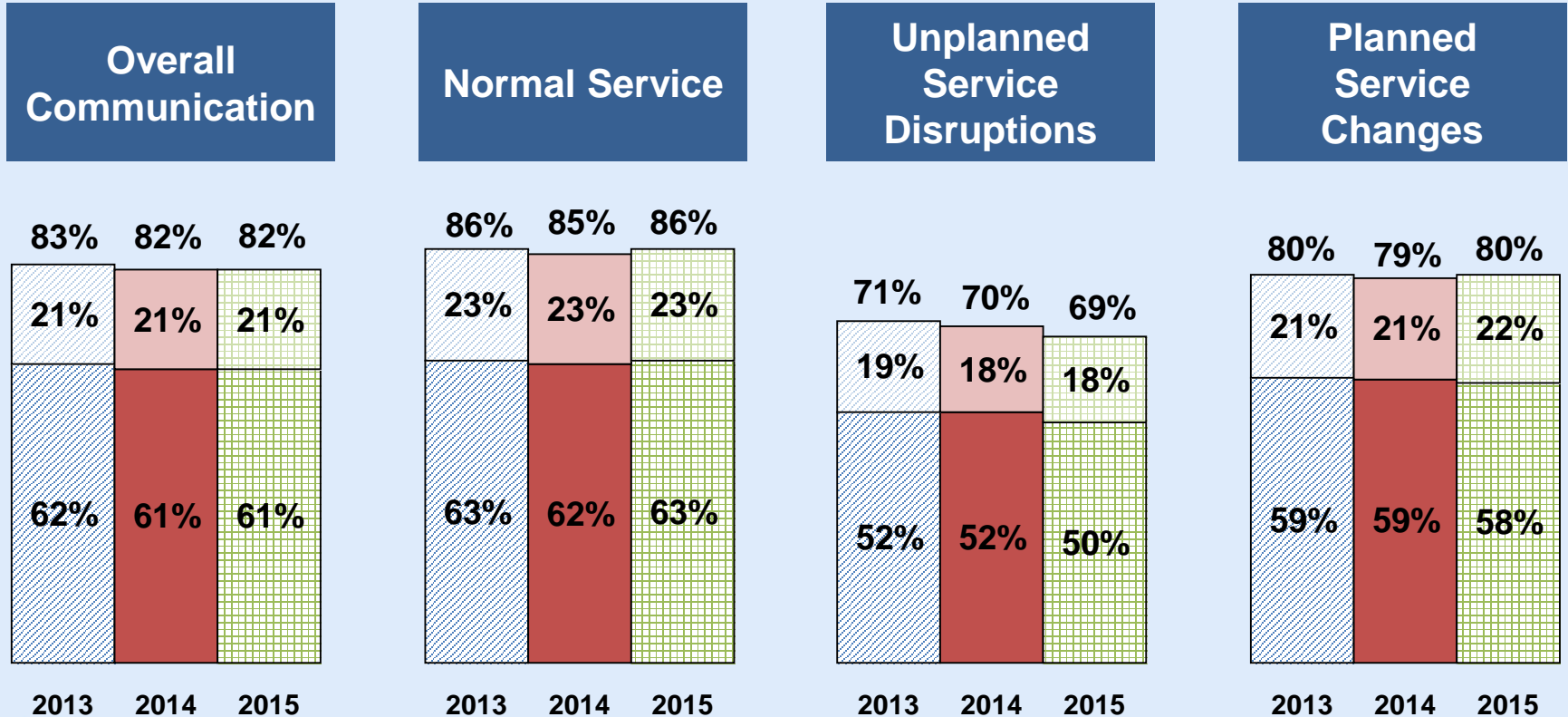
Train Interior Maintenance



Top Area = Very Satisfied Bottom Area = Satisfied

*Data reflects only scores for customers who used a restroom in the past 12 months.

LIRR Customer Communication



Top Area = Very Satisfied Bottom Area = Satisfied

Appendix

- Methodology
- Full Set of Attribute Ratings

Methodology

- The LIRR survey used an onboard distribution methodology among a sample of trains
- A total of 15,241 surveys were completed and tabulated, as follows:

	LIRR Survey			
	Total	AM Peak	Off-Peak	Reverse Peak
Completed Surveys	15,241	11,005	3,601	635
Survey dates	6/1-4, 6/8-11, 6/13-18, 6/20, 6/22-25	6/1, 6/3-4, 6/8- 11, 6/15-18, 6/22-24	6/9, 6/13-14, 6/18, 6/20	6/2, 6/18, 6/22, 6/25
Trains sampled	112	80	24	8

- The sample selection allowed for maximum representation of lines while keeping data collection as cost efficient as possible.
- Survey data were first weighted to actual ridership levels within line segments by time period. Weighting survey data helps ensure representativeness of results.
- Margin of error: $\pm 1.2\%$ at the 95% level of statistical confidence for a total satisfaction rating of 82% overall. At a 50% total satisfaction level, the margin of error is $\pm 1.5\%$.

SERVICE ATTRIBUTE RATINGS 2011-2015

	TOTAL SATISFIED				
	2011	2012	2013	2014	2015
	%	%	%	%	%
1. Long Island Rail Road overall	78	86	84	84	82
Home Boarding Station					
2. Your boarding station overall	86	88	88	86	86
3. Personal security	82	85	85	85	85
4. Cleanliness inside the station building (excluding restrooms)	80	81	79	78	76
5. Maintenance of station	81	82	82	80	79
6. Station signage	87	89	88	88	87
7. Sound quality of audio announcements	79	81	80	80	81
8. Usefulness of audio announcements	NA	NA	NA	NA	81
9. Electronic or LED signs with train schedules	89	91	89	90	90
10. Availability of parking on weekdays	60	62	62	61	58
11. Security of your car while parked at the station	77	79	79	80	78
12. Cleanliness of platforms and outdoor shelters	81	81	81	81	79
13. Cleanliness of the track area around the station	79	81	81	81	80

	TOTAL SATISFIED				
	2011	2012	2013	2014	2015
	%	%	%	%	%
Your Train (AM & PM)					
14. LIRR train service overall	79	86	84	84	82
15. On-time performance	79	84	82	80	78
16. Availability of seats	76	79	78	76	74
17. Condition of seats	83	84	82	79	75
18. Train interior maintenance – lights, floors, windows, etc. (excluding seats)	85	86	85	83	81
19. The temperature on the train	88	88	87	88	86
20. Personal security	88	90	90	89	88
21. Cleanliness of train's interior (excluding restrooms)	79	80	80	78	77
22. Safety from train accidents	93	93	92	92	91
23. Value for the money using the railroad	56	62	59	61	61
24. Sound quality of audio announcements	78	81	79	78	78
25. Usefulness of audio announcements	NA	NA	NA	NA	81

	TOTAL SATISFIED				
	2011	2012	2013	2014	2015
	%	%	%	%	%
Courtesy and Responsiveness of Our Employees					
26. The overall courtesy and responsiveness of our employees	90	91	90	90	90
27. Conductors	92	93	92	92	92
28. Ticket Sellers	87	90	88	88	89
29. Customer Service Ambassadors	NA	NA	NA	NA	89
30. Information booth and customer service office	NA	NA	NA	NA	88
31. Personnel at Penn Station	NA	NA	NA	NA	85
32. Customer service call center representatives	NA	NA	NA	NA	82
33. MTA Police	NA	NA	NA	NA	87
34. Professional appearance of conductors	NA	NA	NA	NA	92

	TOTAL SATISFIED				
	2011	2012	2013	2014	2015
	%	%	%	%	%
Train Scheduling					
35. Overall schedule of trains	75	80	79	80	78
36. The weekday AM and PM peak schedule to and from your station	79	82	81	81	79
37. The weekday off-peak schedule to and from your station (including late night train service)	70	75	75	76	76
38. The weekend schedule to and from your station	71	75	75	77	77
Overall Communication					
39. Overall communication to you	79	84	83	82	82
40. Overall communications during normal service conditions	84	87	86	85	86
41. Overall communications during unplanned service disruptions	66	71	71	70	69
42. Overall communications during planned service disruptions (track work, etc.)	79	82	80	79	80

	TOTAL SATISFIED				
	2011	2012	2013	2014	2015
	%	%	%	%	%
Communication (During Normal Service Conditions)					
43. At your boarding station	85	88	87	86	87
44. On board your trains	86	87	87	86	86
45. At your destination station	87	88	88	87	88
46. At our website (www.mta.info/lirr)	85	89	86	86	86
47. Through the “service status” box on web	NA	NA	NA	NA	85
48. Via our e-mail alerts (if you subscribe)	NA	NA	NA	NA	85
49. Via our social media sites (Facebook/Twitter)	NA	NA	NA	NA	85
50. Through the Train Time Mobile App. (if used)	NA	NA	NA	NA	86
51. With the Automated Phone System (Schedules, Fares, etc.)	81	84	82	83	82

	TOTAL SATISFIED				
	2011	2012	2013	2014	2015
	%	%	%	%	%
Communication (During Unplanned Service Disruptions)					
52. At your boarding station	65	70	69	69	70
53. On board your trains	67	72	71	71	71
54. At your destination station	69	73	73	73	74
55. At our website (www.mta.info/lirr)	72	76	74	75	76
56. Through the “service status” box on web	NA	NA	NA	NA	77
57. Via our e-mail alerts (if you subscribe)	73	78	75	76	77
58. Via our social media sites (Facebook/Twitter)	NA	NA	NA	NA	78
59. Through the TrainTime Mobile App. (if used)	NA	NA	NA	NA	77
60. With the Automated Phone System (Schedules, Fares, etc.)	71	76	73	75	75

	TOTAL SATISFIED				
	2011	2012	2013	2014	2015
	%	%	%	%	%
Destination Station					
61. LIRR destination station overall	84	84	82	81	81
62. Cleanliness of destination station/waiting room (excluding restrooms)	75	76	72	72	72
63. Personal security	82	83	80	80	82
64. Signs providing directions to and from LIRR trains	87	88	87	86	85
65. Signs providing directions to and from connecting buses or subways	83	85	83	83	82
66. Presence of MTA Police	83	84	82	80	84
67. Sound quality of audio announcements	80	81	80	79	79
68. Usefulness of audio announcements	NA	NA	NA	NA	81
69. Electronic or LED signs with train schedules	87	89	87	86	87

	TOTAL SATISFIED				
	2011	2012	2013	2014	2015
	%	%	%	%	%
Restroom Facilities*					
70. Home Boarding Station - Cleanliness of restroom	61	61	60	60	49
71. Home Boarding Station – Physical condition of restroom	64	65	63	63	54
72. On Board - Cleanliness of restroom	57	59	56	55	31
73. On Board - Physical condition of restroom	62	62	59	58	39
74. Destination Station - Cleanliness of restroom	64	64	62	61	46
75. Destination Station - Physical condition of restroom	68	67	65	63	51
Quiet Car Commute Car Program					
76. How satisfied	NA	NA	NA	NA	76

*2015 data reflects only scores for customers who used a restroom in the past 12 months.



2015 CUSTOMER SATISFACTION SURVEY

Dear Customer:

Please take a few minutes to fill out the Long Island Rail Road Customer Satisfaction Survey. Your answers to the survey will guide our efforts to provide better service to you.

Please answer each question based upon your experience with the Long Island Rail Road. Your responses will be tabulated and reported back to you.

Several survey specialists will be assigned to your train for today's trip. They are there to distribute and collect your completed questionnaire. If they miss you, or if you need more time, the questionnaire can also be returned by mail - no postage necessary.

Thank you for helping us serve you better and for riding the Long Island Rail Road.

INSTRUCTIONS:

In the first portion of this survey, please tell us how satisfied you have been with various aspects of our services **over the past 12 months**, beginning with the overall rating, then environment of your home station and ending when you leave the train.

Please circle one of the numbers in the scale on the next page that best reflects your opinion of our service. Circle 9 or 10 to indicate you are "very satisfied" with our services and performance. Circle numbers 6, 7 or 8 if you are generally "satisfied" with our services and performance. Circle numbers 3, 4, or 5 to indicate you are generally "dissatisfied" with our services and performance. Circle numbers 1 or 2 if you are "very dissatisfied" with our services and performance.

If you are not familiar with a particular aspect, please circle NA.

2015 CUSTOMER SATISFACTION SURVEY

OVER THE PAST 12 MONTHS, HOW SATISFIED ARE YOU WITH:

LONG ISLAND RAIL ROAD OVERALL

	Very Dissatisfied	Dissatisfied	Satisfied	Very Satisfied	NA						
1. Long Island Rail Road overall	1	2	3	4	5	6	7	8	9	10	NA

YOUR HOME BOARDING STATION

	Very Dissatisfied	Dissatisfied	Satisfied	Very Satisfied	NA
2. Your boarding station overall	1	2	3	4	5

How satisfied are you with:

3. Personal security	1	2	3	4	5	6	7	8	9	10	NA
4. Cleanliness inside the station building (excluding restrooms)	1	2	3	4	5	6	7	8	9	10	NA
5. Maintenance of station	1	2	3	4	5	6	7	8	9	10	NA
6. Station signage	1	2	3	4	5	6	7	8	9	10	NA
7. Sound quality of audio announcements	1	2	3	4	5	6	7	8	9	10	NA
8. Usefulness of audio announcements	1	2	3	4	5	6	7	8	9	10	NA
9. Electronic or LED signs with train schedules	1	2	3	4	5	6	7	8	9	10	NA
10. Availability of parking on weekdays	1	2	3	4	5	6	7	8	9	10	NA
11. Security of your car while parked at the station	1	2	3	4	5	6	7	8	9	10	NA
12. Cleanliness of platforms and outdoor shelters	1	2	3	4	5	6	7	8	9	10	NA
13. Cleanliness of the track area around the station	1	2	3	4	5	6	7	8	9	10	NA

YOUR TRAIN (AM & PM)

	Very Dissatisfied	Dissatisfied	Satisfied	Very Satisfied	NA
14. LIRR train service overall	1	2	3	4	5

How satisfied are you with:

15. On-time performance	1	2	3	4	5	6	7	8	9	10	NA
16. Availability of seats	1	2	3	4	5	6	7	8	9	10	NA
17. Condition of seats	1	2	3	4	5	6	7	8	9	10	NA
18. Train interior maintenance - lights, floors, windows, etc. (excluding seats)	1	2	3	4	5	6	7	8	9	10	NA
19. The temperature on the train	1	2	3	4	5	6	7	8	9	10	NA
20. Personal security	1	2	3	4	5	6	7	8	9	10	NA
21. Cleanliness of train's interior (excluding restrooms)	1	2	3	4	5	6	7	8	9	10	NA
22. Safety from train accidents	1	2	3	4	5	6	7	8	9	10	NA
23. Value for the money using the railroad	1	2	3	4	5	6	7	8	9	10	NA
24. Sound quality of audio announcements	1	2	3	4	5	6	7	8	9	10	NA
25. Usefulness of audio announcements	1	2	3	4	5	6	7	8	9	10	NA

COURTESY AND RESPONSIVENESS OF EMPLOYEES

	Very Dissatisfied	Dissatisfied	Satisfied	Very Satisfied	NA
Edison satisfied you with:					

How satisfied are you with:

27. Conductors	1	2	3	4	5	6	7	8	9	10	NA
28. Ticket Sellers	1	2	3	4	5	6	7	8	9	10	NA
29. Customer Service Ambassadors	1	2	3	4	5	6	7	8	9	10	NA
30. Information Booth and Customer Service Office	1	2	3	4	5	6	7	8	9	10	NA

How satisfied are you with:		Very Dissatisfied	Dissatisfied	Satisfied	Very Satisfied	NA						
31.	Personnel at Penn Station	1	2	3	4	5	6	7	8	9	10	NA
32.	Customer Service Call Center Representatives	1	2	3	4	5	6	7	8	9	10	NA
33.	MTA Police	1	2	3	4	5	6	7	8	9	10	NA
34.	Professional appearance of conductors	1	2	3	4	5	6	7	8	9	10	NA

TRAIN SCHEDULING

How satisfied are you with:	Very Dissatisfied	Dissatisfied	Satisfied	Very Satisfied	NA						
35. Overall schedule of trains	1	2	3	4	5	6	7	8	9	10	NA
36. The weekday AM and PM peak schedule to and from your station	1	2	3	4	5	6	7	8	9	10	NA
37. The weekday off-peak schedule to and from your station (including late night train service)	1	2	3	4	5	6	7	8	9	10	NA
38. The weekend schedule to and from your station	1	2	3	4	5	6	7	8	9	10	NA

COMMUNICATION

How satisfied are you with:	Very Dissatisfied	Dissatisfied	Satisfied	Very Satisfied	NA						
39. Overall communication to you	1	2	3	4	5	6	7	8	9	10	NA
40. Overall communications during normal service conditions	1	2	3	4	5	6	7	8	9	10	NA
41. Overall communications during unplanned service disruptions	1	2	3	4	5	6	7	8	9	10	NA
42. Overall communications during planned service disruptions (track work, etc.)	1	2	3	4	5	6	7	8	9	10	NA

Communication during normal service conditions

	Very Dissatisfied	Dissatisfied	Satisfied	Very Satisfied	NA						
43. At your boarding station	1	2	3	4	5	6	7	8	9	10	NA
44. On board your trains	1	2	3	4	5	6	7	8	9	10	NA
45. At your destination station	1	2	3	4	5	6	7	8	9	10	NA
46. At our website (www.mta.info)	1	2	3	4	5	6	7	8	9	10	NA
47. Through the "Service Status" box on web	1	2	3	4	5	6	7	8	9	10	NA
48. Via our email alerts (if you subscribe)	1	2	3	4	5	6	7	8	9	10	NA
49. Via our social media sites (Facebook/Twitter)	1	2	3	4	5	6	7	8	9	10	NA
50. Through the TrainTime Mobile App (if used)	1	2	3	4	5	6	7	8	9	10	NA
51. With the Automated Phone System (Schedules, Fares, etc.)	1	2	3	4	5	6	7	8	9	10	NA

Communication during unplanned service disruptions

	Very Dissatisfied	Dissatisfied	Satisfied	Very Satisfied	NA						
How satisfied are you with the information we give you about the length and cause of the unplanned service disruption:											
52. At your boarding station	1	2	3	4	5	6	7	8	9	10	NA
53. On board your trains	1	2	3	4	5	6	7	8	9	10	NA
54. At your destination station	1	2	3	4	5	6	7	8	9	10	NA
55. At our website (www.mta.info)	1	2	3	4	5	6	7	8	9	10	NA
56. Through the "Service Status" box on web	1	2	3	4	5	6	7	8	9	10	NA
57. Via our e-mail alerts (if you subscribe)	1	2	3	4	5	6	7	8	9	10	NA
58. Via our social media sites (Facebook/Twitter)	1	2	3	4	5	6	7	8	9	10	NA
59. Through the TrainTime Mobile App (if used)	1	2	3	4	5	6	7	8	9	10	NA
60. With the Automated Phone System (Schedules, Fares, etc.)	1	2	3	4	5	6	7	8	9	10	NA

How satisfied are you with the information we give you about the length and cause of the unplanned service disruption:

52. At your boarding station	1	2	3	4	5	6	7	8	9	10	NA
53. On board your trains	1	2	3	4	5	6	7	8	9	10	NA
54. At your destination station	1	2	3	4	5	6	7	8	9	10	NA
55. At our website (www.mta.info)	1	2	3	4	5	6	7	8	9	10	NA
56. Through the "Service Status" box on web	1	2	3	4	5	6	7	8	9	10	NA
57. Via our email alerts (if you subscribe)	1	2	3	4	5	6	7	8	9	10	NA
58. Via our social media sites (Facebook/Twitter)	1	2	3	4	5	6	7	8	9	10	NA
59. Through the TrainTime Mobile App (if used)	1	2	3	4	5	6	7	8	9	10	NA
60. With the Automated Phone System (Schedules, Fares, etc.)	1	2	3	4	5	6	7	8	9	10	NA

YOUR DESTINATION STATION

How satisfied are you with:	Very Dissatisfied	Dissatisfied	Satisfied	Very Satisfied	NA						
61. LIRR destination station overall	1	2	3	4	5	6	7	8	9	10	NA
62. Cleanliness of destination station/waiting room (excluding restrooms)	1	2	3	4	5	6	7	8	9	10	NA
63. Personal security	1	2	3	4	5	6	7	8	9	10	NA
64. Signs providing directions to and from LIRR trains	1	2	3	4	5	6	7	8	9	10	NA
65. Signs providing directions to and from connecting buses or subways	1	2	3	4	5	6	7	8	9	10	NA
66. Presence of MTA Police	1	2	3	4	5	6	7	8	9	10	NA
67. Sound quality of audio announcements	1	2	3	4	5	6	7	8	9	10	NA
68. Usefulness of audio announcements	1	2	3	4	5	6	7	8	9	10	NA
69. Electronic or LED signs with train schedules	1	2	3	4	5	6	7	8	9	10	NA

RESTROOM FACILITIES

At your boarding station

70. In the past 12 months, have you used the restroom facilities at your usual LIRR boarding station?	Yes	No
---	-----	----

If yes to Q70, how satisfied are you with:

If yes to Q70, how satisfied are you with:		Dissatisfied								Satisfied		
		1	2	3	4	5	6	7	8	9	10	NA
71.	Cleanliness	1	2	3	4	5	6	7	8	9	10	NA
72.	Physical condition	1	2	3	4	5	6	7	8	9	10	NA

On board your train

73. In the past 12 months, have you used the restroom facilities on board your usual LIRR train?	Yes	No
--	-----	----

If yes to Q73, how satisfied are you with:

	Very Dissatisfied	Dissatisfied	Satisfied	Very Satisfied	NA						
74. Cleanliness	1	2	3	4	5	6	7	8	9	10	NA
75. Physical condition	1	2	3	4	5	6	7	8	9	10	NA

At your destination station

76. In the past 12 months, have you used the restroom facilities at your usual LIRR destination station?	Yes	No
--	-----	----

If yes to Q76, how satisfied are you with:

If yes to Q70, how satisfied are you with:		Dissatisfied								Satisfied		
		1	2	3	4	5	6	7	8	9	10	NA
77.	Cleanliness	1	2	3	4	5	6	7	8	9	10	NA
78.	Physical condition	1	2	3	4	5	6	7	8	9	10	NA

QUIET COMMUTE CAR PROGRAM

79. Are you aware that LIRR trains contain a Quiet Commute Car during AM and PM peak periods?	Yes	No
---	-----	----

If yes to Q79, how satisfied are you with:

	Very Dissatisfied	Dissatisfied	Satisfied	Very Satisfied	NA						
80. The Quiet Commute Car Program	1	2	3	4	5	6	7	8	9	10	NA

IMPORTANCE OF SERVICE FACTORS

81. Please tell us which are the 5 most important aspects of the LIRR service in rank order with item 1 being most important.	1	2	3	4	5
---	---	---	---	---	---

1.					
2.					
3.					
4.					
5.					

ABOUT YOUR TRIP

82. At what station did you board this train today? 9/11

(Please write in station name)

83. At what time is your train scheduled to depart from your boarding station today?
(Please circle AM or PM) _____ AM / PM 12/18

84. How frequently do you travel on the LIRR? 12/18

- ☐ 1-2 days per week
☐ 3-4 days per week
☐ 5 days per week
☐ 6-7 days per week
☐ Other: _____

(Please write in)

85. What type of LIRR ticket are you using today? (Check one box only) 42/41

- ☐ Monthly (purchased at station)
☐ Monthly (Mail & Ride)
☐ Monthly Unilink
☐ Weekly
☐ Weekly Unilink
☐ One-Way Peak
☐ Ten-Trip Peak
☐ One-Way Off-Peak
☐ Ten-Trip Off-Peak
☐ Senior Citizen/People with Disabilities
☐ Employee Pass
☐ Other: _____

(Please write in)

86. At which station will you end this trip today? (Check one box only) 42/44

- ☐ Penn Station
☐ Atlantic Terminal (Brooklyn)
☐ Hunterspoint Avenue
☐ Other: _____

(Please write in station name)

87. Which of the following have you used in the past 30 days? 42/41

- Have Used Have Not Used
☐ Smartphone, cell phone, or PDA with internet access
☐ Email (sent or received at work or home)
☐ TrainTime App
☐ Other Transit Apps

88. Do you subscribe to LIRR e-mail alerts? 57/1 Yes No Not aware of

89. If yes to Q88, how would you describe the frequency of email alerts you receive? 51/23

- ☐ Not frequent enough
☐ Just right
☐ Too frequent

ABOUT YOU

90. Which of the following categories includes your age? (Check one box only) 56/1

- ☐ Under 18
☐ 18-24
☐ 25-34
☐ 35-44
☐ 45-54
☐ 55-64
☐ 65 and over

91. Are you? 56/1 Male Female

92. What is your home zip code? 61/42

93. What county or borough do you reside in? (Check one box only) 61/42

- ☐ Nassau
☐ Suffolk
☐ Queens
☐ Brooklyn
☐ Manhattan
☐ Bronx
☐ Staten Island
☐ Other: _____

(Please write in)

94. What is the last grade of school you completed? (Check one box only) 61/42

- ☐ Less than high school graduate
☐ High school graduate
☐ Technical/vocational business school
☐ Some college
☐ College graduate
☐ Post graduate

95. Are you of Hispanic origin? 61/1 Yes No

96. Are you: 71/1

- ☐ White
☐ Black or African American
☐ Asian
☐ American Indian and Alaska Native
☐ Other: _____

(Please write in)

97. In what country/countries were...? 71/1

You born: 71/1 USA Other:

Your parents/ancestors born: 71/1 USA Other:

98. What is your preferred language for...? 71/1

English Spanish Other (write in)

Receiving written communication from LIRR 71/1

Receiving verbal communication from LIRR 71/1

99. What is the primary language spoken in your home? 71/1

English Spanish Other:

100. How well do you speak English? 71/1

Very well Well Not well Not at all

101. Including yourself, how many people lived in your household in 2014? 77/1

1-2 3-4 5-6 7-8 9 or more

102. What is your approximate annual household income? (Check one box only) 78/1

- ☐ Under \$12,500
☐ \$12,500-\$24,999
☐ \$25,000-\$37,499
☐ \$37,500-\$49,999
☐ \$50,000-\$74,999
☐ \$75,000-\$99,999
☐ \$100,000-\$199,999
☐ \$200,000-\$299,999
☐ \$300,000 or more

103. The Long Island Rail Road wants your input on what we can do to improve. If you are not satisfied with our performance in any of the areas in questions 1 through 80, please explain why below. Please also include any other comments or service suggestions. 54/51

If you would be interested in participating in future LIRR market research projects, please write your name, address and day or evening phone numbers below. All information will be kept confidential. 61

Name: _____

Street Address: _____

Town or City: _____ Zip Code: _____

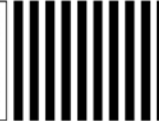
Home Phone: (____) _____

Business Phone: (____) _____

E-mail Address: _____

By providing your email address, you are agreeing to receive invitations to participate in MTA LIRR online surveys.

THANK YOU FOR PARTICIPATING

NO POSTAGE
NECESSARY
IF MAILED
IN THE
UNITED STATESBUSINESS REPLY MAIL
FIRST-CLASS MAIL PERMIT NO. 183 JAMAICA NY

POSTAGE WILL BE PAID BY ADDRESSEE

 MARKET RESEARCH DEPT 1995
 MTA LONG ISLAND RAIL ROAD
 144-41 94TH AVE
 JAMAICA NY 11435-4401


Study #30278

2015 CUSTOMER SATISFACTION SURVEY



Long Island Rail Road

Si usted prefiere completar esta encuesta en español, dígaselo al encargado.

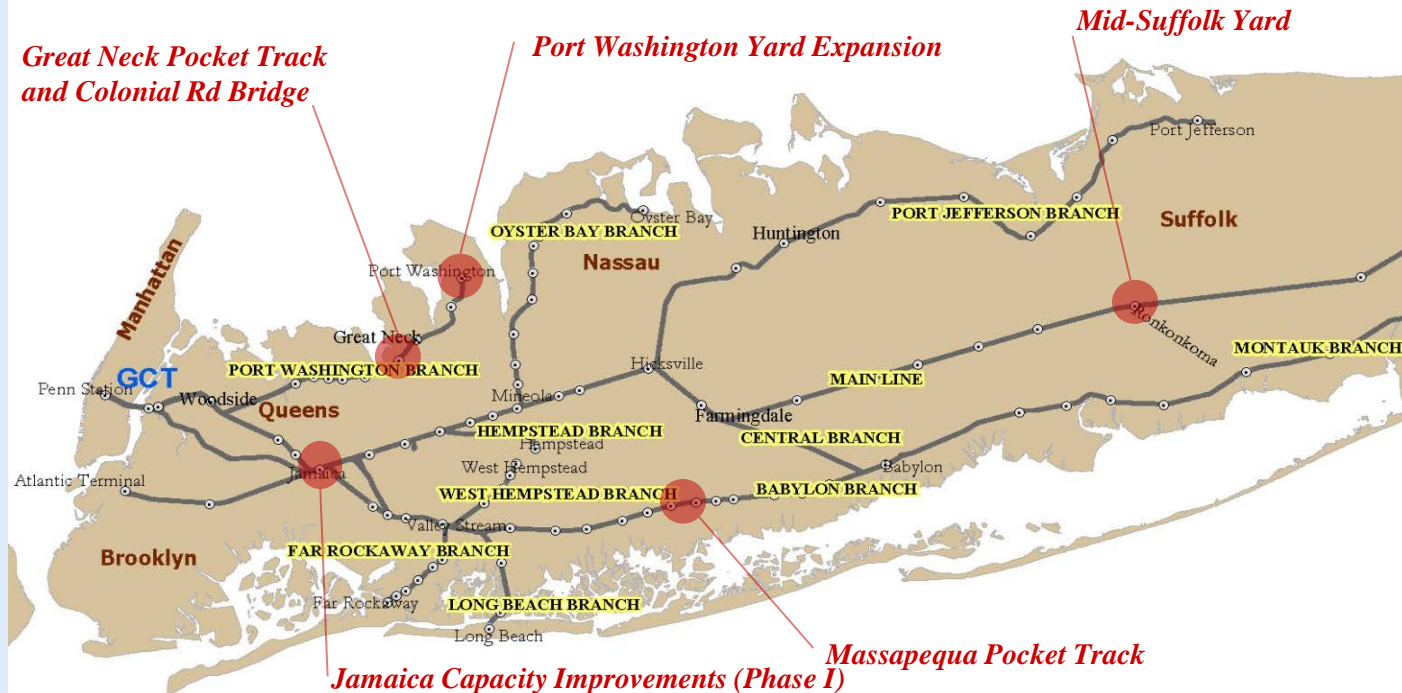
Long Island Rail Road

East Side Access Support Projects

November 2015



PROJECT LOCATIONS



The infrastructure investments in support of ESA are located on the Ronkonkoma, Babylon, and Port Washington branches, as well as in Jamaica, to improve system capacity and to meet the future service demands of East Side Access to Grand Central Terminal.

LIRR ESA SUPPORT PROJECTS

	CURRENT PHASE	PROJECT BUDGET 2010-2014
▪ Jamaica Capacity Improvements – Phase 1	CONSTRUCTION	\$301.7M
▪ Massapequa Pocket Track	CONSTRUCTION	\$ 19.6M
▪ Great Neck Pocket Track & Colonial Road Bridge	CONSTRUCTION	\$ 45.2M
▪ Port Washington Yard Track Extensions	PLANNING	\$ 12.1M
▪ Mid-Suffolk Yard	PRELIMINARY DESIGN	\$ 76.6M
		\$455.2M

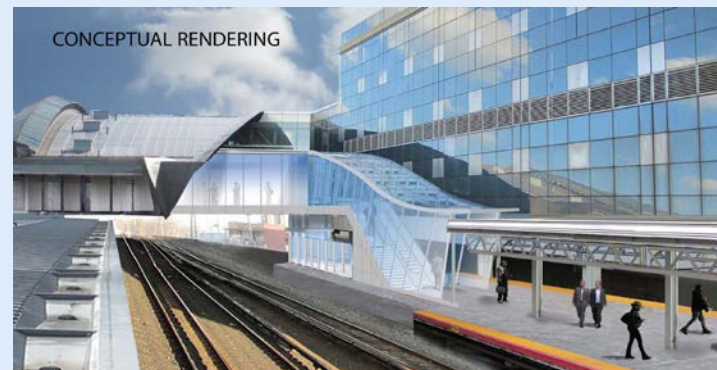
JAMAICA CAPACITY IMPROVEMENTS (PHASE I)

Scope

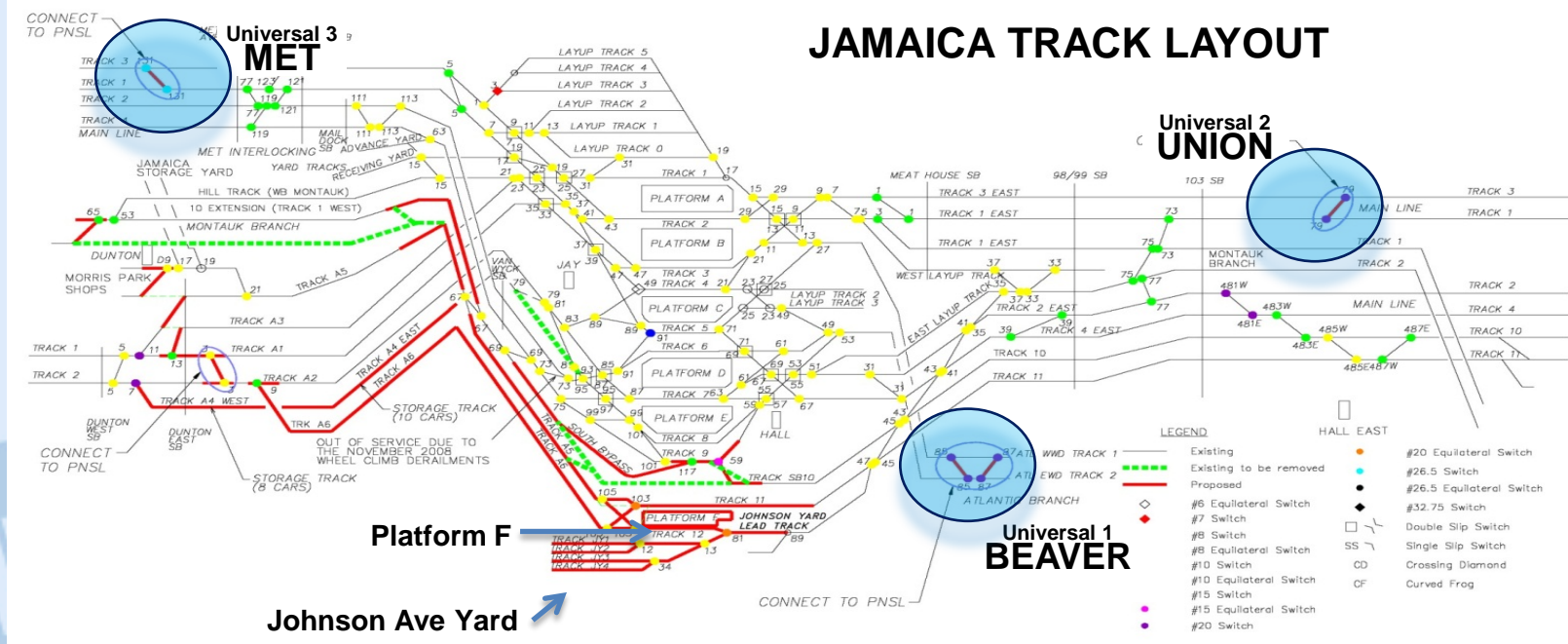
The New infrastructure in Jamaica will include:

- Johnson Ave. Train Yard reconfiguration needed to make room for new track work and platform south of Jamaica Station
- New Platform for service to Brooklyn (Platform F)
- Track, Switches, and Signals required to simplify routing to Brooklyn
- Universal Switches to increase parallel moves into and out of Jamaica

JAMAICA PLATFORM F



JAMAICA TRACK LAYOUT



JAMAICA CAPACITY IMPROVEMENTS PHASE I

Completion of Johnson Ave. Yard - Stage 1 South Yard and Lead Track

Johnson Yard Reconfiguration - Design-Build Construction

- **Stage 1 – South Yard and Lead Track -**
Actual Completed - 8/23/15
- **Stage 2 - North Yard and Final Tie-in –**
Scheduled Completion – 6/20/2016

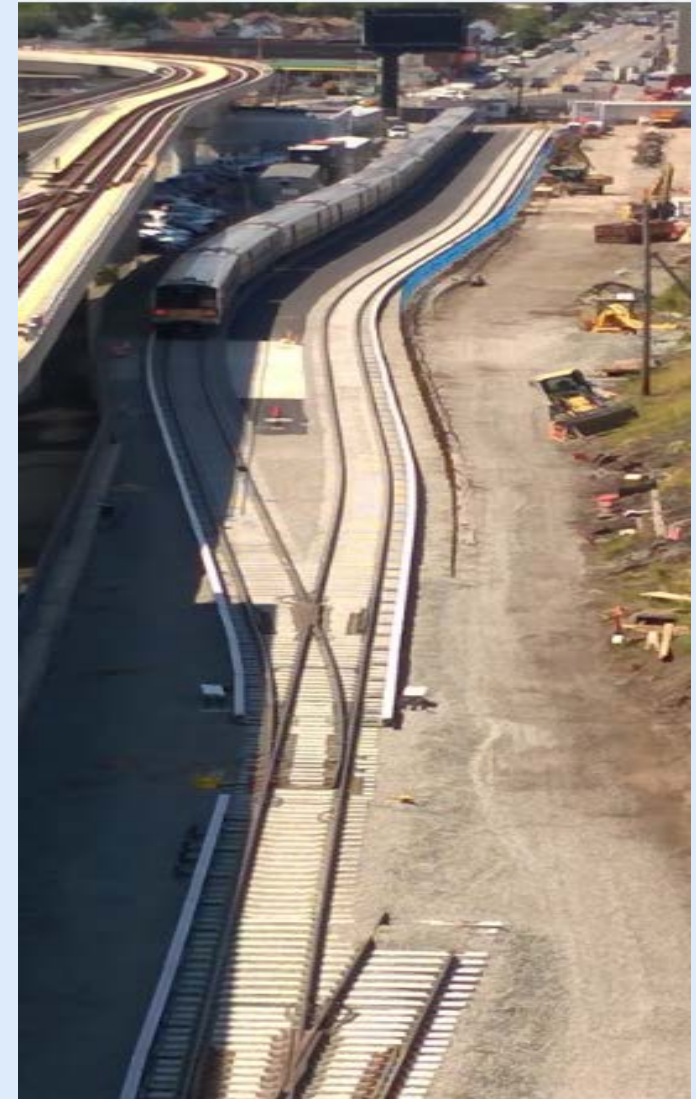
Station Platform F & Associated Track Work

- Platform F Construction Advertise - Q4 2015
Forecast Completion - Q4 2018
- Track Work
FTA Buy-America Waiver for Critical Track Turnout
Waiver received on 8/27/15
- Long-Lead Track Switch Delivery and F/A Track Work
Start – Anticipated Q1-2016

Universals (Met, Union and Beaver Interlockings)

Complete Q3-2020

Budget: \$301.65M



MASSAPEQUA POCKET TRACK

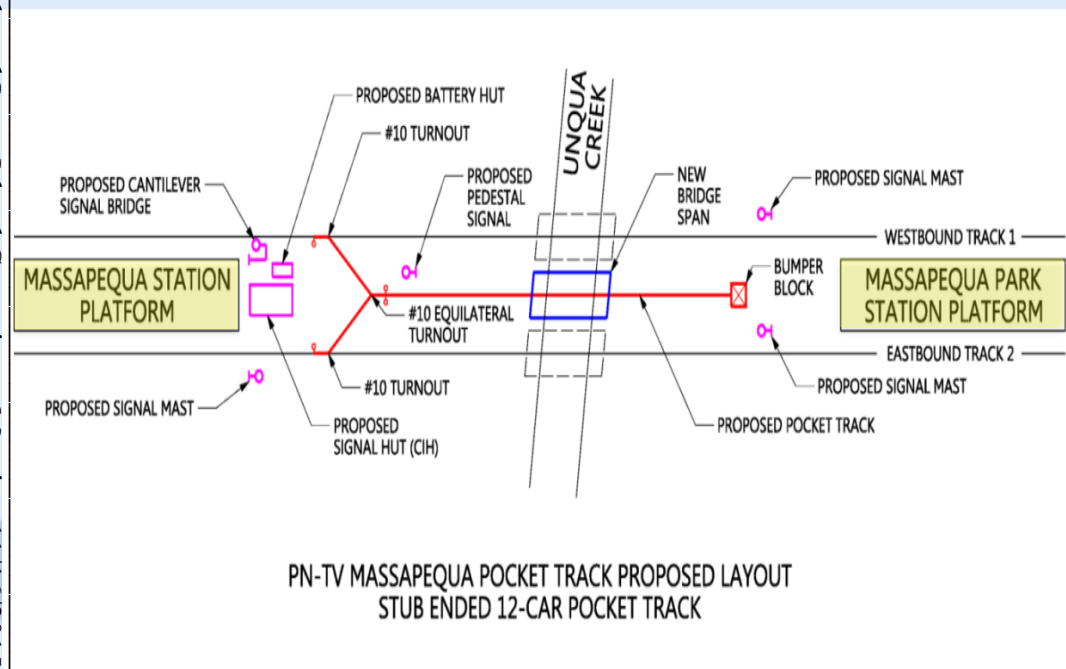
Completion of Track Work

Scope

The New Pocket Track between Massapequa and Massapequa Park Stations will allow for mid-branch turning of trains for additional express service on the Babylon Branch and support of ESA

Major Elements of the Project are:

- 1,700 feet of new electrified track
- Additional bridge span to support the pocket track over Unqua Creek
- Three (3) new Track Switches and an Interlocked Signal System



Status:

- Unqua Bridge was installed in June 2013
- Signal Bridge was installed in June 2015
- Pocket track and switches
Completed in Oct. 2015
- Signal Equipment Delivery 2Q 2016
- Project Completion Oct. 2017

GREAT NECK POCKET TRACK & COLONIAL ROAD BRIDGE

Completion of Arch Structure

Great Neck Pocket Track will allow for turning of trains, additional express service on the Port Washington Branch, and support of ESA

Scope: Design and construction elements include:

- New 12-car Pocket Track Extension
- Replacement of 115 year old Colonial Road Bridge



Colonial Road Bridge Construction



Building Retaining Walls for Great Neck Pocket Track



Colonial Rd Bridge

- **Design/Build Award**
- Colonial Road Closure
- Arch Bridge Structure
- Reopen Roadway
- Design-Build Construction Completion

Oct 2014(Actual)
Mar 2015(Actual)
Sept. 26-27 (Actual)
 April 2016.
 Jun 2016

Great Neck Pocket Track

- Drainage and Retaining Wall Construction
- Start of Pocket Track Construction
- Signal System Installation
- Project Substantial Completion

In Progress
 Spring 2016
 Nov 2017 – Nov 2018
 Dec 2018

PORT WASHINGTON YARD TRACK EXTENSIONS



Scope

- Extend tracks in Port Washington Yard to accommodate 18 additional cars, which will allow for additional peak service in support of ESA primarily benefitting Port Washington, Plandome, and Manhasset.
- Tracks can be extended using existing LIRR or Town property.

Status

- LIRR working with Town of North Hempstead to extend the yard with minimal impact on station parking

Schedule

- | | |
|----------------------------|---------|
| ▪ Design Start: | Q4 2016 |
| ▪ Construction Start: | Q2 2018 |
| ▪ Construction Completion: | Q4 2019 |

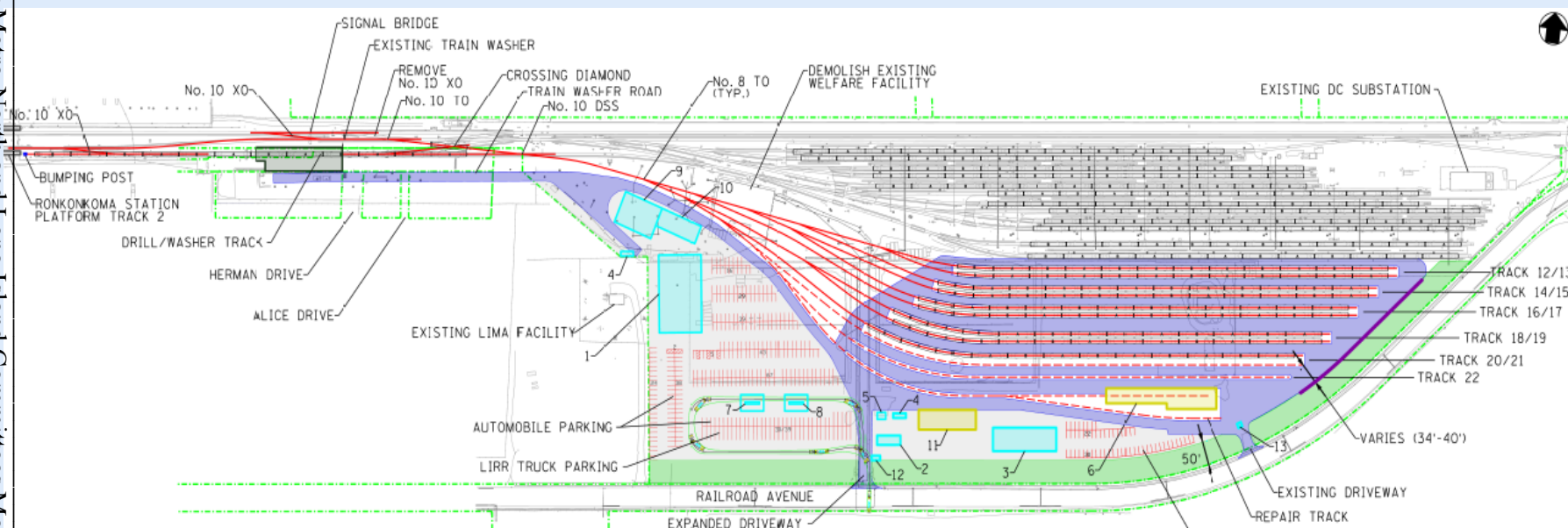
MID-SUFFOLK YARD

Scope

Design and construction of a new fully functional electric train yard in Ronkonkoma on the LIRR Main Line Branch.

The new yard will:

- provide increased east-end train storage capacity for ESA service
- consist of up to eleven (11) twelve-car capacity tracks
- Include facilities for additional interior car cleaning and mandatory FRA equipment inspections



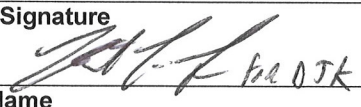



Status

- **Draft Environmental Assessment (EA) published for public comment from June 30 –Sept. 4, and finalized with findings of “No Significant Adverse Environmental Impact”**

Schedule

- Preliminary Design: January 2016.
- Design-Build Contract Award: November 2016
- Construction Completion: 4 Quarter of 2019

Staff Summary

Subject DECEMBER HOLIDAY/YEAR-END PROGRAMS						Date NOVEMBER 16, 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	11/16/15		X		3	Sr VP – Eng. 	1	President. 
						2	VP Mktg &PA 		

PURPOSE:

This is to inform the Long Island Committee of the MTA Long Island Rail Road's plan to provide added service during the 2015-2016 Holiday Season. During the last quarter of the year, the LIRR provides added service for each of the major holidays and weekends from Thanksgiving through the weekend following New Year's Day. Each program fulfills a different function and provides a different pattern of extra service. The programs for each of these days are detailed below. Also included here are details on the seasonal cessation of some East End weekend service.

HOLIDAY SERVICE

Due to increased travel demand during the holiday season, on weekends between November 28, 2015, and January 3, 2016, service will be added on the Long Beach Branch during the peak demand time periods. The branch will receive eight additional trains that will operate westbound between 9 AM and 1 PM and eastbound between 4 PM and 8 PM. This increase in service will provide customers with half-hourly service during this holiday travel period. In addition, two overnight trains from Penn Station have been added to accommodate customers taking in late night events throughout the city during the holiday season. One train will operate to Huntington, and one to Babylon.

Thanksgiving Eve Program (Wednesday, November 25, 2015)

The LIRR will operate a regular weekday schedule with additional service added. The Thanksgiving Eve program includes the standard 10 early release afternoon eastbound trains for people leaving the City early, plus an additional Montauk Branch service opportunity from Penn Station. Four trains will go to Babylon, two to Huntington, and one each to Hicksville, Great Neck, Far Rockaway and Ronkonkoma. Train 2710 will operate from Penn Station to Montauk.

Thanksgiving Day Program *(Thursday, November 26, 2015)*

The Thanksgiving Day program includes six extra westbound trains on Thanksgiving morning for those attending the parade in NYC, and 11 early afternoon eastbound extra trains for those returning home from the parade or heading to Long Island for Thanksgiving gatherings.

The westbound Thanksgiving morning extras operate as follows: two from Babylon, two from Ronkonkoma and one each from Speonk and Port Jefferson.

The eastbound Thanksgiving afternoon extras will operate as follows: four to Babylon, three to Ronkonkoma, and one each to Speonk, Farmingdale, Huntington and Port Jefferson.

Christmas Eve Program *(Thursday, December 24, 2015)*

On Christmas Eve, the LIRR will operate on a regular weekday schedule with the addition of 13 eastbound extra trains to accommodate customers traveling early. The program includes our standard 10 early release trains (four trains to Babylon, two to Huntington, and one each to Hicksville, Great Neck, Far Rockaway and Ronkonkoma), plus two more Babylon Branch trains and one additional train to Ronkonkoma.

Christmas Day *(Friday, December 25)*

The LIRR will be operating on a regular weekend/holiday schedule.

New Year's Eve Program *(Thursday, December 31, 2015)*

On New Year's Eve the LIRR will be on a regular, weekday schedule with the addition of 13 early release eastbound trains in the afternoon. The program includes our standard 10 early release trains (four trains to Babylon, two to Huntington, and one each to Hicksville, Great Neck, Far Rockaway and Ronkonkoma), plus two more Babylon Branch trains and one additional train to Ronkonkoma. For westbound customers attending events in New York City, we will operate 20 additional evening westbound trains, 18 to Penn Station and two to Atlantic Terminal. The added service will operate as follows: four from Babylon, four from Huntington, two from Ronkonkoma, two from Hicksville, two from Long Beach, and one each from Freeport, Speonk, Port Jefferson, Great Neck, Port Washington and Hempstead.

New Year's Day Program *(Friday, January 1, 2016)*

The LIRR will operate on a regular weekend/holiday schedule on Friday, January 1, with extra trains for those heading home after New Year's Eve events. Eighteen early morning extra eastbound trains will operate to Long Island, 14 from Penn Station and four from Atlantic Terminal. Trains will operate as follows: six to Babylon, four to Ronkonkoma, three to Port Washington, two to Huntington, and one each to Speonk, Port Jefferson and Long Beach.

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

SEASONAL EAST END SERVICE

The Thanksgiving holiday weekend marks the end of seasonal weekend service between Ronkonkoma and Greenport on the Main Line, as well as one Jamaica-Montauk weekend roundtrip on the Montauk Branch. Both of these seasonal services operate from the first weekend in May through the weekend after Thanksgiving.

IMPACT ON FUNDING

Funding for these projects is contained in the Long Island Rail Road Operating budget.



Metro-North Railroad

Information Items

THE METROPOLITAN TRANSPORTATION AUTHORITY

COMMITTEE ON OPERATIONS OF THE METRO-NORTH COMMUTER RAILROAD

This Charter for the Committee on the Operations of the Metro-North Commuter Railroad was adopted by the Board Chair and a majority of the members of Board of the Metropolitan Transportation Authority, a public benefit corporation established under the laws of the State of New York (together with any other entity or corporation for which the members of the Metropolitan Transportation Authority serve as a board of directors, the “MTA”), on July 24, 2013.

I. PURPOSE

The Committee on the Operations of the Metro-North Commuter Railroad (the “Committee”) shall assist the Board Chair and the Board in fulfilling their responsibility to monitor and oversee the operations of the Metro-North Commuter Railroad Company (“Metro-North”).

II. COMMITTEE AUTHORITY

In discharging its role, the Committee is empowered to investigate any matter brought to its attention. To facilitate any such investigation, the chairperson of the Committee shall have access to all books, records, facilities and staff of the MTA and/or Metro-North. The foregoing is not intended to alter or curtail existing rights of individual Board members to access books, records or staff in connection with the performance of their fiduciary duties as Board members.

III. COMMITTEE MEMBERSHIP

The Committee shall consist of 3 or more members of the Board, appointed by the Board Chair. If not otherwise a member of the Committee, each Vice-Chair of the Board shall be an *ex officio* member of the Committee. The Board Chair shall appoint the chairperson of the Committee. In the absence of the chairperson at a meeting of the Committee, the Board Chair shall appoint a temporary chairperson to chair such meeting. A member of the Committee may be removed, for cause or without cause, by the Board Chair.

IV. COMMITTEE MEETINGS

The Committee shall meet on a regularly-scheduled basis at least 11 times per year, and more frequently as circumstances dictate. The Committee shall cause to be kept adequate minutes of all its proceedings, which shall include records of any action taken. Committee members will be furnished with copies of the minutes of each meeting. Meetings of the Committee shall be open to the public, and the Committee shall be governed by the rules regarding public meetings set forth in the applicable provisions of the Public Authorities Law and Article 7 of the Public Officers Law that relate to public notice, public speaking and the conduct of executive session. The Committee may form and assign responsibilities to subcommittees when appropriate.

The Committee may request that any member of the Board, the Auditor General, any officer or staff of the MTA, Metro-North or any other person whose advice and counsel are sought by the Committee, attend any meeting of the Committee to provide such pertinent information at the Committee requests. The President of Metro-North and the President of the MTA Capital Construction Company shall each (1) furnish the Committee with all material information pertinent to matters appearing on the Committee agenda relating to his or her organization, (2) provide the chairperson of the Committee with all information regarding the affairs of his or her organization that is material to the Committee's monitoring and oversight of the operations of such organization, and (3) inform the chairperson of the Committee of any matters not already on the Committee agenda that should be added to the agenda in order for the Committee to be adequately monitoring and overseeing the operations of his or her organization.

V. COMMITTEE REPORTS.

The chairperson of the Committee shall report on the Committee's proceedings, and any recommendations made.

VI. KEY RESPONSIBILITIES

The following responsibilities are set forth as a guide with the understanding that the Committee may diverge as appropriate given the circumstances. The Committee is authorized to carry out these and such other responsibilities assigned by the Board Chair or the Board from time to time, and take any actions reasonably related to the mandate of this Charter.

To fulfill its purpose, the Committee shall:

- 1 monitor and update the Board Chair and the Board on the operating performance of Metro-North, including information on railroad service;
- 2 monitor and update the Board Chair and the Board on the safety record of Metro-North; such monitoring shall include reviewing and monitoring customer and employee safety;
- 3 monitor and update the Board Chair and the Board on the implementation of security programs pertaining to Metro-North operations and facilities;
- 4 monitor and update the Board Chair and the Board on the finances of Metro-North, including financial reports, ridership reports, and the use of funds by Metro-North;
- 5 review and make recommendations to the Board Chair and the Board regarding proposed procurement contracts of Metro-North that require Board approval;
- 6 review and make recommendations to the Board Chair and the Board on proposed capital projects of Metro-North and monitor the status of such projects;
- 7 review and make recommendations to the Board Chair and the Board regarding Metro-North service and policy changes that require Board approval;

- 8 facilitate the identification of approaches and solutions that address Metro-North security issues, including best practices in national and international security respecting transportation operations and facilities and review and make recommendations to the Board Chair and the Board regarding Metro-North security issues;
- 9 review periodically with the Counsel of the MTA, the Chief Compliance Officer, and the Counsel of Metro-North: (i) legal and regulatory matters that may have a material impact on Metro-North; and (ii) the scope and effectiveness of compliance policies and programs;
- 10 conduct an annual self-evaluation of the performance of the Committee, including its effectiveness and compliance with this Charter;
- 11 review and assess the adequacy of this Charter annually; and
- 12 report regularly to the Board Chair and the Board on Committee findings and recommendations and any other matters the Committee deems appropriate or the Board Chair or the Board requests, and maintain minutes or other records of Committee meetings and activities.

With respect to capital projects undertaken by the MTA Capital Construction Company (MTACC) on behalf of Metro-North:

- 1 Review and make recommendations to the Board Chair and Board with respect to the proposed procurements made by the MTACC that require Board approval;
- 2 Review and make recommendations to the Board Chair and the Board with respect to contract procurement solicitations that require Board approval;
- 3 Monitor the progress of the capital projects undertaken by the MTACC;
- 4 Monitor the budget and the schedule of capital projects undertaken by the MTACC;
- 5 Monitor the progress of contract commitments and completions with respect to capital projects; and
- 6 Track funding needs of capital projects as well as the availability of funds to meet such needs from all sources of funding.

2015 Customer Satisfaction Survey Metro-North Railroad

Metro-North Railroad



Overall Context

- **Metro-North's 2015 Customer Satisfaction Survey was conducted in June and July 2015, as the railroad continued to rebound from a challenging period which had adversely impacted customer perceptions of its performance.**
- **At the time of the survey, Metro-North had developed a series of action plans designed to rebuild its infrastructure and provide a safe and reliable service for its customers.**
- **While some of these plans had already been completed by mid-year, others were in the process of being completed or in development.**

KEY FINDINGS

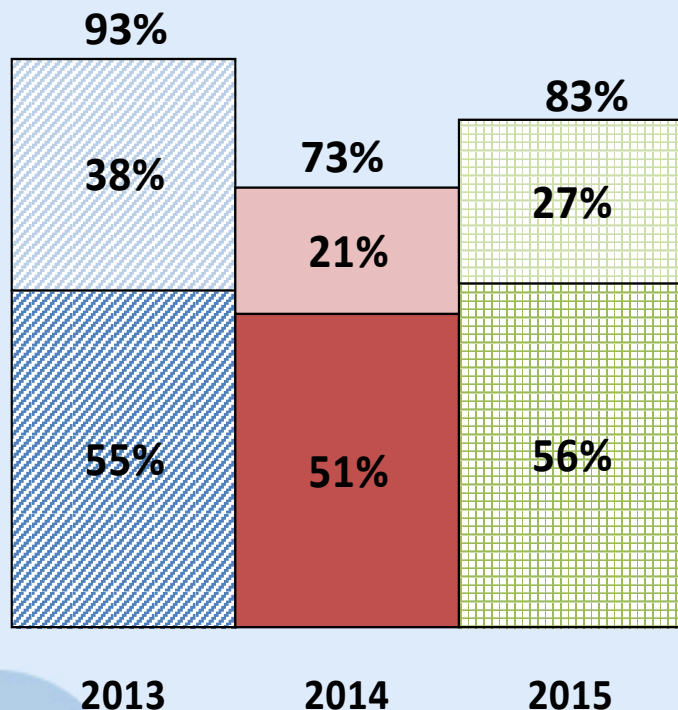
- There were dramatic increases in satisfaction among most major categories compared to the 2014 results
- Satisfaction with Metro-North overall jumped 10 points to 83%
- On-Time Performance, a key driver of customer satisfaction, improved by 16 points in 2015 to 74% satisfied, reflective of an improvement in service reliability.
- Customer satisfaction with the railroad among New Haven Line customers rose 17 points to 76%, but still trailed their counterparts on the Hudson and Harlem Lines, both at 89% satisfied
- Reverse Peak customer satisfaction was up 8 points to 83% satisfied.
- Satisfaction West of Hudson was down 5 points to 84%.

METRO-NORTH EAST OF HUDSON SURVEY RESULTS

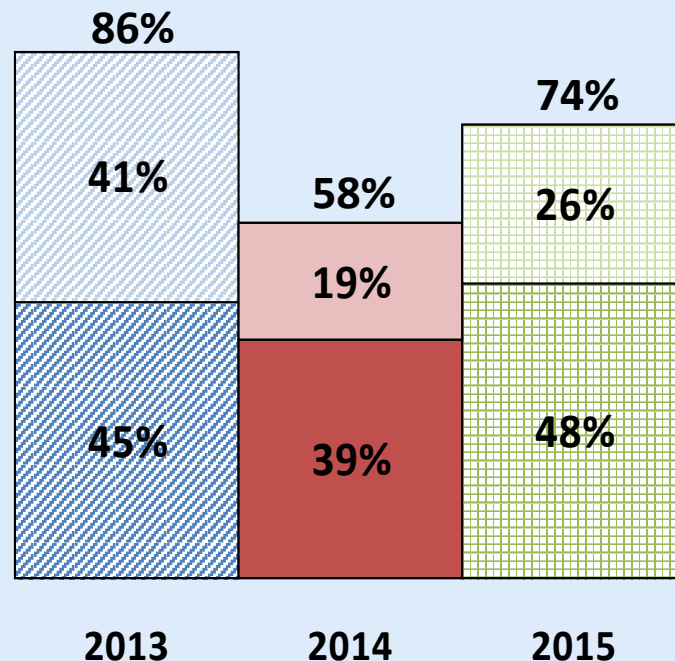
Overall Customer Satisfaction

East of Hudson

Metro-North Overall



On-Time Performance



Top Area = Very Satisfied Bottom Area = Satisfied

Very satisfied + satisfied may not equal total due to rounding.

Metro-North Railroad

Overall Customer Satisfaction

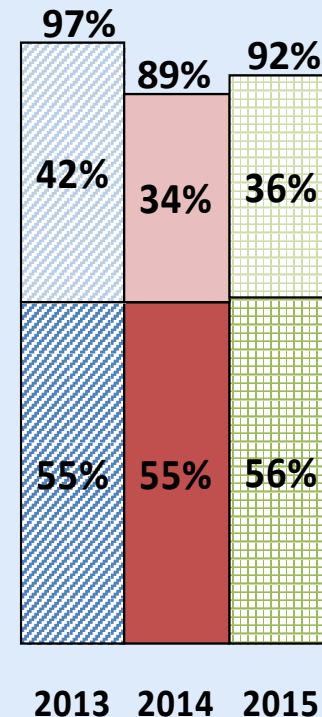
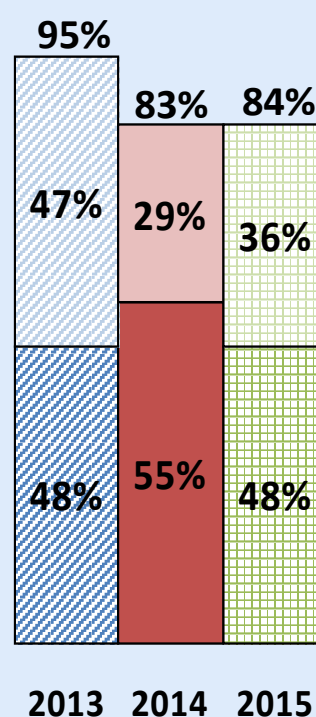
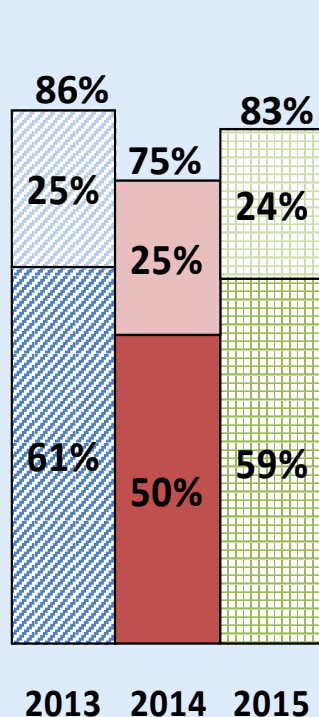
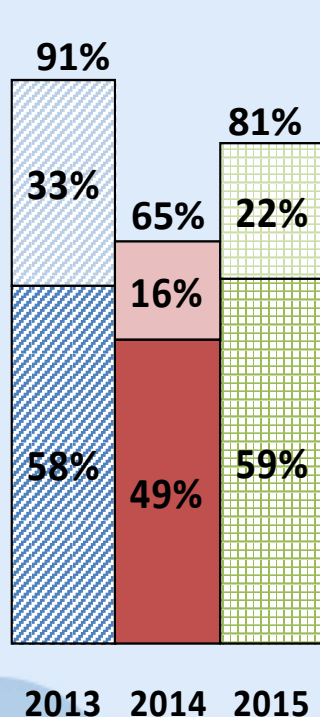
East of Hudson

Peak

Reverse Peak

Weekday
Off-Peak

Weekend
Off-Peak



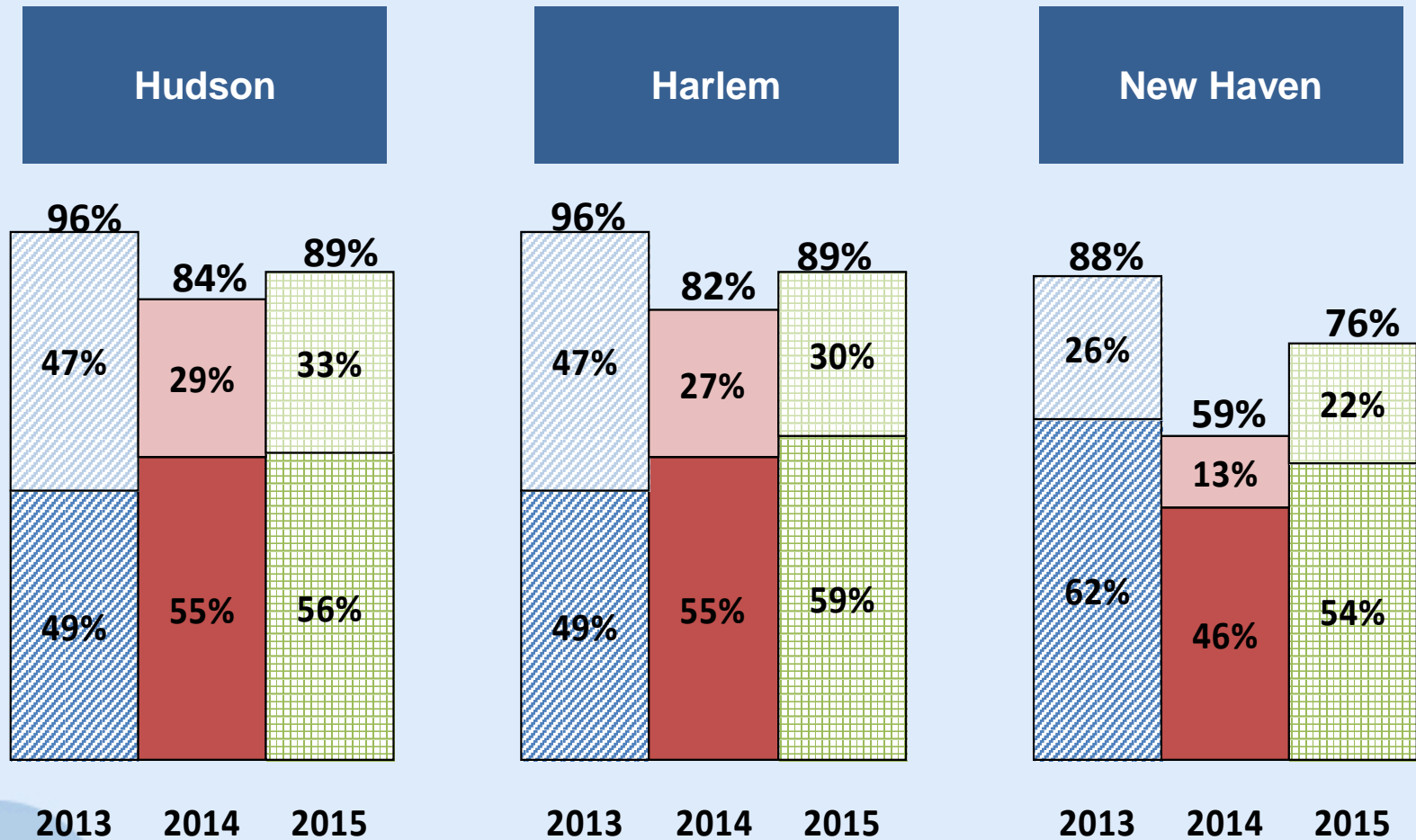
Top Area = Very Satisfied Bottom Area = Satisfied

Very satisfied + satisfied may not equal total due to rounding.

Metro-North Railroad

Overall Satisfaction By Line

East of Hudson



Top Area = Very Satisfied Bottom Area = Satisfied

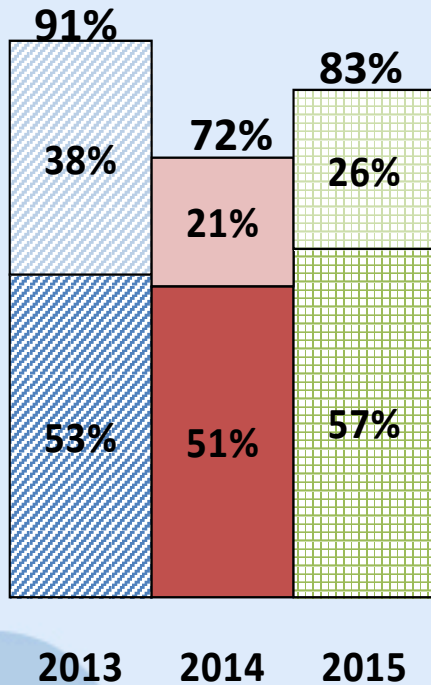
Very satisfied + satisfied may not equal total due to rounding.

Metro-North Railroad

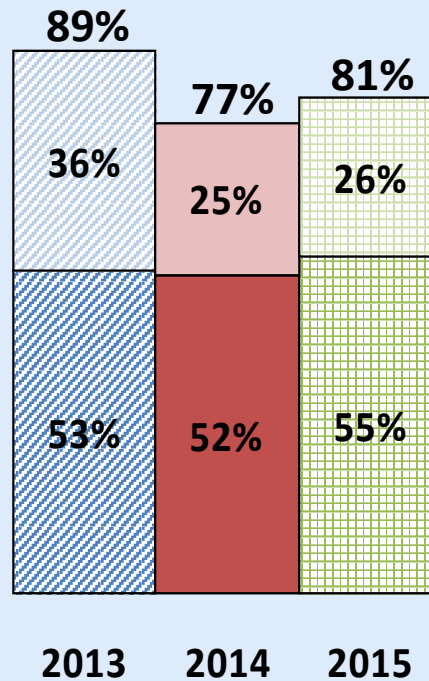
Metro-North Train Service Overall

East of Hudson

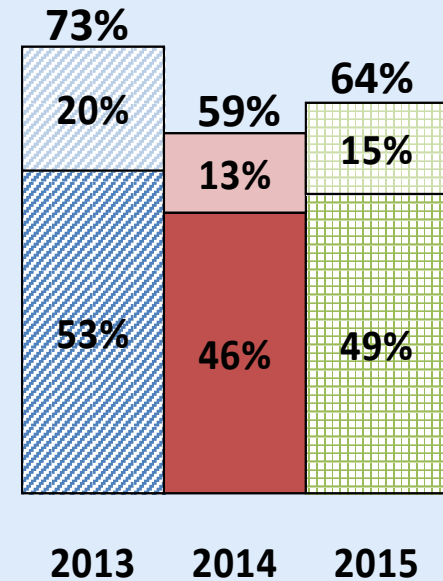
MNR Train Service Overall



Overall Train Schedules



Value For The Money Using The Railroad



Top Area = Very Satisfied Bottom Area = Satisfied

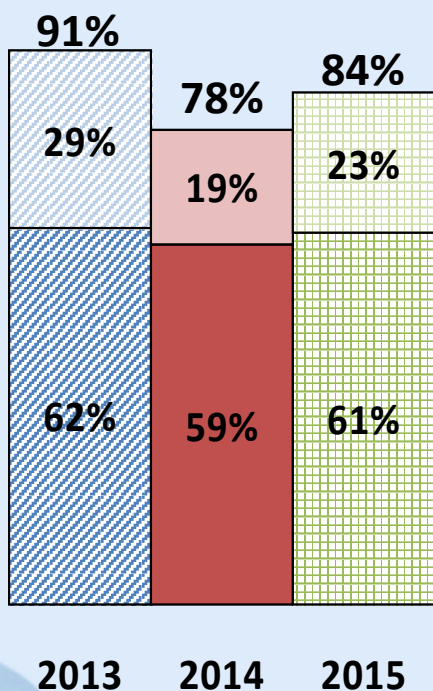
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Metro-North Railroad

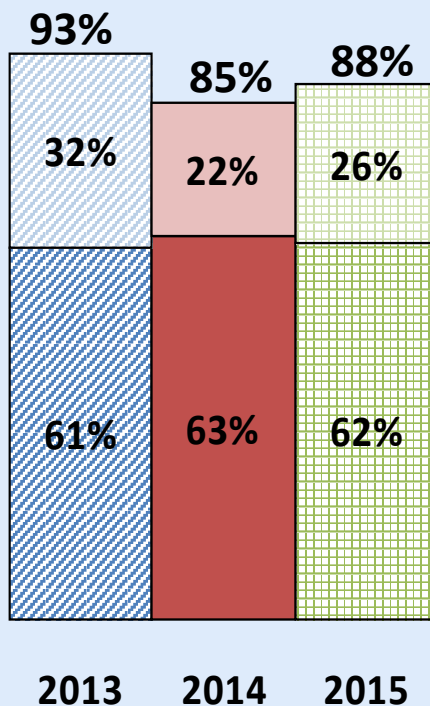
Overall Communication

East of Hudson

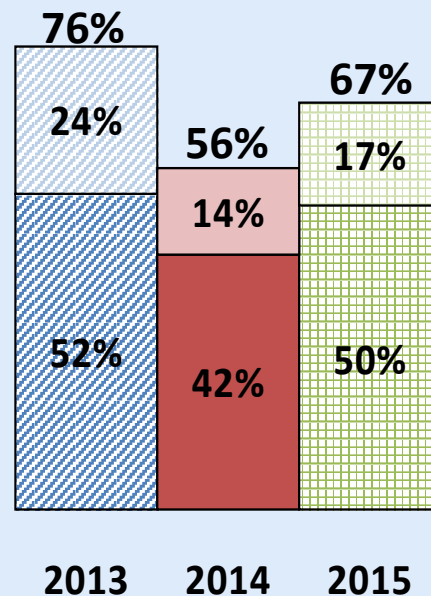
Overall Communication



During Normal Service Conditions



During Unplanned Service Disruptions



Top Area = Very Satisfied Bottom Area = Satisfied

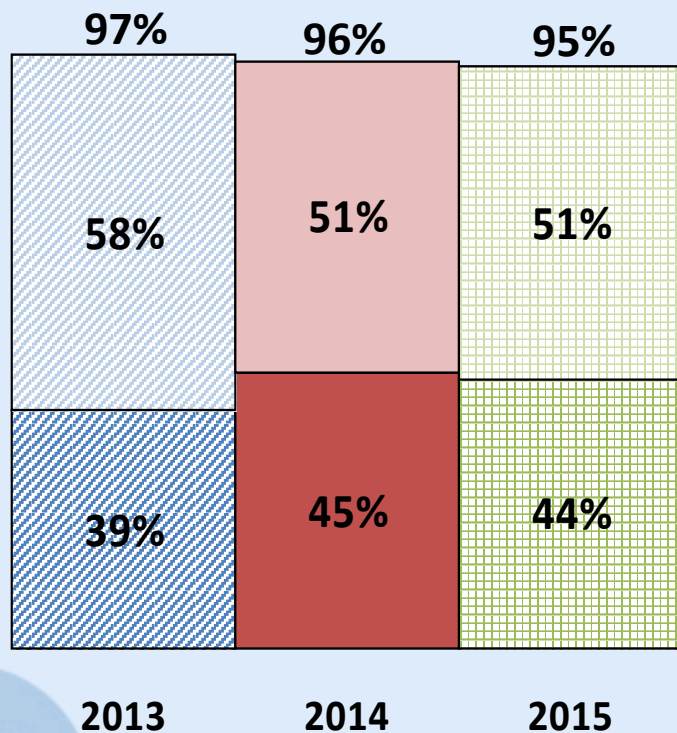
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Metro-North Railroad

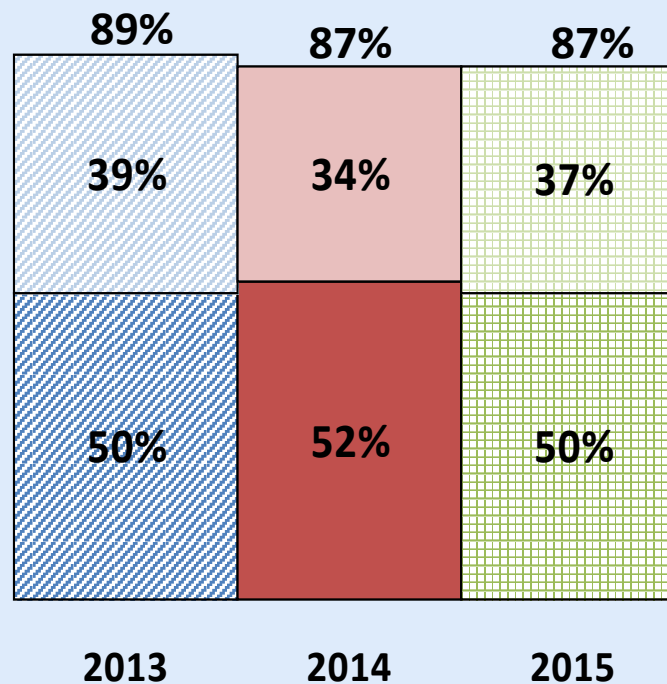
Grand Central Terminal and Boarding Stations

East of Hudson

GCT Overall



Home Boarding Station Overall



Top Area = Very Satisfied Bottom Area = Satisfied

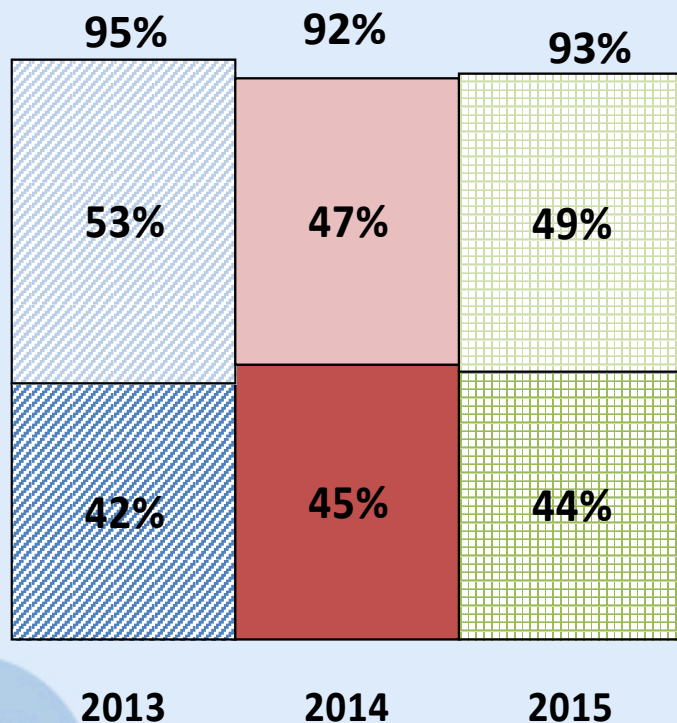
Very satisfied + satisfied may not equal total due to rounding.

Metro-North Railroad

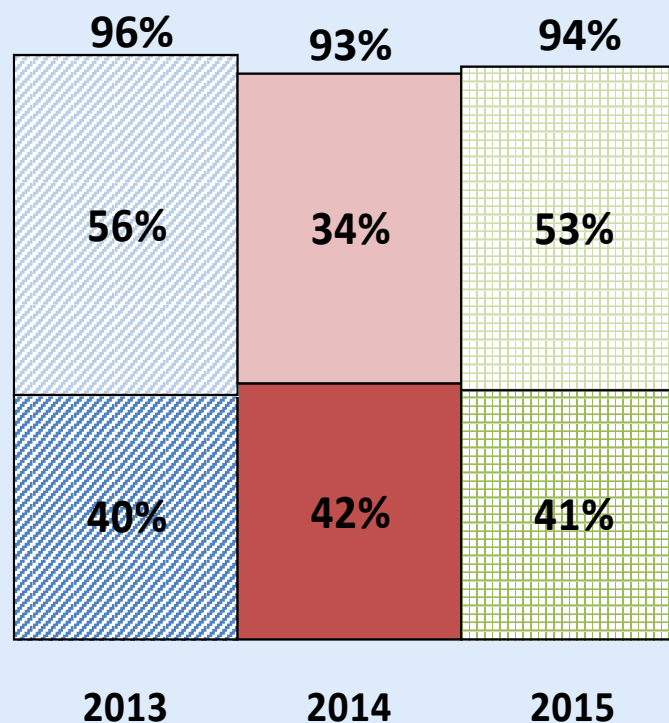
Courtesy and Responsiveness of Our Employees

East of Hudson

Overall Courtesy and Responsiveness of Our Employees



Courtesy and Responsiveness of Conductors



Top Area = Very Satisfied Bottom Area = Satisfied

Very satisfied + satisfied may not equal total due to rounding.

Metro-North Railroad

East of Hudson: Overview

In addition to the 7 major service categories, the 2015 Customer Satisfaction Survey asked customers to rate their satisfaction with specific characteristics of service.

53 of these characteristics were also included on the 2014 survey.

- 36 characteristics improved
- 8 characteristics remained the same
- 9 characteristics declined

Survey results for all characteristics are contained in the Appendix.

EAST OF HUDSON REVERSE PEAK SURVEY RESULTS

Reverse Peak: Overview

In addition to the 7 major service categories, the 2015 Customer Satisfaction Survey asked customers to rate their satisfaction with specific characteristics of service.

53 of these characteristics were also included on the 2014 survey

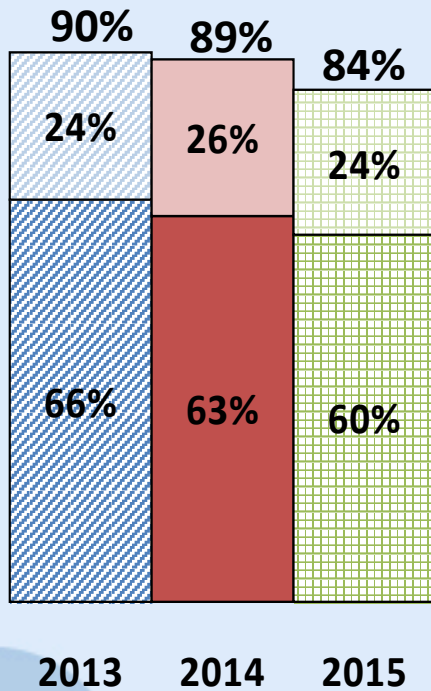
- 33 characteristics improved
- 2 characteristics remained the same
- 18 characteristics declined

WEST OF HUDSON SURVEY RESULTS

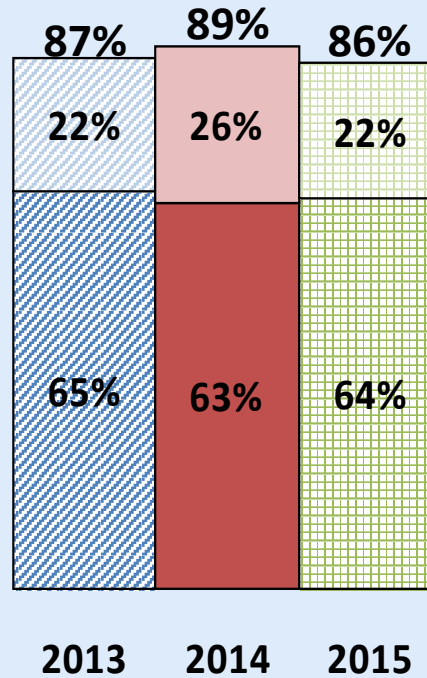
Overall Customer Satisfaction

West of Hudson

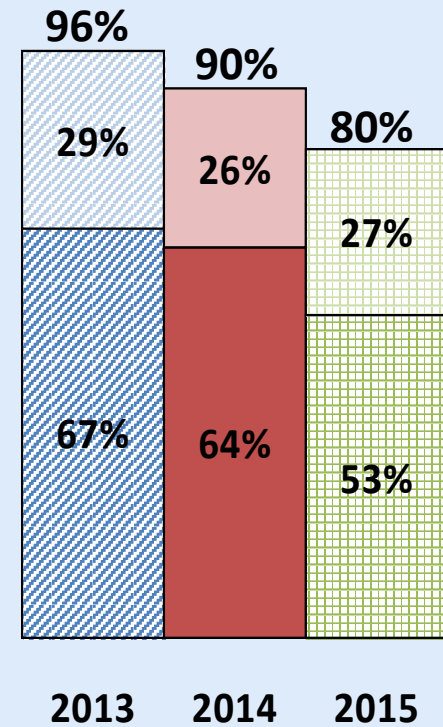
West of Hudson
Total



Port Jervis



Pascack Valley



Top Area = Very Satisfied Bottom Area = Satisfied

Very satisfied + satisfied may not equal total due to rounding.

Metro-North Railroad

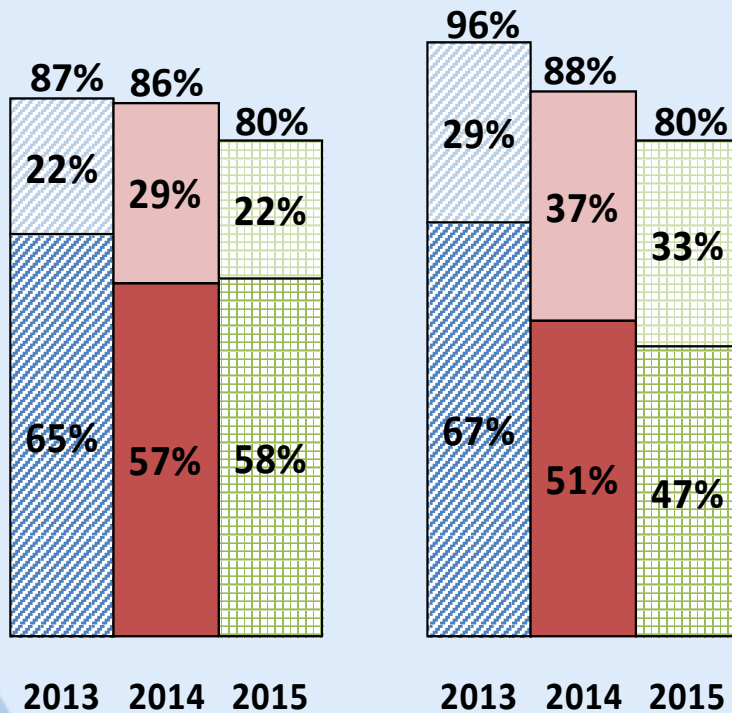
Metro-North Train Service By Line

West of Hudson

On-Time Performance

Port Jervis

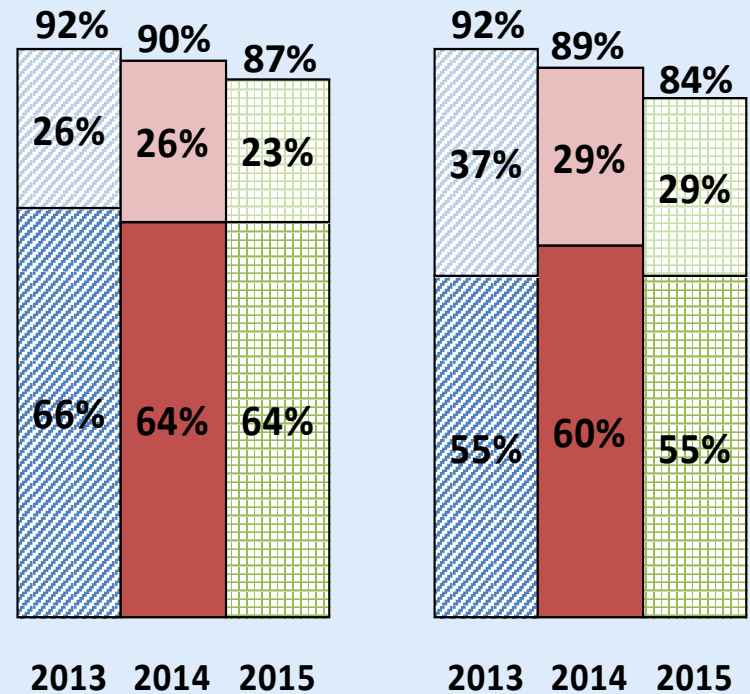
Pascack Valley



MNR Train Service Overall

Port Jervis

Pascack Valley



Top Area = Very Satisfied Bottom Area = Satisfied

Very satisfied + satisfied may not equal total due to rounding.

Metro-North Railroad

West of Hudson: Overview

In addition to the 8 major service categories, the 2015 Customer Satisfaction Survey asked customers to rate their satisfaction with specific characteristics of service.

66 of these characteristics were also included on the 2014 survey

- 17 characteristics improved
- 10 characteristics remained the same
- 34 characteristics declined

Survey results for all characteristics are contained in the Appendix.

APPENDIX

- Methodology
- Questionnaires
- Full Set of Attribute Ratings

Methodology

- The MNR survey used an onboard distribution methodology among a sample of trains
- A total of 5,530 surveys were completed and tabulated, as follows:

	MNR East of Hudson Survey				
	Total	AM Peak	Off-Peak	Weekend	Reverse Peak
Completed Surveys	4,938	1,981	880	1,703	374
Survey dates		6/25- 7/02	6/25-7/02	6/21-22	6/25-7/02
Trains sampled	90	30	30	22	8
	MNR West of Hudson Survey				
	Total	AM Peak	Off-Peak	Weekend	No Reverse Peak
Completed Surveys	592	318	75	199	
Survey dates		7/14-7/16	7/15-7/24	7/18-7/19	
Trains sampled	29	12	11	6	

Questionnaires

East of Hudson Questionnaire

Customer Satisfaction Survey 2015

Si Ud. prefiere completar una version de esta encuesta
en Espanol, por favor llame a Metro-North Railroad al 511.
En Connecticut: 877-690-5114.
Se la haremos llegar a Ud. por correo.




Dear MTA Metro-North Customer:

Thank you for riding Metro-North today. To help us find out if your recent train ride on Metro-North has been as convenient and comfortable as we would like it to be, please take some time to complete this survey. Your input will let us know what we need to do to improve your experience on our trains and at our stations.

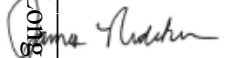
When you have completed the survey, please return it to our representative on your train today or the one who will meet this train in Grand Central Terminal. If you prefer, you may mail it back to us within the next three days. The postage has already been paid. Please use only tape to seal it - not staples.

Thank you for your time and cooperation.

Sincerely,



Joseph J. Giulietti
President, MTA Metro-North Railroad



James Redeker
Commissioner, Connecticut Department of Transportation



Randolph Glucksman
Chair, Metro-North Rail Commuter Council



Terri Cronin
Chair, Connecticut Metro-North Rail
New Haven Commuter Council

Instructions

In the first portion of this survey, please tell us how satisfied you have been with various aspects of our services over the past 12 months, beginning with your overall rating, then the environment of your home station and ending when you leave the train.

Please circle one of the numbers in the scale below that best reflects your opinion of our service. Circle numbers 1 or 2 if you are "very dissatisfied" with our performance on a regular basis. Circle numbers 3, 4, or 5 to indicate you are generally "dissatisfied" with our service levels and delivery. Circle numbers 6, 7 or 8 if you are generally "satisfied" with our service. Circle 9 or 10 to indicate you are "very satisfied" with aspects of our service.

If you are not familiar with a particular aspect, please circle NA.

OVER THE PAST 12 MONTHS:

Metro-North Overall

How satisfied are you with:

- | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | NA |
|---|---|---|---|---|---|---|---|---|---|----|----|
| 1. Metro-North overall | | | | | | | | | | | |
| 2. Value for the money using the railroad | | | | | | | | | | | |

Your Home Boarding Station

How satisfied are you with:

- | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | NA |
|---|---|---|---|---|---|---|---|---|---|----|----|
| 3. Your home boarding station overall | | | | | | | | | | | |
| 4. Directional signage to the station | | | | | | | | | | | |
| 5. Personal security | | | | | | | | | | | |
| 6. Cleanliness inside the station building (excluding rest rooms) | | | | | | | | | | | |
| 7. Maintenance of station | | | | | | | | | | | |
| 8. Sound quality of audio announcements | | | | | | | | | | | |
| 9. Availability of parking on weekdays | | | | | | | | | | | |
| 10. Security of your car while parked at the station | | | | | | | | | | | |
| 11. Cleanliness of platforms and outdoor shelters | | | | | | | | | | | |
| 12. Cleanliness of the track area around the station | | | | | | | | | | | |

On Trains (All time periods)

How satisfied are you with:

- | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | NA |
|---|---|---|---|---|---|---|---|---|---|----|----|
| 13. MNR train service overall | | | | | | | | | | | |
| 14. On-time performance | | | | | | | | | | | |
| 15. Safety from train accidents | | | | | | | | | | | |
| 16. Availability of seats on trains | | | | | | | | | | | |
| 17. Condition of seats on trains | | | | | | | | | | | |
| 18. The temperature in the train | | | | | | | | | | | |
| 19. Personal security on trains | | | | | | | | | | | |
| 20. Cleanliness of the restrooms | | | | | | | | | | | |
| 21. Cleanliness of train's interior (excluding restrooms) | | | | | | | | | | | |
| 22. Sound quality of audio announcements | | | | | | | | | | | |
| 23. Train interior maintenance - lights, floors, windows, etc (excluding seats) | | | | | | | | | | | |

Courtesy and Responsiveness of Employees

How satisfied are you with:

- | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | NA |
|---|---|---|---|---|---|---|---|---|---|----|----|
| 24. The overall courtesy and responsiveness of our employees | | | | | | | | | | | |
| 25. Conductors | | | | | | | | | | | |
| 26. Ticket Sellers | | | | | | | | | | | |
| 27. Customer Service Representatives (Ushers) in Grand Central Terminal | | | | | | | | | | | |
| 28. Information Booth and Station Master's Office Personnel at Grand Central Terminal | | | | | | | | | | | |
| 29. Information Center Representatives (in NY: 511; In CT: 877-690-5114) | | | | | | | | | | | |
| 30. Professional appearance of conductors | | | | | | | | | | | |
| 31. MTA Police | | | | | | | | | | | |

Train Scheduling

How satisfied are you with:

	Disatisfied	Very	Satisfied	Very	
Overall train schedules	12	345	678	910	NA
The weekday AM and PM peak schedule to and from your station	12	345	678	910	NA
The weekday off-peak schedule to and from your station including late night service	12	345	678	910	NA
The weekend schedule to and from your station	12	345	678	910	NA

Communication

How satisfied are you with:

	Disatisfied	Very	Satisfied	Very	
Our overall communications to you	12	345	678	910	NA
Our overall communications during normal service conditions	12	345	678	910	NA
Our overall communications during scheduled service disruptions (alternative busing, etc.)	12	345	678	910	NA
Our overall communications during unscheduled service disruptions	12	345	678	910	NA

Communication during normal service conditions

How satisfied are you with the information we give to you:

	Disatisfied	Very	Satisfied	Very	
At your home boarding station	12	345	678	910	NA
On board our trains	12	345	678	910	NA
At Grand Central Terminal	12	345	678	910	NA
On our website (www.mta.info)	12	345	678	910	NA
Via our email alerts (if you subscribe)	12	345	678	910	NA
Via our social media sites (on Facebook and Twitter)	12	345	678	910	NA
Through the TrainTime Mobile App (if used)	12	345	678	910	NA
With the automated phone system for schedules, fares, etc.	12	345	678	910	NA
With Customer Service Center Representatives (in NYC: 511, In CT: 877-690-5114)	12	345	678	910	NA

Communication (continued)

49. Which method do you use most frequently to get information about Metro-North service?

_____ MNR Website	_____ email
_____ Seat Notice	_____ Social Media
_____ News Media	_____ Other: _____

Communication during unscheduled service disruptions

How satisfied are you with the information we give you about the length and cause of the delay :

	Disatisfied	Very	Satisfied	Very	
50. At your home boarding station	12	345	678	910	NA
51. On board our trains	12	345	678	910	NA
52. At Grand Central Terminal	12	345	678	910	NA
53. On our website (www.mta.info)	12	345	678	910	NA
54. Through the "Service Status" box on our website	12	345	678	910	NA
55. Via our email alerts (if you subscribe)	12	345	678	910	NA
56. Via our social media sites (on Facebook and Twitter)	12	345	678	910	NA
57. Through the TrainTime Mobile App (if used)	12	345	678	910	NA
58. With the automated phone system for schedules, fares, etc.	12	345	678	910	NA
59. With Customer Service Center Representatives (in NYC: 511, In CT: 877-690-5114)	12	345	678	910	NA

Grand Central Terminal (GCT)

How satisfied are you with:

	Disatisfied	Very	Satisfied	Very	
60. Grand Central Terminal overall	12	345	678	910	NA
61. The Station Master's Office, in GCT, including the customer waiting area	12	345	678	910	NA
62. Personal security in GCT	12	345	678	910	NA
63. Customer information given on digital screens near MetLife escalators	12	345	678	910	NA
64. Presence of MTA Police in GCT	12	345	678	910	NA

Grand Central Terminal (GCT) (continued)

	Disatisfied	Very	Satisfied	Very	
65. Signs providing direction to/from connecting buses or subways	12	345	678	910	NA
66. Sound quality of audio announcements	12	345	678	910	NA
67. Have you used any of the restrooms in GCT during the past 12 months? _____ Yes _____ No					
68. Cleanliness of restrooms in GCT	12	345	678	910	NA
69. Physical condition of restrooms	12	345	678	910	NA
70. Cleanliness of GCT (excluding restrooms)	12	345	678	910	NA
71. Please tell us which are the 5 most important aspects of Metro-North service in rank order, with item 1 being the most important. 1. _____ 2. _____ 3. _____ 4. _____ 5. _____					

72. Which ONE of the following scheduling scenarios do you prefer? (CHOOSE ONE ONLY)

_____ A schedule with a slightly longer trip time for you, but with a high reliability of arriving at your destination on time.

_____ A schedule with a slightly faster trip time for you, but with a slightly higher chance of arriving at your destination after the scheduled time

73 a. Are you aware that Metro-North trains contain a Quiet Commute Car during AM and PM peak periods?
_____ Yes _____ No (Please go to Q. 74)

b. How satisfied are you with the Quiet Commute Car program? (Use the same scale as used in Q. 1-70) 12 345 678 910 NA

c. Should the Quiet Commute Car program be expanded to off-peak and weekend trains?
_____ Yes _____ No

About Your Trip

74. a. At what station did you board this train today? (Please Print)

b. Is this your home boarding station?
_____ Yes _____ No

c. If no, please print your home boarding station.

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About Your Trip *(continued)*

75. How do you usually travel to your home station?
- ☐ Dropped off at station ☐ Walk
☐ Drive and park ☐ Taxi
☐ Carpool/Vanpool ☐ Bicycle
☐ Public Bus (Route No. _____ Operator: _____)
☐ Other (Please specify) _____
76. How frequently do you travel on Metro-North?
- ☐ 6-7 days per week ☐ 1 – 2 days a month
☐ 5 days per week ☐ Other (Specify frequency) _____
☐ 3 – 4 days per week _____
☐ 1 – 2 days per week _____
77. a. What type of ticket are you using today?
- ☐ Monthly ☐ Weekly ☐ 10 Trip
☐ One Way ☐ Round Trip
☐ UniTicket (Combined MNR & Bus ticket)
☐ UniRail (Combined MNR & Shore Line East ticket)
☐ Other (Please specify) _____
- b. Where did you purchase this ticket?
- ☐ Ticket Vending Machine Mail & Ride
☐ Ticket Window ☐ Onboard the Train
☐ On a Mobile Device ☐ WebTicket
☐ Other (Please Specify): _____
78. At which station will you end this trip today?
- ☐ Grand Central Terminal ☐ Harlem-125th St.
☐ Stamford ☐ White Plains
☐ Other (Specify) _____
79. When you leave the train, how will you get to your final destination?
- ☐ Subway ☐ Walk
☐ Public Bus (Route No. _____ Operator: _____)
☐ Taxi ☐ Bicycle
☐ Other _____
80. What is the zip code of your final destination today? _____

About You

81. Do you subscribe to email alerts from Metro-North?
- ☐ Yes ☐ No (Please go to Q. 83)
☐ Not aware of email alerts (Please go to Q. 83)
82. Are the frequency of the email alerts you receive:
- ☐ Too frequent
☐ Just the right frequency
☐ Not frequent enough
83. Please rate your satisfaction with our email alerts and social media (Twitter, Facebook) outreach to you on these dimensions:
- | | | | | | | | | | | | |
|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|-----------|
| Quality of messages | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | NA |
| Effectiveness/actionability of the messages | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | NA |
| Frequency of the messages | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | NA |
84. Are you aware of the Train Time mobile app, Metro-North's real-time train status and scheduling tool available via tablets and Smartphones?
- ☐ Yes ☐ No
85. Which of the following categories includes your age?
- ☐ Under 18 years old ☐ 45-54 years old
☐ 18-24 years old ☐ 55-64 years old
☐ 25-34 years old ☐ 65 years old or more
☐ 35-44 years old
86. Are you: ☐ Male ☐ Female
87. How long have you been riding Metro-North?
- ☐ Less than one year
☐ 1 – 3 years
☐ 3 – 5 years
☐ 5 – 10 years
☐ 10 years or more
88. What is your home zip code? _____
89. In which county or borough do you reside? _____
- Metro-North is required by the Federal Transit Administration to ask Questions 90-97 in order to retain federal funding for the railroad
90. Are you:
- ☐ White
☐ Black or African American
☐ American Indian or Alaska Native
☐ Asian
☐ Other (Please specify) _____

About You *(continued)*

91. Are you of Hispanic origin? ☐ Yes ☐ No
92. In which country were you born?
☐ United States ☐ Other (Specify: _____)
93. In which country or countries were your parents/ancestors born?
☐ United States ☐ Dominican Republic
☐ Mexico ☐ Jamaica
☐ China ☐ Other (Specify: _____)
94. In which language would you most prefer to receive written or electronically displayed information from Metro-North?
☐ English ☐ Another language (specify) _____
☐ Spanish ☐ No preference
95. In which language would you most prefer to hear announcements from Metro-North (or converse with Metro-North personnel e.g. to ask for travel directions)?
☐ English ☐ Another language (specify) _____
☐ Spanish ☐ No preference
96. a. How well do you speak English?
☐ Very well ☐ Not well
☐ Well ☐ Not at all
- b. What is the primary language spoken in your home?
☐ English ☐ Another Language (specify: _____)
☐ Spanish
97. Including yourself, how many people lived in your household in 2014?
☐ 1 ☐ 3 ☐ 5-6 ☐ 9 or more
☐ 2 ☐ 4 ☐ 7-8
98. What was your approximate annual 2014 household income before taxes and other deductions?
☐ Under \$12,500 ☐ \$75,000 to \$99,999
☐ \$12,500 - \$24,999 ☐ \$100,000 to \$199,999
☐ \$25,000 - \$37,499 ☐ \$200,000 to \$299,999
☐ \$37,500 - \$49,999 ☐ \$300,000 or more
☐ \$50,000 - \$74,999
99. Which of the following have you used in the past 30 days?
- | | Have Used | Have Not Used |
|--|--------------------------|--------------------------|
| Smartphone, cell phone or PDA with internet access | <input type="checkbox"/> | <input type="checkbox"/> |
| Email (sent or received at work or home) | <input type="checkbox"/> | <input type="checkbox"/> |
| Train Time App | <input type="checkbox"/> | <input type="checkbox"/> |
| Other Transit App | <input type="checkbox"/> | <input type="checkbox"/> |

About You *(continued)*

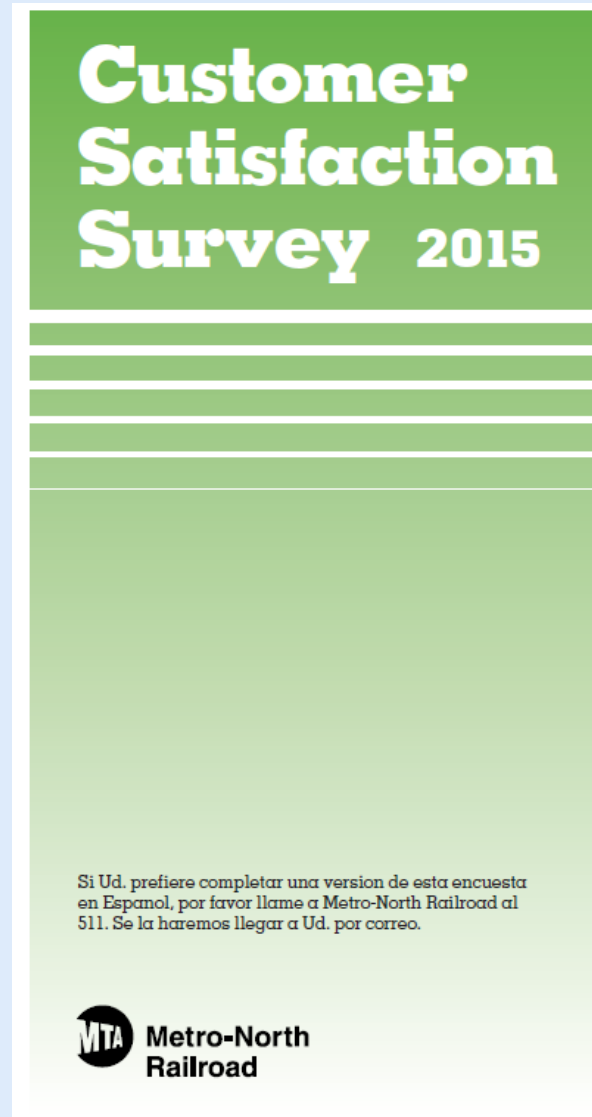
If you are not satisfied with our performance in any of the areas in questions 1 through 70, please explain why below. Please also include any other comments or service suggestions.

Thank you for taking the time to complete this survey.

If you are interested in participating in future Metro-North market research projects, please write your name, street address, email address and day or evening phone numbers below. All information will be kept confidential.


Name: _____
 Street: _____
 City/Town _____ Zip Code _____
 E-mail Address _____
 Phone (H) _____ (W) _____

West of Hudson Questionnaire



**Customer
Satisfaction
Survey 2015**

Si Ud. prefiere completar una version de esta encuesta en Espanol, por favor llame a Metro-North Railroad al 511. Se la haremos llegar a Ud. por correo.

 **Metro-North
Railroad**

Dear MTA Metro-North Customer:

Thank you for riding Metro-North today. To help us find out if your recent travel on Metro-North has been as convenient and comfortable as we would like it to be, please take some time to complete this survey. Your input will allow us to discuss ways to improve with NJ TRANSIT.

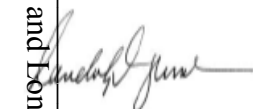
When you have completed the survey, please return it to our representative on your train today or the one who will meet this train in Hoboken Terminal or Secaucus Junction. If you prefer, you may mail it back to us within the next three days. The postage has already been paid. Please use only tape to seal it - not staples.

Thank you for your time and cooperation.

Sincerely,



Joseph Giuliotti
President, MTA Metro-North Railroad



Randolph Glucksman
Chair, Metro-North Rail Commuter Council

Instructions

In the first portion of this survey, please tell us how satisfied you have been with various aspects of our services over the past 12 months, beginning with your overall rating, then the environment of your home station and ending when you leave the train.

Please circle one of the numbers in the scale that best reflects your opinion of our service. Circle numbers 1 or 2 if you are "very dissatisfied" with our performance on a regular basis. Circle numbers 3, 4, or 5 to indicate you are generally "dissatisfied" with our service levels and delivery. Circle numbers 6, 7 or 8 if you are generally "satisfied" with our service. Circle 9 or 10 to indicate you are "very satisfied" with aspects of our service.

If you are not familiar with a particular aspect, please circle NA.

OVER THE PAST 12 MONTHS:

Metro-North Overall

How satisfied are you with:

- | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | NA |
|---|---|---|---|---|---|---|---|---|---|----|----|
| 1. Metro-North overall | | | | | | | | | | | |
| 2. Value for the money using the railroad | | | | | | | | | | | |

Your Home Boarding Station

How satisfied are you with:

- | | | | | | | | | | | | |
|--|--|--|--|--|--|--|--|--|--|--|--|
| 3. Your home boarding station overall | | | | | | | | | | | |
| 4. Directional signage to the station | | | | | | | | | | | |
| 5. Personal security | | | | | | | | | | | |
| 6. Cleanliness inside the station building (excluding restrooms) | | | | | | | | | | | |
| 7. Maintenance of station | | | | | | | | | | | |
| 8. Sound quality of audio announcements | | | | | | | | | | | |
| 9. Availability of parking on weekdays | | | | | | | | | | | |
| 10. Security of your car while parked at the station | | | | | | | | | | | |
| 11. Cleanliness of platforms and outdoor shelters | | | | | | | | | | | |
| 12. Cleanliness of the track area around the station | | | | | | | | | | | |

On Trains (All time periods)

How satisfied are you with:

- | | | | | | | | | | | | |
|---|--|--|--|--|--|--|--|--|--|--|--|
| 13. MNR train service overall | | | | | | | | | | | |
| 14. On-time performance | | | | | | | | | | | |
| 15. Safety from train accidents | | | | | | | | | | | |
| 16. Availability of seats on trains | | | | | | | | | | | |
| 17. Condition of seats on trains | | | | | | | | | | | |
| 18. The temperature in the train | | | | | | | | | | | |
| 19. Personal security on trains | | | | | | | | | | | |
| 20. Cleanliness of the restrooms | | | | | | | | | | | |
| 21. Cleanliness of train's interior (excluding restrooms) | | | | | | | | | | | |

On Trains (continued)

- | | | | | | | | | | | | |
|---|--|--|--|--|--|--|--|--|--|--|--|
| 22. Sound quality of audio announcements | | | | | | | | | | | |
| 23. Train interior maintenance – lights, floors, windows, etc.(excluding seats) | | | | | | | | | | | |
| 24. The Quiet Car Program | | | | | | | | | | | |

Courtesy and Responsiveness of Railroad Employees

How satisfied are you with:

- | | | | | | | | | | | | |
|---|--|--|--|--|--|--|--|--|--|--|--|
| 25. The overall courtesy and responsiveness of railroad employees | | | | | | | | | | | |
| 26. Conductors | | | | | | | | | | | |
| 27. Ticket Sellers | | | | | | | | | | | |
| 28. Metro-North Telephone Information Center representatives (in NY: 511) | | | | | | | | | | | |
| 29. MTA Police | | | | | | | | | | | |

Train Scheduling

How satisfied are you with:

- | | | | | | | | | | | | |
|--|--|--|--|--|--|--|--|--|--|--|--|
| 30. Overall train schedules | | | | | | | | | | | |
| 31. The weekday AM and PM peak schedule to or from your home station | | | | | | | | | | | |
| 32. The weekday off-peak schedule to and from your home station | | | | | | | | | | | |
| 33. The weekend schedule to and from your home station | | | | | | | | | | | |

Communication

How satisfied are you with:

- | | | | | | | | | | | | |
|--|--|--|--|--|--|--|--|--|--|--|--|
| 34. Our overall communications to you | | | | | | | | | | | |
| 35. Our overall communications during normal service conditions | | | | | | | | | | | |
| 36. Our overall communications during <u>unscheduled</u> service disruptions | | | | | | | | | | | |

Communication during normal service conditions

How satisfied are you with the information we give to you:

- | | | | | | | | | | | | |
|-----------------------------------|--|--|--|--|--|--|--|--|--|--|--|
| 37. At your home boarding station | | | | | | | | | | | |
|-----------------------------------|--|--|--|--|--|--|--|--|--|--|--|

Communication (cont.)

38. On board our trains 12 3 4 5 6 7 8 9 10 NA

39. At Hoboken Terminal 12 3 4 5 6 7 8 9 10 NA

40. At Secaucus Junction 12 3 4 5 6 7 8 9 10 NA

41. At Penn Station New York 12 3 4 5 6 7 8 9 10 NA

42. On the Metro-North website (www.mta.info) 12 3 4 5 6 7 8 9 10 NA

43. On the NJ TRANSIT website (www.njtransit.com) 12 3 4 5 6 7 8 9 10 NA

44. With Metro-North's social media sites (Facebook, Twitter) 12 3 4 5 6 7 8 9 10 NA

45. With Metro-North's automated phone system for schedules, fares, etc. (In NY: 511) 12 3 4 5 6 7 8 9 10 NA

46. With Metro-North's Customer Service Center Representatives (In NY: 511) 12 3 4 5 6 7 8 9 10 NA

47. With NJ TRANSIT's automated phone system for schedules, fares, etc. (973-275-5555) 12 3 4 5 6 7 8 9 10 NA

48. With NJ TRANSIT's Travel Information Center Representatives (973-275-5555) 12 3 4 5 6 7 8 9 10 NA

49. Which method do you use most frequently to get information about Metro-North service?

MNR Website NJT Website

Seat Notice Social Media

News Media Other:

Communication during unscheduled service disruptions

How satisfied are you with the information we give you about the length and cause of the delay:

50. At your home boarding station 12 3 4 5 6 7 8 9 10 NA

51. On board our trains 12 3 4 5 6 7 8 9 10 NA

52. At Hoboken Terminal 12 3 4 5 6 7 8 9 10 NA

53. At Secaucus Junction 12 3 4 5 6 7 8 9 10 NA

54. At Penn Station New York 12 3 4 5 6 7 8 9 10 NA

55. On the "Service Status" box on the Metro-North website (www.mta.info) 12 3 4 5 6 7 8 9 10 NA

Communication (cont.)

56. With Metro-North's automated phone system for schedules, fares, etc. (In NY: 511) 12 3 4 5 6 7 8 9 10 NA

57. With Metro-North's Customer Service Center Representatives (In NY: 511) 12 3 4 5 6 7 8 9 10 NA

58. On the NJ TRANSIT website (www.njtransit.com) 12 3 4 5 6 7 8 9 10 NA

59. With NJ TRANSIT's automated phone system for schedules, fares, etc. (973-275-5555) 12 3 4 5 6 7 8 9 10 NA

60. With NJ TRANSIT's Telephone Information Center Representatives (973-275-5555) 12 3 4 5 6 7 8 9 10 NA

Hoboken Terminal

How satisfied are you with:

61. Hoboken Terminal overall 12 3 4 5 6 7 8 9 10 NA

62. Personal security in Hoboken Terminal 12 3 4 5 6 7 8 9 10 NA

63. Have you used any of the restrooms in Hoboken Terminal during the past 12 months?

Yes (continue) No (Go to Q.66)

64. Cleanliness of restrooms 12 3 4 5 6 7 8 9 10 NA

65. Physical condition of the restroom 12 3 4 5 6 7 8 9 10 NA

66. Cleanliness of the terminal (excluding restrooms) 12 3 4 5 6 7 8 9 10 NA

Secaucus Junction

How satisfied are you with:

67. Secaucus Junction overall 12 3 4 5 6 7 8 9 10 NA

68. Personal security in Secaucus Junction 12 3 4 5 6 7 8 9 10 NA

69. Please tell us which are the 5 most important aspects of Metro-North service in rank order, with item 1 being the most important.

1. _____

2. _____

3. _____

4. _____

5. _____

70. Which ONE of the following scheduling scenarios do you prefer? (CHOOSE ONE ONLY)

_____ A schedule with a slightly longer trip time for you, but with a high reliability of arriving at your destination on time.

_____ A schedule with a slightly faster trip time for you, but with a slightly higher chance of arriving at your destination after the scheduled time.

About Your Trip

71. a. At what station did you board this train today? (Please Print) _____

b. Is this your home boarding station?

Yes No

c. If no, please print your home boarding station. _____

72. a. How do you usually travel to your home station?

_____ Dropped off at station _____ Taxi

_____ Drive and park _____ Walk

_____ Carpool/Vanpool _____ Bicycle

_____ Public Bus (Route No. _____ Operator: _____)

_____ Other (Please specify) _____

b. If you usually drive and park at your home station or are a passenger in a carpool or vanpool which parks at the station, did you access the station the same way a year ago?

Yes (Please go to Q. 73)

No (Continue)

c. What is the main reason you changed the way you travel to your home station?

_____ Using a different home station than a year ago

_____ Did not have an available vehicle a year ago

_____ Reduced parking fees at the station

_____ Other (Please specify) _____

73. How frequently do you travel on Metro-North?

_____ 6-7 days per week

_____ 5 days per week

_____ 1 - 2 days per week

_____ 3 - 4 days per week

_____ 1 - 2 days a month

_____ Other (Specify frequency) _____

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About Your Trip (cont.)

4. a. What type of ticket are you using today?

☐ Monthly ☐ Weekly ☐ 10 Trip
☐ One Way ☐ Round Trip

b. Where did you purchase this ticket?

☐ Ticket Vending Machine ☐ Mail & Ride
☐ Ticket Window ☐ Onboard the Train
☐ On a Mobile Device ☐ WebTicket
☐ Other (Please Specify): _____

5. At which station will you end this trip today?

☐ Hoboken Terminal ☐ Secaucus Junction
Other (Specify) _____

6. When you leave the train, how will you get to your final destination?

☐ NYC subway or bus ☐ Walk
☐ Ferry to midtown Manhattan ☐ PATH
☐ Ferry to downtown Manhattan ☐ Bicycle
☐ Other (specify) _____

7. (MANHATTAN-BOUND CUSTOMERS ONLY) Which of the following areas of Manhattan will be your final destination today?

☐ Above 60th Street
☐ 34th-60th Streets, 5th Avenue and EAST
☐ 34th-60th Streets WEST of 5th Avenue
☐ 14th-33rd Streets
☐ Canal Street to 13th Street
☐ Below Canal Street

8. What is the zip code of your final destination today?

About You

9. Which of the following categories includes your age?

☐ Under 18 years old
☐ 18-24 years old
☐ 25-34 years old
☐ 35-44 years old
☐ 45-54 years old
☐ 55-64 years old
☐ 65 years old or more

10. Are you: ☐ Male ☐ Female

81. a. How long have you been riding Metro-North?

☐ Less than one year
☐ 1 - 3 years
☐ 3 - 5 years
☐ 5 - 10 years
☐ 10 years or more

b. If you have been riding for less than a year, please tell us the main reason you began to use the railroad.

☐ Just moved to the area
☐ Changed jobs
☐ Reduced parking fees at the station made it more affordable
☐ Other (Please specify) _____

82. What is your home zip code? _____

83. In which county do you reside?

☐ Orange
☐ Rockland
☐ Other (Specify: _____)

Metro-North is required by the Federal Transit Administration to ask Questions 84-91 in order to retain federal funding for the railroad

84. Are you:

☐ White
☐ Black or African American
☐ American Indian or Alaska Native
☐ Asian
☐ Other (Specify: _____)

85. Are you of Hispanic origin? ☐ Yes ☐ No

86. In which country were you born?

☐ United States ☐ Other (Specify: _____)

87. In which country or countries were your parents/ancestors born?

☐ United States ☐ Dominican Republic
☐ Mexico ☐ Jamaica
☐ China ☐ Other (Specify: _____)

88. In which language would you most prefer to receive written or electronically displayed information from Metro-North?
_____ English _____ Another language (specify) _____
_____ Spanish _____ No preference

89. In which language would you most prefer to hear announcements from Metro-North (or converse with Metro-North personnel e.g. to ask for travel directions)?
_____ English _____ Another language (specify) _____
_____ Spanish _____ No preference

90. a. How well do you speak English?
_____ Very well _____ Not well
_____ Well _____ Not at all
b. What is the primary language spoken in your home?
_____ English _____ Another language (specify: _____)
_____ Spanish

91. Including yourself, how many people lived in your household in 2014?
_____ 1 _____ 3 _____ 5-6 _____ 9 or more
_____ 2 _____ 4 _____ 7-8

92. What was your approximate annual 2014 household income before taxes and other deductions?
_____ Under \$12,500 _____ \$75,000 to \$99,999
_____ \$12,500 – \$24,999 _____ \$100,000 to \$199,999
_____ \$25,000 - \$37,499 _____ \$200,000 to \$299,999
_____ \$37,500 - \$49,999 _____ \$300,000 or more
_____ \$50,000 - \$74,999

93. Which of the following have you used in the past 30 days?

	Have Used	Have Not Used
Smartphone, cell phone or PDA with internet access	_____	_____
Email (sent or received at work or home)	_____	_____
Train Time App	_____	_____
Other Transit App	_____	_____

94. If you are not satisfied with our performance in any of the areas in questions 1 through 68, please explain why below. Please also include any other comments or service suggestions.

If you are interested in participating in future Metro-North market research projects, please write your name, street address, email address and day or evening phone numbers below. All information will be kept confidential.

Name: _____
Street: _____
City/Town _____ Zip Code _____
E-mail Address _____
Phone (H) _____ (W) _____

Thank you for taking the time to complete this survey.

SERVICE ATTRIBUTE RATINGS 2011-2015

CUSTOMER SATISFACTION RATINGS OF METRO-NORTH RAILROAD					
EAST OF HUDSON	TOTAL SATISFIED				
	2011	2012	2013	2014	2015
	%	%	%	%	%
1. Metro-North Railroad overall	89	93	93	73	83
2. Value for the money using the railroad	70	76	73	59	64
Home Boarding Station					
3. Your home boarding station overall	89	89	89	87	87
4. Directional signage to the station	87	89	89	87	88
5. Personal security	87	87	86	87	86
6. Cleanliness inside the station building (excluding restrooms)	84	85	86	84	84
7. Maintenance of station	85	87	87	84	85
8. Sound quality of audio announcements	74	77	75	71	77
9. Availability of parking on weekdays	62	68	70	67	66
10. Security of your car while parked at the station	86	88	88	88	88
11. Cleanliness of platforms and outdoor shelters	86	87	88	85	86
12. Cleanliness of the track area around the station	81	82	83	80	80
On Trains (AM & PM)					
13. MNR train service overall	88	92	91	72	83
14. On-time performance	88	91	86	58	74
15. Safety from accidents	NA	NA	NA	NA	78
16. Availability of seats on train	72	77	77	69	67
17. Condition of seats on train	NA	NA	NA	NA	82
18. The temperature on the train	81	87	87	84	85
19. Personal security	94	95	95	93	92
20. Cleanliness of the restrooms	55	61	66	68	66
21. Cleanliness of train's interior (excluding rest rooms)	75	80	83	81	83
22. Sound quality of audio announcements	77	80	81	79	79
23. Train interior maintenance – lights, floors, windows, etc. (excluding seats)	NA	NA	NA	NA	88
24. The Quiet Car Program	NA	NA	NA	87	80

Metro-North Railroad	TOTAL SATISFIED				
	2011	2012	2013	2014	2015
	%	%	%	%	%
Communication					
Courtesy and Responsiveness of Employees					
22. The overall courtesy and responsiveness of our employees	95	95	95	92	93
23. Conductors	96	95	96	93	94
24. Ticket Sellers	90	91	91	89	90
25. Customer Service Representatives (ushers) in GCT	92	92	92	89	91
26. Information Booth and Station Master's Office Personnel at GCT	92	93	92	90	91
27. Telephone Information Center Representatives	NA	NA	91	86	87
28. Professional Appearance of Conductors	NA	NA	96	94	94
29. MTA Police	NA	NA	NA	NA	92
Train Scheduling					
30. Overall train schedules	86	89	89	77	81
31. The weekday AM and PM peak schedule to and from your station	86	88	88	76	79
32. The weekday off-peak schedule to and from your station including late night service	80	83	84	78	81
33. The weekend schedule to and from your station	79	82	85	79	81
34. Our overall communication to you	88	91	91	78	84
35. Our overall communications during normal service conditions	91	93	93	85	88
36. Our overall communications during unplanned service disruptions	71	76	76	56	67
37. Overall communications during planned service disruptions (track work, etc.)	84	88	84	69	78
Communication during normal service conditions					
38. At your home boarding station	82	86	86	76	81
39. On board our trains	89	90	90	82	85
40. At GCT	89	92	92	84	86
41. On our website (www.mta.info)	91	92	90	81	86
42. Via our email alerts (if you subscribe)	NA	NA	NA	81	85
43. Via our social media sites (on Facebook and Twitter)	NA	NA	NA	79	82
44. Through the TrainTime Mobile App (if used)	NA	NA	NA	79	85
45. With the automated phone system for schedules, fares, etc.	86	87	88	78	82
46. With Customer Service Center Representatives	87	86	87	77	81

Metro-North Railroad	TOTAL SATISFIED				
	2011	2012	2013	2014	2015
Communication	%	%	%	%	%
Communication (During Unplanned Service Disruptions)					
46. At your boarding station	67	73	71	55	65
47. On board our trains	75	80	78	63	71
48. At Grand Central Terminal	76	81	79	65	72
49. On our website (www.mta.info)	80	83	80	67	75
50. Through the "Service Status" box on our website	81	85	81	67	76
51. Via our e-mail alerts (if you subscribe)	82	86	85	69	79
52. Via our social media sites (on Facebook and Twitter)	NA	NA	NA	68	75
53. Through the TrainTime Mobile App (if used)	NA	NA	NA	70	76
54. With the automated phone system for schedules, fares, etc.	80	83	84	71	76
55. With Customer Service Center representatives	80	84	84	70	75
Grand Central Terminal (GCT)					
56. Grand Central Terminal overall	97	97	97	96	95
57. The Station Master's Office, including the customer waiting area	94	94	93	91	91
58. Personal security	95	95	96	93	94
59. Customer information given on digital screens near MetLife escalator	NA	NA	NA	93	93
60. Presence of MTA Police	94	94	95	91	94
61. Signs providing direction to/from connecting buses or subways	90	93	94	90	89
62. Sound quality of audio announcements	85	87	86	81	78
63. Have you used any of the restrooms in GCT during the past 12 months? (% Yes)	78	77	78	77	77
64. Cleanliness of rest rooms in GCT	65	65	70	64	63
65. Physical condition of restrooms	68	NA	NA	NA	65
66. Cleanliness of GCT (excluding restrooms)	94	94	94	92	90

WEST OF HUDSON	Total Satisfied				
	2011	2012	2013	2014	2015
	%	%	%	%	%
1. Metro-North Railroad overall	86	92	90	89	84
2. Value for the money using the railroad	63	90	68	74	69
Home Boarding Station					
3. Your home boarding station overall	90	90	91	88	88
4. Directional signage to the station	87	87	87	86	87
5. Personal security	81	82	85	84	84
6. Cleanliness inside the station building (excluding restrooms)	82	81	82	82	83
7. Maintenance of station	83	85	85	84	84
8. Sound quality of audio announcements	58	67	65	58	53
9. Availability of parking on weekdays	91	94	93	92	91
10. Security of your car while parked at the station	85	89	90	90	90
11. Cleanliness of platforms and outdoor shelters	85	86	87	87	90
12. Cleanliness of the track area around the station	85	86	87	87	88
On Trains (AM & PM)					
13. MNR train service overall	87	92	90	89	86
14. On-time performance	84	92	89	87	80
15. Safety from train accidents	NA	NA	NA	NA	94
16. Availability of seats on train	84	93	89	88	88
17. Condition of seats on train	NA	NA	NA	NA	90
18. The temperature on the train	74	82	89	89	89
19. Personal security	94	97	94	95	96
20. Cleanliness of the restrooms	59	75	69	68	67
21. Cleanliness of train's interior (excluding rest rooms)	83	89	88	88	91
22. Sound quality of audio announcements	63	78	76	76	74
23. Train interior maintenance – lights, floors, windows, etc. (excluding seats)	NA	NA	NA	NA	88
24. The Quiet Car Program	NA	NA	NA	91	87

WEST OF HUDSON	Total Satisfied				
	2011	2012	2013	2014	2015
Courtesy and Responsiveness of Employees	%	%	%		
25. The overall courtesy and responsiveness of our employees	91	95	94	94	93
26. Conductors	92	96	96	95	94
27. Ticket Sellers	90	92	90	92	93
28. Information Center Representatives (In NY: 511)	NA	NA	79	80	82
29. MTA Police	NA	NA	NA	NA	92
Train Scheduling					
30. Overall train schedules	62	69	68	67	65
31. The weekday AM and PM peak schedule to and from your station	67	74	71	72	68
32. The weekday off-peak schedule to and from your station including late night service	48	56	56	57	54
33 The weekend schedule to and from your station	54	59	61	60	57

WEST OF HUDSON	Total Satisfied				2015
	2011	2012	2013	2014	
Communication	%	%	%	%	%
34. Our overall communication to you	80	86	84	79	77
35. Our overall communications during normal service conditions	86	88	88	82	83
36. Our overall communications during <u>unplanned</u> service disruptions	55	74	72	63	61
Communication during normal service conditions					
37. At your boarding station	70	78	77	75	72
38. On board our trains	81	87	86	86	84
39. At Hoboken Terminal	83	88	82	84	80
40. At Secaucus Junction	83	91	90	87	87
41. At Penn Station New York	73	83	81	75	75
42. On the Metro-North website	83	90	86	84	84
43. On the NJ TRANSIT website (www.njtransit.com)	83	91	88	84	83
44. Metro-North's social media sites	NA	NA	NA	81	78
45. With Metro-North's automated phone system for schedules, fares, etc.	77	81	79	81	73
46. With Metro-North's Customer Service Center Representatives	77	87	75	76	74
47. With NJ TRANSIT's automated phone system for schedules, fares, etc.	73	82	76	75	68
48. With NJ TRANSIT's Travel Information Center Representatives	74	84	77	78	75
Communication (During Unplanned Service Disruptions)					
49. At your boarding station	50	65	63	57	55
50. On board our trains	67	80	76	74	69
51. At Hoboken Terminal	66	77	71	72	69
52. At Secaucus Junction	71	80	80	73	75
53. At Penn Station New York	64	75	73	66	69
54. On the Metro-North website	66	83	79	75	77
55. With Metro-North's automated phone system for schedules, fares, etc.	65	74	71	75	78
56. With Metro-North's Customer Service Center Representatives	64	77	73	76	79
57. On the NJ TRANSIT website (www.njtransit.com)	72	80	80	77	81
58. With NJ TRANSIT's automated phone system for schedules, fares, etc.	63	79	74	73	71
59. With NY TRANSIT'S Travel Information Center Representatives	64	77	73	74	77

WEST OF HUDSON	Total Satisfied				
	2011	2012	2013	2014	2015
	%	%	%	%	%
60. Hoboken Terminal overall	79	82	67	83	83
61. Cleanliness of the Terminal (excluding restrooms)	77	79	75	85	82
62. Personal security	87	90	89	90	86
63. Have you used any of the restrooms in Hoboken Terminal during the past 12 months? (% Yes)	77	68	49	66	69
64. Cleanliness of restrooms	66	59	54	71	73
65. Physical condition of restrooms	NA	NA	NA	NA	76
Secaucus Junction					
66. Secaucus Junction overall	92	94	93	93	86
67. Personal security	95	97	96	97	92


Memorandum



Metro-North Railroad

Date: November 9, 2015

To: Metro-North Committee

From: Joe Giulietti 

Re: **2015 Holiday and Special Event Services**

Outlined below for your information are Metro-North's service plans for the upcoming 2015 Thanksgiving and Christmas/New Year's holiday periods. Ridership increases significantly during these holidays when many discretionary customers include Metro-North in their travel plans.

As in past years, key elements of this year's holiday service plan include:

- More cars on existing trains;
- Additional trains;
- Special revenue collection/selling activities;
- Marketing/advertising Holiday programs;
- Enhanced customer information.

The objectives of the program are to:

- Increase ridership;
- Ensure collection of all fares and revenue;
- Provide a seat for all customers while operating a safe and reliable service.

The Thanksgiving Holiday program remains essentially the same as in 2014, while the Christmas and New Year's holiday service differs from 2014 because Christmas and New Year's Day fall on Fridays. Based on historical ridership data, regular customers will be taking a four-day weekend with many discretionary riders coming into New York City on Christmas Eve and New Year's Eve. Special Thanksgiving Weekend and Christmas/New Year's timetables have been developed to address the travel demands of our customers over both holiday weekend periods.

Details of the special services being provided throughout the holiday period are as follows:

THANKSGIVING HOLIDAY WEEKEND

Metro-North will publish and operate a special four-day schedule for the Thanksgiving Holiday Weekend (Thursday, November 26th through Sunday, November 29th) that is tailored to the travel needs of our customers; these schedules will also be available through our IVR/call center, the internet, and via TrainTime. As in past years, off-peak fares will be valid throughout the entire four-day period.

Wednesday, the day before Thanksgiving

Historically, this is the heaviest travel day of the year with outbound ridership between noon and 8 PM over 25% higher than a normal weekday. While ridership in this time period in 2014 was significantly lower than in previous years, we intend to provide the same robust service level as in the past, with the assumption that ridership may rebound this year. To that end, Metro-North will operate a regular weekday schedule with longer trains at key times and 18 additional trains (5 Hudson, 3 Harlem, 10 New Haven) departing GCT between noon and 4:10 PM. All service is shown in the current timetables.

Thanksgiving Day

Metro-North will provide additional inbound morning service for customers going to the Macy's Thanksgiving Day Parade. There is also expanded outbound service starting in the late morning and continuing until mid-afternoon for customers traveling to suburban destinations. Finally, there is expanded evening service for customers returning to New York City.

During the key outbound period between 10 AM and 2 PM all fares from Grand Central and from Harlem-125th Street will be collected from customers before they board trains. "Gate collection" of fares will take place to ensure that a fare is collected from each customer. During this period in 2014, over 30,000 customers departed Grand Central. Overall, we project that Metro-North will provide more than 100,000 rides on Thanksgiving Day.

Friday, the day after Thanksgiving

Fewer commuters (23% of normal AM peak ridership in fall 2014) and greatly increased discretionary travel (a 167% ridership increase compared to a normal weekday on trains arriving at Grand Central between 10 AM and 2 PM in fall 2014) requires a significant change to regular weekday service. A special schedule included in Metro-North's four-day timetable addresses the unique travel patterns of our ridership on this day by featuring a Saturday schedule with extra service in the traditional AM and PM peak periods plus extra inbound service after 10 AM and extra outbound service after noon.

Thanksgiving Weekend (Saturday and Sunday)

Saturday and Sunday schedules complete the four-day timetable with extra trains and additional cars on existing trains. Saturday service features upper Hudson and outer New Haven Line Shoppers' Special service. Regular half-hour service to/from Stamford on the New Haven Line and to/from North White Plains on the Harlem Line is operated all day on Saturday. Sunday service features outer New Haven line Shoppers' Specials in addition to the normal half-hourly service on all lines.

THANKSGIVING – CHRISTMAS/NEW YEAR'S PERIOD

For the six-week period between November 21 and December 27, Metro-North will supplement regular weekend train service to meet the travel demands of increased discretionary ridership by providing:

- Additional cars and extra staffing on existing train service during key times throughout the holiday period.
- Hudson and New Haven Lines Shoppers' Special trains on Saturdays, and New Haven Line Shoppers Specials on Sundays.

As holiday season weekend ridership continues to grow year by year, it should be noted that service is constrained in certain time periods by infrastructure, and some trains may operate with heavier than optimal loadings—especially on the New Haven Line. We continually monitor ridership (we perform passenger counts of almost every train at GCT every weekend between November 21 and New Year's Weekend) and, to the extent possible, divert the limited resources (cars and crews) to the time periods where ridership is heaviest.

CHRISTMAS/NEW YEAR'S HOLIDAYS

To accommodate customers' special travel needs on the Christmas and New Year's holidays, Metro-North will publish a special Christmas/New Year's Holiday timetable. This timetable will cover Christmas Day, New Year's Eve, and New Year's Day.

Christmas Eve

Ridership on Christmas Eve follows the Thanksgiving Eve patterns, so Metro-North will provide the same service as on the Wednesday before Thanksgiving - a regular weekday schedule with longer trains at key times and 18 additional trains (5 Hudson, 3 Harlem, 10 New Haven) departing GCT between noon and 4:10 PM. All service is shown in the current timetables.

Christmas Day and New Year's Day

The Christmas Day holiday (along with New Year's Day) historically has the lowest ridership of any holiday. In support of historical ridership levels, hourly service will be operated on Christmas Day.

New Year's Eve

On New Year's Eve, MNR will operate a modified weekday AM and PM Peak service, with an early afternoon getaway schedule. The schedule features train consolidations in the AM Peak, extra outbound service between noon and 4 PM, and consolidated service during the PM Peak. In addition, the New Year's Eve schedule will include extra late afternoon and early evening service inbound to GCT as well as overnight New Year's morning service inbound and outbound for those attending New Year's celebrations.

As in past years, customers riding home on Metro-North's early morning New Year's service will have their tickets collected prior to boarding trains at Grand Central.

CHRISTMAS-NEW YEAR'S WEEK (Monday, Dec. 28 – Wednesday, Dec. 30)

Historically, mid-day inbound ridership between 10 AM and 2 PM increases by more than 100% on the weekdays between Christmas and New Year's Eve. This increase reflects the high discretionary ridership while school is on the holiday recess, as well as shoppers taking advantage of after-Christmas sales. To meet this demand, Metro-North will adjust train lengths and operate additional trains on all lines.

NCAA COLLEGE FOOTBALL AT YANKEE STADIUM

Again this year, Yankee Stadium will be the venue for NCAA college football, the 2015 New Era Pinstripe Bowl Game. The New Era Pinstripe Bowl will be played Saturday, December 26th at 3:30 PM. Metro-North will provide convenient service to/from this event, featuring direct service to Yankees-East 153rd Street station on the Hudson Line, shuttle service between Grand Central Terminal, Harlem-125th Street and Yankees-E. 153rd Street, and convenient connections at Harlem-125th Street station for customers traveling on the Harlem and New Haven lines.

cc: T. Prendergast
R. Agritelley
K. Betries-Kendall
S. Doering
J. Kesich
J. Kennard
K. Porcelain
C. Rinaldi
S. Sarch
M. Shiffer
M. Mannix

LONG ISLAND RAIL ROAD

PROCUREMENTS

FOR

BOARD ACTION

November 18, 2015

Staff Summary



Subject : Request for Authorization to Award Various Procurements						Date <div style="text-align: center;">November 18, 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	11.16.15				X	President		
2	MTA Board	11.18.15				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:

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

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

LIRR proposes to award Competitive Procurements in the following categories:

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

Schedules Requiring Two-Thirds Vote

Schedule C: Competitive Requests for Proposals (Award of Purchase)	2	\$15,516,939
SUBTOTAL:	2	\$15,516,939

Schedules Requiring Majority Vote

Schedule G: Miscellaneous Service Contracts	1	\$79,290
SUBTOTAL:	1	\$79,290

LIRR proposes to award Ratifications in the following categories:

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

	3	
<u>TOTAL:</u>	<u>3</u>	<u>\$15,596,229</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.

NOVEMBER 2015

MTA LONG ISLAND RAIL ROAD

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote

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

1. **Ansaldo STS USA, Inc.** **\$9,095,500** *Staff Summary Attached*
Competitive RFP
Contract No. 6170

LIRR requests approval to award a contract to Ansaldo STS USA, Inc. (ASTS) in the amount of \$8,949,500 for the Base Work plus \$146,000 for Optional Training, to replace the existing signal system along its entire Long Beach branch beginning at the Long Beach Terminal to its interconnection with Babylon Branch and Valley Tower.

2. **Myers Controlled Power, LLC** **\$6,421,439** *Staff Summary Attached*
Competitive RFP
Contract No. 6186

LIRR requests MTA Board approval to award a contract award to Myers Controlled Power, LLC (Myers) for the lump sum price of \$6,421,439 to furnish a prefabricated traction power substation needed to replace one existing substation located at Long Beach.

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)

3. **ARAMARK Uniform Services, a division of** **\$79,290**
ARAMARK Uniform & Career Apparel, LLC **Not-to-Exceed**
Three-Year Contract
Contract No. TBD

LIRR requests MTA Board approval to award a competitively bid, three-year, Miscellaneous Service contract to ARAMARK Uniform Services, a division of ARAMARK Uniform & Career Apparel, LLC (“ARAMARK”), in the not-to-exceed amount of \$79,290 for the furnishing and weekly cleaning of walk-off mats at various LIRR locations in support of Stations Operations department. The Railroad explored whether there were opportunities to “piggy-back” onto existing contracts with other MTA agencies and also surveyed whether any MTA

agencies had a need for similar services. No other MTA agency offered similar contracts, or expressed a need for the same requirements. This renewal contract was advertised in the NYS Contract Reporter and on the MTA Website on September 9, 2015, and in the NY Post on September 17, 2015. Bids were sent directly to two known service providers, ARAMARK and Cintas, on September 10, 2015 as no other firms requested solicitation documents. On October 7, 2015, LIRR received a single bid from the incumbent - ARAMARK. As a single bid was received, LIRR attempted to negotiate lower pricing, but ARAMARK confirmed their bid price was the best afforded to LIRR. ARAMARK's 2015 unit pricing remained unchanged from their previous 2012 contract unit pricing. The bid price schedule is based on fixed pricing for weekly service, and forecasted walk-off mat replacement costs during the three-year term. ARAMARK's pricing is therefore considered fair & reasonable. Funding for this contract is included in LIRR's Operating Budget.

Schedule C Competitive Requests for Proposals (Award of Purchase and Public Work Contracts)

Staff Summary



Long Island Rail Road

Page 1 of 2

Item Number: 1					
Dept & Dept Head Name: Procurement & Logistics, Dennis Mahon					
Department Head Signature & Date <i>[Signature]</i> 11/6/15					
Division & Division Head Name: Department of Program Management, Richard Oakley					
Division Head Signature & Date <i>[Signature]</i> 11/6/15					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	LI Committee	11.16.15	X		
2	MTA Board	11.18.15	X		
Internal Approvals					
Order	Approval	Order	Approval		
6	President <i>[Signature]</i>	3	VP/CFO <i>[Signature]</i>		
5	Executive VP <i>[Signature]</i>	2	Sr. VP/Operations <i>[Signature]</i>		
4	VP/Gen'l Counsel & Sec'y <i>[Signature]</i>	1	Sr. VP/Administration <i>[Signature]</i>		

SUMMARY INFORMATION	
Vendor Name	Contract Number
Ansaldo STS USA, Inc.	6170
Description Design/Build Services for the Restoration of the Long Beach Signal System	
Total Amount \$9,095,500 (includes \$8,949,500 Base Work + \$146,000 Optional Training)	
Contract Term (including Options, if any) 1,220 consecutive calendar days (Base Work)	
Options(s) included in Total Amount: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-Competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	

Narrative:

I. PURPOSE/RECOMMENDATION

LIRR requests approval to award a contract to Ansaldo STS USA, Inc. (ASTS) in the amount of \$8,949,500 for the Base Work, plus \$146,000 for Optional Training to replace the existing signal system along its entire Long Beach branch beginning at the Long Beach Terminal to its interconnection with Babylon Branch and Valley Tower.

II. DISCUSSION

Super Storm Sandy affected the entire Long Beach branch for several weeks until infrastructure was repaired sufficiently to resume service using the diesel fleet, and eventually full schedule service using the MU car fleet. While repairs restored full service for customers, the damage to infrastructure from salt water flooding drastically shorted the life cycle of cables and equipment by accelerating the degradation of electrical insulation, cable connections and other electrical components, including signal huts and cases, switch machines, third rail switch boxes, communication cases and network equipment. This contract is for the replacement of the signal system, and includes: signal design; manufacture of signal equipment and enclosures; system integration and testing; delivery and setting of assembled Central Instrument Location ("CILs") and Huts; and delivery of cases and ancillary equipment for the Railroad's Restoration of the Long Beach Branch Signal System (the "Work").

To gauge proposers' level of interest and assess items that would inhibit competition a Request for an Expression of Interest (RFEI) was publicly advertised on October 16, 2014. The RFEI was advertised through public notice in local newspapers and supplemented with direct mailings to known prime contractors qualified and capable to provide signal systems. The results consisted of responses from Siemens, Alstom, Ansaldo STS USA (ASTS), and General Electric Transportation Systems (GETS). All four firms provide signal systems in

Staff Summary



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the rail transit industry. Alstom, ASTS and GETS provided feedback that resulted in changes to our contract documents.

The MTA Board granted an “omnibus” approval to use the “Request for Proposal” (RFP) method to solicit various Design-Build and other contracts in connection with post-Super Storm Sandy restoration, mitigation and resiliency initiatives” (specifically citing the Long Beach Signal System Replacement Project, among others) at its November 2013 meeting.

In March 2015 LIRR publicly advertised an RFP for this project. Proposals were submitted by three firms (inclusive of options): Alstom for \$21,857,371, ASTS for \$13,036,570 and XoRail for \$18,293,056. ASTS’s proposal was found to be superior when evaluated against the RFP technical criteria, which included demonstrated ability to meet the schedule, technical approach, and the qualifications and experience of the company and project team. Their proposal also contained a six month reduction to LIRR’s original contract schedule. XoRail’s proposal was found to be technically compliant with the requirements of the project and their Key Personnel and Company qualifications were in accordance with the RFP’s minimum requirements. Alstom’s proposal was found to be technically compliant with the requirements of the project; however, LIRR had a number of concerns about its proposal.

All firms were invited to give oral presentations, and then were asked to provide a “Best and Final Offer,” which included technical clarifications of LIRR requirements. The firms submitted BAFOS as follows (including options pricing): Alstom for \$20,453,579, ASTS for \$10,556,067 and XoRail for \$14,990,652. A formal TEC re-evaluation based on the orals and the BAFOs still yielded ASTS having the superior offering.

LIRR negotiated with ASTS a final price of \$8,949,500 for the Base Work of the contract; ASTS’s BAFO price for Base Work was \$9,643,874. This negotiated amount is less than their BAFO and significantly less than the Base Work BAFOs of the other two proposers, within ten percent of the LIRR estimate, and is considered fair and reasonable. The contract contains an option for training with a total price of \$146,000.

III. D/M/WBE INFORMATION

The MTA Department of Diversity and Civil Rights (DDCR) has established an 8.5% DBE goal for this project. ASTS has agreed to submit a plan that would meet the contract’s goal requirements. The final plan is subject to review and approval by DDCR. An award will not be issued until approval by DDCR. ASTS has not completed any MTA contract with MWDBE goals; therefore, no assessment of the firm’s M/W/DBE performance can be determined at this time.

IV. IMPACT ON FUNDING

This contract will be funded by the LIRR 2010-2014 Capital Budget supported by federal Super Storm Sandy relief funding.

V. ALTERNATIVES

LIRR does not have the ability to undertake the design and furnishing of the equipment with in-house forces. The alternative is to not undertake this project, which is impractical as this work is a critical component of the Super Storm Sandy Mitigation Program.

Staff Summary



Item Number: 2					
Dept & Dept Head Name: Procurement & Logistics; Dennis Mahon					
Department Head Signature & Date <i>[Signature]</i> 4/6/15					
Division & Division Head Name: Department of Program Management, Richard Oakley					
Division Head Signature & Date <i>[Signature]</i> 11/6/15					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	LI Committee	11.16.15	X		
2	MTA Board	11.18.15	X		
Internal Approvals					
Order	Approval	Order	Approval		
6	President <i>[Signature]</i>	3	VP/CFO <i>[Signature]</i>		
5	Executive VP <i>[Signature]</i>	2	Sr. VP/Operations <i>[Signature]</i>		
4	VP/Gen'l Counsel & Sec'y <i>[Signature]</i>		Sr. VP/Administration <i>[Signature]</i>		

SUMMARY INFORMATION	
Vendor Name	Contract Number
Myers Controlled Power, LLC	6186
Description	
Long Beach Substation Replacement	
Total Amount	
\$6,421,439	
Contract Term (including Options, if any)	
770 consecutive calendar days	
Options(s) included in Total Amount: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type	
<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-Competitive	
Solicitation Type	
<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source	
<input type="checkbox"/> Operating <input type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	

Narrative:

I. PURPOSE/RECOMMENDATION

LIRR requests MTA Board approval to award a contract to Myers Controlled Power, LLC (Myers) for the lump sum price of \$6,421,439 to furnish a prefabricated traction power substation needed to replace one existing substation located at Long Beach.

II. DISCUSSION

Super Storm Sandy affected the entire Long Beach Branch for several weeks until infrastructure was repaired sufficiently to resume service using the diesel fleet, and eventually full schedule service using the MU car fleet. The repairs performed to substations on this branch were temporary in nature, and continuing to rely upon these storm-damaged substations, which were constructed in 1972, poses a risk for LIRR service reliability. Under this substation procurement, Myers will design, fabricate, deliver, install, integrate and test the modular substation including building enclosure, equipment, cabling and supervisory control systems. The modular substation building will be assembled and installed on foundations constructed by LIRR forces. LIRR Forces will also interconnect the substation into the power infrastructure.

The MTA Board granted an "omnibus" approval to use the "Request for Proposal" (RFP) method "to solicit various Design-Build and other contracts in connection with post-Super Storm Sandy restoration, mitigation and resiliency initiatives" (specifically citing the Long Beach Substation Replacement, among others) at its November 2013 meeting.

Staff Summary



Page 2 of 3

Advertisement of this Contract ran in both the New York State Contract Reporter and the New York Post on June 25, 2015. In addition, a copy of the advertisement was sent directly to 3 firms known to have experience with this type of work. The proposers' conference and site tour was attended by 15 firms.

Four firms responded to the Railroad's RFP: Benfield Control Systems, Inc. for \$9,944,586; Myers Controlled Power for \$6,159,293; Powell Electrical Systems, Inc. for \$7,684,888; and Siemens Industry, Inc. for \$10,065,908. A Technical Evaluation Committee (TEC) reviewed these proposals against the technical criteria, which included Technical Approach; Key Personnel and Corporate Qualifications; and the Management Approach. Following a preliminary evaluation, Myers was technically ranked the highest; however, Powell and Siemens were also found to be technically compliant with the requirements of the RFP. Benfield demonstrated that they were able to produce major components for the traction power substation, however they did not demonstrate that they were capable of manufacturing an entire substation. The TEC decided to extend invitations for oral presentations to three of the firms (Myers, Powell and Siemens).

Following the oral presentations, the TEC completed their final scores and cost was added into the evaluation. Myers again was the top-ranked firm.

The TEC cited the following reasons for Myers receiving the highest overall rating when compared to other proposers:

- Myers' technical approach to the project demonstrates a strong competency and understanding of the project;
- Myers has extensive corporate experience with this kind of work;
- The equipment being proposed by Myers meets or exceeds the LIRR specifications and industry requirements;
- The project team and key personnel proposed by Myers have undertaken similar projects and meet or exceed the requirements of the contract;
- The manufacture and integration of equipment and housing is largely centralized at Myers' facilities, increasing the ability to control these activities.

Moreover, Myers' cost proposal of \$6,519,293.00 was the lowest of all 4 proposers, and fully \$1,165,595.00 lower than the next-ranked and next-costliest proposer. It also is \$1,540,649.00 lower than LIRR's internal estimate for the work.

LIRR negotiated with Myers a final price of \$6,421,439. This price is less than their proposed price and the LIRR estimate.

Based on a comparison to market prices and the internal estimate, Myers' cost is deemed fair and reasonable. Myers has also been reviewed and found to be responsible.

III. D/M/WBE INFORMATION

This contract has a 10% DBE goal, which Myers' proposal meets. Myers Controlled Power LLC has not completed any MTA prime contract containing D/M/WBE goals; therefore, no assessment of the firm's D/M/WBE prior performance can be determined at this time.

Staff Summary



Long Island Rail Road

Page 3 of 3

IV. IMPACT ON FUNDING

This contract will be funded by the LIRR 2010-2014 Capital Program supported by federal Super Storm Sandy relief funds.

V. ALTERNATIVES

State-of-the-art traction power substations are crucial to the continued functioning of the LIRR in maintaining On-Time Performance. Further, LIRR has no ability to perform this work in-house; 3rd-party vendors are required.



Metro-North Railroad

Procurements

November 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	November 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.	11-16-15	X		
2	MTA Board Mtg.	11-18-15	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 V.P. & General Counsel
X	VP Finance & IT		

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

PURPOSE:

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

DISCUSSION:

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

		<u># of Actions</u>	<u>\$ Amount</u>
<u>Schedules Requiring Two-Thirds Vote (or more, where noted)</u>		<u>NONE</u>	
<u>Schedules Requiring Majority Vote</u>			
Schedule G:	Miscellaneous Service Contracts	1	\$200,000
	• Koni North America		\$200,000
Schedule H:	Modifications to Personal/Miscellaneous Service Contracts	1	\$1,007,516
	• Transportation Technology Center, Inc. (TTCI)		\$1,007,516
SUB TOTAL:		2	\$1,207,516



MNR proposes to award competitive procurements in the following categories:

		<u># of Actions</u>	<u>\$ Amount</u>
<u>Schedules Requiring Two-Thirds Vote (or more, where noted)</u>		<u>NONE</u>	
<u>Schedules Requiring Majority Vote</u>			
Schedule G: Miscellaneous Service Contracts		4	\$589,542
• Carrier Corporation	\$276,827		
• Capus Automation Services, Inc.	\$98,725		
• Chem Treat, Inc.	\$20,400		
• AKA Pest Control, Inc. dba Bye-Bye Birdie	\$193,590		
SUB TOTAL:		4	\$589,542

MNR presents the following procurement actions for Ratification:

<u>Schedules Requiring Two-Thirds Vote (or more, where noted)</u>		<u>NONE</u>	
<u>Schedules Requiring Majority Vote</u>		<u>NONE</u>	
SUB TOTAL:			
TOTAL:		6	\$1,797,058

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.

NOVEMBER 2015

METRO-NORTH RAILROAD

LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Schedules Requiring Majority Vote:

G. Miscellaneous Service Contracts

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

1. **Koni North America \$200,000 (not-to-exceed) Staff Summary Attached**
Repair and Return of MNR M7 and Genesis Locomotive Fleets Dampers

Approval is requested to award a five year non-competitive, negotiated miscellaneous service agreement for repair and return of horizontal, vertical, and lateral dampers, for the MNR Genesis locomotive and M-7 fleets. Koni North America is the Original Equipment Manufacturer (OEM) of this equipment and the sole authorized repair facility. MNR has determined that it is economically beneficial to repair and return these dampers in lieu of procuring new dampers.

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

The total cost of this procurement is not to exceed \$200,000 and its costs are deemed fair and reasonable for the level of service required. The procurement is to be funded by the MNR Operating Budget.

H. Modifications to Personal /Miscellaneous Service Contracts

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

2. **Transportation Technology Center, Inc. (TTCI) \$1,007, 516 (not-to exceed) Staff Summary Attached**
Technical Support for the Maintenance of Way Track Department

Approval is requested for funding totaling \$1,007,516 to Transportation Technology Center, Inc. (TTCI) for additional technical and track testing assistance throughout the MNR territory. TTCI's services continue to be required in collecting and analyzing automated track inspection data to prioritize repairs and cyclical maintenance programs.

In 2013, the MTA Board ratified a miscellaneous service contract for TTCI to provide various engineering support services along with specific track testing. Under the original award, TTCI reviewed established maintenance and inspection procedures, practices and programs. In addition, a review of training programs and Maintenance of Way methodology were conducted. Subsequent to the original award and based on actual field conditions, MNR increased the scope of work to include additional analysis of its infrastructure with both a Track Loading Vehicle (TLV) and Ground Penetration Radar (GPR) to map conditions of the tracks ballast and subgrade.

In an effort to conclude TTCI's review, MNR has requested that TTCI finalize MNR's MW-4 track

manual with the associated training for track supervision. In addition, TTCI will finalize its searchable track defect data warehouse, which will enable MNR to properly categorize and prioritize track maintenance in the future. Finally, TTCI will conclude its review of MNR's track infrastructure by completing a final series of track loading vehicle testing over MNR's complete East of Hudson service territory.

Based on TTCI's revised scope of work and MNR's need to complete its third party track evaluation, the total additional funds required by MNR at the not to exceed amount of \$1,007,516 is deemed fair and reasonable. All contract terms, and conditions remain the same. The additional funding will be provided by the MNR Operating Budget.

Schedule G: Miscellaneous Service Contracts

Item Number: G

Vendor Name (& Location) Koni North America
Description Repair and Return of MNR M7 and Genesis Locomotive Fleets Dampers
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 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 TBD	AWO/Modification #
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Total Amount: (not-to-exceed) \$200,000	
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 five year non-competitive negotiated miscellaneous service agreement for repair and return of horizontal, vertical, and lateral dampers, for the MNR Genesis locomotive and M-7 fleets. Koni North America is the Original Equipment Manufacturer (OEM) of this equipment and the sole authorized repair facility. MNR has determined that it is economically beneficial to repair and return these dampers in lieu of procuring new dampers. This process results in an average unit price savings of 47%.

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

The total cost of this procurement is not to exceed \$200,000 and its costs are deemed fair and reasonable for the level of service required. The procurement is to be funded by the MNR Operating Budget.

Schedule H: Modifications to Personal Service and Miscellaneous Service Contracts

Item Number: H

Vendor Name (& Location) Transportation Technology Center, Inc. (TTCI)		Contract Number 1000027923	AWO/Modification # 3
Description Automated Track Inspection Survey and Data Management		Original Amount: \$750,000	
Contract Term (including Options, if any) Three Years		Prior Modifications: \$1,838,900	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Prior Budgetary Increases: \$	
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive		Current Amount: \$2,538,900	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other:		This Request: \$1,007,516 (not-to-exceed)	
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: 39.68%	
Requesting Dept/Div & Dept/Div Head Name: Procurement & Material Management, Al Muir, Sr. Director		% of Modifications (including This Request) to Original Amount: 472%	

Discussion:

Approval is requested for funding totaling \$1,007,516 to Transportation Technology Center, Inc. (TTCI) for additional technical and track testing assistance throughout the MNR territory. TTCI services continue to be required in collecting and analyzing automated track inspection data to prioritize repairs and cyclical maintenance programs.

In 2013, the MTA Board ratified a miscellaneous service contract for TTCI to provide various engineering support services along with specific track testing. Under the original award, TTCI reviewed established maintenance and inspection procedures, practices and programs. In addition reviews of training programs and Maintenance of Way methodology were conducted. Subsequent to the original award and based on actual field conditions, MNR increased the scope of work to include additional analysis of its infrastructure with both a Track Loading Vehicle (TLV), and Ground Penetration Radar (GPR), to map conditions of the tracks, ballast and subgrade.

In an effort to draw TTCI's review to a close, MNR has requested that TTCI finalize MNR's MW-4 track manual and conduct the associated training for track supervision. In addition, TTCI will finalize its searchable track defect data warehouse, which will enable MNR to properly categorize and prioritize track maintenance in the future. Finally, TTCI will conclude its review of MNR's track infrastructure by completing a final series of track loading vehicle testing over MNR's complete East of Hudson service territory.

Based on TTCI's revised scope of work and MNR's need to complete its third party track evaluation, the total additional funds required by MNR at a not to exceed amount of \$1,007,516 is deemed fair and reasonable. All contract terms, and conditions remain the same. The additional funding will be provided by the MNR Operating Budget.

NOVEMBER 2015

METRO-NORTH RAILROAD

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Schedules Requiring Majority Vote:

G. Miscellaneous Service Contracts

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

**1. Carrier Corporation \$276,827 (not-to-exceed)
Maintenance Services for Grand Central Terminal (“GCT”) Absorption Units**

Approval is requested to award a five year competitively negotiated miscellaneous service contract (RFQ process, one bid received) to Carrier Corporation to provide preventative maintenance services for two absorption units located in Grand Central Terminal (“GCT”).

MNR’s GCT Maintenance Department requires a firm to provide maintenance services for two absorption units located in GCT. These units act as backup for the five existing electric chillers. The work includes: standard periodic maintenance including water tests, oil changes, and leak & pressure tests; maintenance materials including grease, oil, drive belts, and oil filters; capture and tracking of refrigerant activity including providing usage reports; analyzing trending for oil, absorption solutions and refrigerant; and system repair coverage, including evacuating/recharging of fluids.

Six vendors were provided the solicitation and one bid was received from Carrier Corporation in the amount of \$285,265. MNR requested a price concession which resulted in a 3% reduction to the gross sum bid amount, from \$285,265 to \$276,827. All pricing will remain firm and fixed for the five year contract period. The total award is not to exceed \$276,827 and is to be funded by the MNR Operating Budget.

**2. Capus Automation Services, Inc. \$98,725 (not-to-exceed)
Preventative Maintenance and Inspection Services of Vertical Lift Machines**

Approval is requested to award a three year competitively solicited (RFQ process, one bid received), miscellaneous service contract to Capus Automation Services, Inc. These services are to provide semi-annual preventative maintenance, inspection and emergency repairs to various types of vertical lift machines (VLM) located at MNR maintenance and warehouse facilities in New York and Connecticut.

The VLMs are vertically arranged storage trays that contain rolling stock maintenance material. These storage and retrieval systems provide maximum storage density and automate material retrieval to improve efficiencies and maximize limited space in the MNR facilities. Further, they provide the safest means of storing materials in the most ergonomic method preventing injury to warehouse personnel. In order to maintain these systems in a state of good repair, they require specialized preventative maintenance and inspections.

Capus Automation Services, Inc. is the VLM’s Original Equipment Manufacturer (OEM) and the sole responsive and responsible bidder. A comparison of prices paid from the previous service contract

(2011-2015) with the new agreement reflects a decrease of 2.78% per unit. Pricing will be fixed for the first year of service and maintenance. The subsequent years of this agreement will be adjusted in accordance with the Bureau of Labor Statistics (BLS) and will be adjusted annually. The pricing is deemed fair and reasonable. The total award is not to exceed \$98,725 for the three year period and is to be funded by the MNR Operating Budget.

3. Chem Treat, Inc. \$20,400 (not-to-exceed)

Boiler Inspection, Testing and Treatment Services

Approval is requested to award a three year competitively solicited (RFQ process, 3 bids received) miscellaneous service contract to Chem Treat, Inc. (Chem) to provide chemical & treatment evaluation services on 13 boilers located throughout the MNR territory. Chem shall provide inspection, testing, and treatment services in accordance with MNR technical specifications which is required on a regular basis to prevent corrosion and ensure that the boilers remain in a state of good repair. In addition, ongoing safety inspections will be accomplished.

Solicitations were forwarded to nine prospective bidders and MNR received three bid responses. Chem was the lowest bidder that met all requirements outlined in the RFQ. Chem's price was reviewed and found to be fair and reasonable; their bid price was 2% below the next lowest bidder and pricing for these services is consistent with prior inspection and testing MNR has previously contracted. Pricing for this service shall remain fixed for the three year period with a total cost of not to exceed \$20,400, and is to be funded by the MNR Operating Budget.

4. AKA Pest Control, Inc. dba Bye-Bye Birdie \$193,590 (not-to-exceed)

Bird Control Netting Repair Services at various locations throughout Metro-North's Territory

Approval is requested to award a three year competitively solicited miscellaneous service contract (RFQ process, one bid received) to AKA Pest Control, Inc. dba Bye-Bye Birdie to provide inspection and maintenance services for Bird Control Netting Repair Services at various locations throughout the MNR territory.

MNR's Customer Service and Stations Department requires a firm to provide inspection and maintenance of the Railroad's existing bird control netting. The maintenance includes repair and replacement of bird control netting, spikes, and slip-off strips located at passenger stations on the Harlem, Hudson, New Haven and West of Hudson lines. MNR utilized the discretionary procurement process and directly solicited NYS certified minority, women, and small business enterprises. AKA Pest Control, Inc. dba Bye-Bye Birdie is a NYS small business enterprise.

In accordance with the MTA All-Agency Discretionary Procurement Procedure, an advertisement for the required services was posted on the MNR website under Discretionary Procurements and solicitation packages were forwarded directly to 12 known NYS MWBEs and small businesses. A single bid was received from AKA Pest Control, Inc. dba Bye-Bye Birdie in the amount of \$193,590. Their bid price was within 5% of the Engineer's estimate and is consistent with previous pricing for these services. All pricing was deemed to be fair and reasonable and will remain firm and fixed for the three year contract period. The total award of this contract is not to exceed \$193,590 and is to be funded by the MNR Operating Budget.

METRO-NORTH AND LONG ISLAND RAILROAD

JOINT COMMITTEE

MTA BOARD PROCUREMENT PACKAGE

NOVEMBER 2015

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	11/16/15	X		
2	Board	11/18/15	X		

Date: November 6, 2015			
Vendor Name Frontier Kemper Constructors, Inc.			
Contract Number CM006			
Contract Manager Name			
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 a contract modification and to inform the Long Island Railroad Committee of this procurement action.

DISCUSSION

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

Schedules Requiring Majority Vote:

Schedule K Ratification of Completed Procurement Actions

	<u># of Actions</u>	<u>\$ Amount</u>
	1	\$ 4,282,776
TOTAL	1	\$ 4,282,776

Budget Impact:

The approval of this modification 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.)

MTA Capital Construction Company

BOARD RESOLUTION

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

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

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

NOW, the Board resolves as follows:

1. As to each purchase and public work contract set forth in annexed Schedule A, the Board declares competitive bidding to be impractical or inappropriate for the reasons specified therein and authorizes the execution of each such contract.
2. As to each request for proposals (for purchase and public work contracts) set forth in Schedule B for which authorization to solicit proposals is requested, for the reasons specified therein, the Board declares competitive bidding to be impractical or inappropriate, declares it is in the public interest to solicit competitive request for proposals and authorizes the solicitation of such proposals.
3. As to each request for proposals (for purchase and public work contracts set forth in Schedule C for which a recommendation is made to award the contract), the Board authorizes the execution of said contract.
4. As to each action set forth in Schedule D, the Board declares competitive bidding impractical or inappropriate for the reasons specified therein, and ratifies each action for which ratification is requested.
5. The Board authorizes the execution of each of the following for which Board authorization is required: i) the miscellaneous procurement contracts set forth in Schedule E; ii) the personal service contracts set forth in Schedule F; iii) the miscellaneous service contracts set forth in Schedule G; iv) the modifications to personal/miscellaneous service contracts set forth in Schedule H; v) the contract modifications to purchase and public work contracts set forth in Schedule I; vi) the modifications to miscellaneous procurement contracts set forth in Schedule J.
6. The Board ratifies each action taken set forth in Schedule K for which ratification is requested.
7. The Board authorizes the budget adjustments to estimated contracts set forth in Schedule L.

NOVEMBER 2015

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

Schedule K. Ratification of Completed Procurement Actions (Involving Schedule E-J)
(Staff Summaries required for items requiring Board Approval)

- | | | | |
|----|---|--------------|-------------------------------|
| 1. | Frontier Kemper Constructors, Inc.
Contract No. CM006
Modification No. 19 | \$ 4,282,776 | <u>Staff Summary Attached</u> |
|----|---|--------------|-------------------------------|

In accordance with Article IX of the All-Agency Procurement Guidelines, MTACC is requesting the Board ratify a modification to the Contract to increase the allowance under Bid Item No. 5 for the Remediation of the Existing Structures Work..

Schedule K: Ratification of Completed Procurement Actions
Item Number 1

Vendor Name (& Location) Frontier Kemper Constructors Inc. (Pelham, NY)	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; text-align: center;">Contract Number</td> <td style="width: 50%; text-align: center;">AWO/Modification #</td> </tr> <tr> <td style="text-align: center;">CM006</td> <td style="text-align: center;">19</td> </tr> </table>	Contract Number	AWO/Modification #	CM006	19										
Contract Number	AWO/Modification #														
CM006	19														
Description Manhattan North Structures															
Contract Term (including Options, if any) 32 Months															
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A															
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive															
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification															
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:															
Requesting Dept/Div&Dept/Div Head Name: East Side Access W. Goodrich, P.E.															
	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;">Original Amount:</td> <td style="width: 50%; text-align: right;">\$ 294,201,750</td> </tr> <tr> <td>Prior Modifications:</td> <td style="text-align: right;">\$ 25,420,522</td> </tr> <tr> <td>Prior Budgetary Increases:</td> <td style="text-align: right;">\$ 0</td> </tr> <tr> <td>Current Amount:</td> <td style="text-align: right;">\$ 319,622,272</td> </tr> <tr> <td>This Request</td> <td style="text-align: right;">\$ 4,282,776</td> </tr> <tr> <td>% of This Request to Current Amount:</td> <td style="text-align: right;">1.3%</td> </tr> <tr> <td>% of Modifications (including This Request) to Original Amount:</td> <td style="text-align: right;">10.1%</td> </tr> </table>	Original Amount:	\$ 294,201,750	Prior Modifications:	\$ 25,420,522	Prior Budgetary Increases:	\$ 0	Current Amount:	\$ 319,622,272	This Request	\$ 4,282,776	% of This Request to Current Amount:	1.3%	% of Modifications (including This Request) to Original Amount:	10.1%
Original Amount:	\$ 294,201,750														
Prior Modifications:	\$ 25,420,522														
Prior Budgetary Increases:	\$ 0														
Current Amount:	\$ 319,622,272														
This Request	\$ 4,282,776														
% of This Request to Current Amount:	1.3%														
% of Modifications (including This Request) to Original Amount:	10.1%														

Discussion:

The scope of work of this Contract includes construction of the permanent structural concrete lining, interior structures, and fit-out of the caverns and tunnels beneath and to the North of the existing Grand Central Terminal. In accordance with Article IX of the All-Agency Procurement Guidelines, MTACC is requesting the Board ratify a modification to the Contract to increase the allowance under Bid Item No. 5 for the Remediation of the Existing Structures Work.

The Contract contains an Allowance Item (Bid Item 5) in the amount of \$1.75M to prepare the tunnels and abutting structures for the placement of the final concrete lining. The work included under this item includes removal of concrete, rock, and temporary supports that intrude within the minimum structural clearance line for the final lining, providing temporary ground support to enable the safe removal of such protrusions, filling of overbreak and application of smoothing shotcrete in selected areas to achieve the specified smoothness prior to installation of waterproofing and repairs to existing waterproofing systems. Work under this item is paid for based on a combination of unit rates and time and material as directed by the Construction Manager.

At the time that this contract was advertised, excavation was not complete, as built surveys were not complete and the full extent of non-conforming work from prior contracts had not been established. Thus, the ability of the Project Management team to accurately quantify the full scope of work to be performed as part of the remediation work was compromised and the dollar value assigned to the Bid Item 5 allowance was based on rough approximations rather than quantity estimates. The \$1.75M allowance amount established under this Contract has proven to be insufficient. MTACC Program Controls along with East Side Access Construction Management has performed an analysis and has determined that an additional \$4,282,776 will be required to complete the work under Bid Item No. 5. It should be noted that credits were previously taken from the CM009 and CM019 Contractor for a portion of this work.

The remediation work has to be performed ahead of the permanent lining installation, which, in the Westbound tunnel, is critical to providing tunnel access to the CS179 Systems contractor and the contractor for the future CM007 GCT Station Caverns and Track contract (currently in negotiations). To mitigate this impact, on July 20, 2015, the Executive Vice President and ESA Senior Program Executive authorized the Contractor to continue to perform work under this item at a not to exceed amount of \$650,000 and on October 9, 2015, the President approved a retroactive memorandum authorizing the Contractor to continue to perform work under this item for a total not to exceed amount of \$1.5M. The remainder of this request (\$2,782,776) will not be authorized until approved by the Board.



LONG ISLAND RAIL ROAD



Monthly Operating Report October 2015

Patrick Nowakowski
President

10/16/15 *****

Performance Summary			2015 Data			2014 Data	
			Annual	YTD thru		YTD thru	
			Goal	Oct	Oct	Oct	Oct
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	System	Overall	94.0%	92.5%	91.3%	92.6%	92.1%
		AM Peak		92.6%	89.6%	92.6%	92.0%
		PM Peak		87.7%	86.9%	87.3%	86.7%
		Total Peak		90.2%	88.3%	90.0%	89.4%
		Off Peak Weekday		93.0%	91.7%	93.5%	92.4%
		Weekend		94.10%	94.10%	94.20%	94.60%
	Babylon Branch	Overall	93.9%	92.7%	91.4%	92.4%	91.5%
		AM Peak		94.5%	90.4%	95.1%	93.0%
		PM Peak		86.4%	86.3%	85.9%	83.0%
		Total Peak		90.7%	88.5%	90.8%	88.4%
		Off Peak Weekday		93.0%	92.3%	93.7%	92.5%
		Weekend		95.3%	94.1%	91.8%	94.2%
	Far Rockaway Branch	Overall	96.6%	95.1%	95.3%	96.1%	95.7%
		AM Peak		90.5%	89.6%	90.9%	91.8%
		PM Peak		93.4%	94.2%	92.8%	93.3%
		Total Peak		91.8%	91.7%	91.7%	92.5%
		Off Peak Weekday		96.1%	96.3%	96.8%	96.1%
		Weekend		96.3%	97.1%	99.7%	98.1%
	Huntington Branch	Overall	92.5%	88.4%	88.4%	89.4%	89.5%
		AM Peak		90.9%	88.2%	91.6%	91.9%
		PM Peak		83.4%	82.9%	78.6%	82.7%
		Total Peak		87.3%	85.6%	85.3%	87.5%
		Off Peak Weekday		87.8%	86.1%	88.7%	88.1%
		Weekend		90.6%	93.9%	95.2%	93.1%
	Hempstead Branch	Overall	96.5%	95.6%	94.4%	95.8%	94.9%
		AM Peak		97.3%	93.9%	95.2%	95.3%
		PM Peak		93.4%	90.6%	90.3%	90.7%
		Total Peak		95.5%	92.3%	92.9%	93.2%
		Off Peak Weekday		95.3%	94.8%	95.9%	95.0%
		Weekend		96.5%	95.7%	98.7%	96.4%
	Long Beach Branch	Overall	95.9%	94.0%	92.9%	94.7%	93.7%
		AM Peak		93.9%	91.0%	95.7%	93.7%
		PM Peak		90.9%	90.4%	90.9%	90.2%
		Total Peak		92.5%	90.7%	93.4%	92.0%
		Off Peak Weekday		94.4%	93.2%	94.6%	93.0%
		Weekend		95.0%	94.8%	97.3%	97.1%
	Montauk Branch	Overall	90.8%	93.6%	89.6%	93.3%	89.6%
		AM Peak		92.0%	88.9%	91.8%	89.4%
		PM Peak		91.3%	86.5%	88.0%	85.0%
		Total Peak		91.6%	87.7%	89.9%	87.2%
		Off Peak Weekday		95.6%	91.4%	95.8%	91.4%
		Weekend		91.8%	87.9%	91.9%	88.4%
	Oyster Bay Branch	Overall	94.1%	91.6%	92.5%	92.6%	92.7%
		AM Peak		94.8%	92.8%	93.8%	93.1%
		PM Peak		82.6%	83.8%	84.1%	84.6%
		Total Peak		89.2%	88.6%	89.3%	89.2%
		Off Peak Weekday		92.6%	93.2%	95.8%	94.1%
		Weekend		92.4%	96.3%	89.1%	94.5%

Performance Summary		2015 Data			2014 Data	
		Annual	YTD thru		YTD thru	
		Goal	Oct	Oct	Oct	Oct
Port Jefferson Branch	Overall	90.9%	86.1%	86.9%	87.6%	87.9%
	AM Peak		88.1%	85.1%	85.9%	87.2%
	PM Peak		81.2%	83.3%	82.0%	82.6%
	Total Peak		84.8%	84.3%	84.1%	85.0%
	Off Peak Weekday		83.0%	84.4%	87.9%	86.1%
	Weekend		93.8%	96.1%	92.5%	95.2%
Port Washington Branch	Overall	95.3%	92.6%	91.2%	93.0%	93.3%
	AM Peak		93.7%	91.0%	92.8%	91.8%
	PM Peak		83.7%	83.5%	92.0%	87.5%
	Total Peak		88.6%	87.1%	92.4%	89.6%
	Off Peak Weekday		92.9%	91.5%	93.4%	93.5%
	Weekend		96.8%	95.3%	92.9%	97.2%
Ronkonkoma Branch	Overall	91.6%	91.9%	88.8%	90.1%	90.4%
	AM Peak		88.6%	84.8%	89.6%	89.4%
	PM Peak		90.9%	88.7%	87.2%	89.9%
	Total Peak		89.7%	86.6%	88.5%	89.7%
	Off Peak Weekday		93.9%	89.5%	90.6%	90.4%
	Weekend		90.7%	90.2%	91.8%	91.4%
West Hempstead Branch	Overall	95.8%	95.6%	95.1%	94.3%	94.7%
	AM Peak		93.6%	93.4%	91.3%	95.0%
	PM Peak		92.4%	89.7%	88.4%	88.4%
	Total Peak		93.0%	91.3%	89.7%	91.4%
	Off Peak Weekday		97.1%	96.6%	97.0%	96.8%
	Weekend		95.7%	96.7%	100.0%	86.4%
Operating Statistics						
Trains Scheduled			21,180	205,672	21,033	204,484
Avg. Delay per Late Train (min) excluding trains canceled or terminated			-12.6	-12.9	-11.2	-12.2
Trains Over 15 min. Late excluding trains canceled or terminated			263	3,321	192	2,707
Trains Canceled			56	1,168	87	754
Trains Terminated			29	591	35	451
Percent of Scheduled Trips Completed			99.6%	99.1%	99.4%	99.4%
Consist Compliance (Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)						
		AM Peak	99.5%			
		PM Peak	98.5%			
		Total Peak	99.0%			

System Categories Of Delay	% Total	Sept.	2015 Data		2014 Data		YTD 2014 Vs 2015
			Oct.	YTD Thru Oct.	Oct.	YTD Thru Oct.	
Engineering (Scheduled)	2.9%	47	46	367	101	511	(144)
Engineering (Unscheduled)	12.4%	320	198	1,821	280	2,113	(292)
Maintenance of Equipment	11.9%	192	190	1,636	127	1,379	257
Transportation	2.4%	131	38	704	33	397	307
Capital Projects	1.8%	35	28	323	4	289	34
Weather and Environmental	4.3%	60	69	3,044	79	2,261	783
Police	16.7%	194	266	2,041	274	1,939	102
Customers	27.9%	405	445	3,990	355	4,048	(58)
Other	10.4%	98	166	1,635	183	1,650	(15)
3rd Party Operations	9.4%	493	150	2,320	124	1,640	680
Total	100.0%	1,975	1,596	17,881	1,560	16,227	1,654

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-Oct	Thur	Train 613 with equipment trouble in Mineola	7		1				6			13		1
2-Oct	Fri	Motor vehicle on tracks at Urban Avenue, Mineola	35						9			44		
2-Oct	Fri	Signal trouble system wide due to heavy rain				22	2		11			33	2	
3-Oct	Sat	Switch trouble west of Divide due to a broken frog							11			11		
5-Oct	Mon	Broken rail east of Cold Spring Harbor	22	1					4			26	1	
6-Oct	Tues	Motor vehicle on fire near right of way at Pinelawn	37	1					4		1	41	1	1
8-Oct	Thurs	Train 120 struck unauthorized pedestrian at Copiague				4	2		11	2	1	15	4	1
9-Oct	Fri	Slow unloading system wide				1			11			12		
13-Oct	Tues	Amtrak related track circuit failure in Line 3, Penn Station				8			2			10		
15-Oct	Thur	Misaligned third rail east of Floral Park				8		1	3	2		11	2	1
16-Oct	Fri	Broken crossing gate at Covert Avenue crossing				14			5			19		
18-Oct	Sun	Trespasser strike at New Hyde Park							17	8	3	17	8	3
19-Oct	Mon	No. 2013 disabled at Floral Park	13		2							13		2
19-Oct	Mon	No. 819 with equipment trouble in Jamaica	13									13		
19-Oct	Mon	Trains receiving Form L's over Railroad Avenue, east end of Sayville	12									12		
21-Oct	Wed	Track condition on Port Washington #2 track east of Harold Interlocking				6	2		7			13	2	
21-Oct	Wed	Multiple track circuit failures at Westbury				15			5			20		
21-Oct	Wed	Signal trouble at Beth Interlocking				5			6			11		
22-Oct	Thurs	Train 2862 with equipment trouble				11			1			12		
26-Oct	Mon	Train 819 with equipment trouble between Harold and F Interlocking	13						1			14		
26-Oct	Mon	Fire suppression system release - Jamaica Central Control	5						41	4	1	46	4	1
26-Oct	Mon	Loss of signal supervisory system at Divide Tower							15	2	1	15	2	1
26-Oct	Mon	Bridge strike west of Westbury				6			5			11		
28-Oct	Wed	Amtrak related switch trouble in F Interlocking				45	11		20	1	5	65	12	5
29-Oct	Thurs	Train 123 with equipment trouble in Jay Interlocking				20			16		1	36		1
30-Oct	Fri	Heavy unloading Mets Willets Point - World Series				6			4			10		
TOTAL FOR MONTH			157	2	3	171	17	1	215	19	13	543	38	17
												598		

Long Island Rail Road

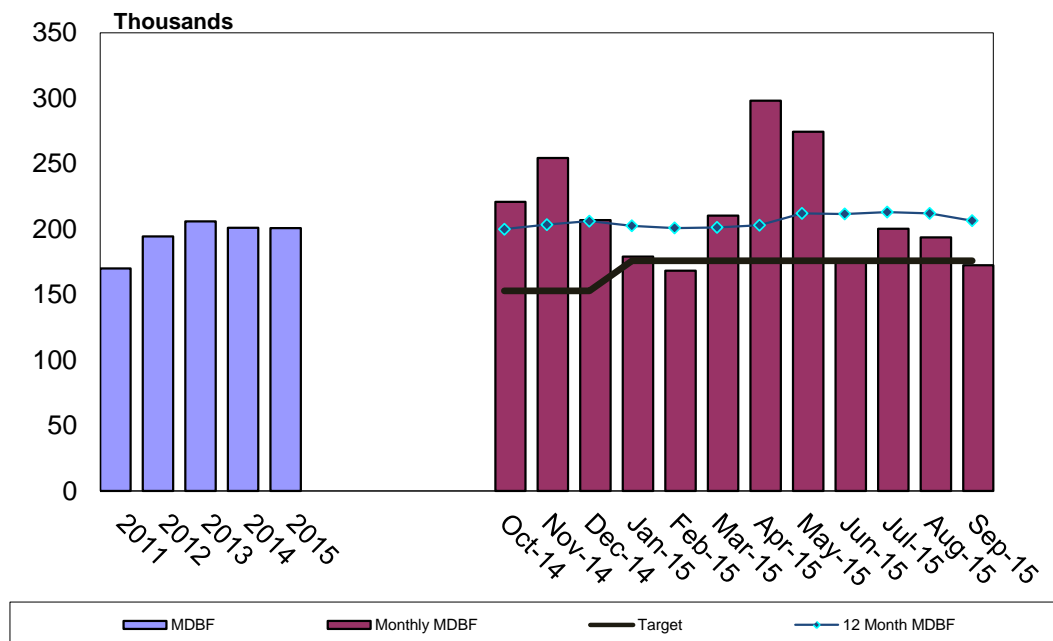
MEAN DISTANCE BETWEEN FAILURES

	2015 Data							2014 Data		
	Equip- ment Type	Total Fleet Size	MDBF Goal (miles)	September MDBF (miles)	September No. of Primary Failures	YTD MDBF thru September (miles)	12 month MDBF Rolling Avg (miles)	September MDBF (miles)	September No. of Primary Failures	YTD MDBF thru September (miles)
Mean Distance Between Failures	M-3	150	75,000	49,516	11	61,069	65,080	177,799	3	100,770
	M-7	836	400,000	426,437	12	520,435	521,254	641,124	8	470,696
	DM	21	20,000	16,699	5	19,688	20,727	24,853	3	24,642
	DE	24	20,000	29,294	3	23,954	23,890	18,674	5	23,694
	C-3	134	80,000	103,088	7	110,962	112,967	83,539	9	75,424
	Diesel	179	51,000	59,533	15	62,447	64,057	54,105	17	53,933
	Fleet	1,165	176,000	172,498	38	200,860	206,458	235,077	28	200,501

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

ALL FLEETS Mean Distance Between Failure

2011 - 2015





Standee Report

East Of Jamaica

East Of Jamaica			2015 Data	
			October	
			AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	0	12
		Total Standees	0	12
	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	23	16
		Total Standees	63	16
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	1	0
		Total Standees	1	0
	Long Beach Branch	Program Standees	0	0
		Add'l Standees	2	0
		Total Standees	2	0
	Montauk Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Port Jefferson Branch	Program Standees	0	0
		Add'l Standees	0	1
		Total Standees	0	1
	Port Washington Branch	Program Standees	0	0
		Add'l Standees	5	7
		Total Standees	5	7
Ronkonkoma Branch	Program Standees	0	0	
	Add'l Standees	4	34	
	Total Standees	4	34	
West Hempstead Branch	Program Standees	0	0	
	Add'l Standees	0	0	
	Total Standees	0	0	
System Wide PEAK			74	71

Definitions

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

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

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

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

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



Standee Report

West Of Jamaica

			2015 Data October	
			AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	0	37
		Total Standees	0	37
	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Huntington Branch	Program Standees	10	0
		Add'l Standees	9	83
		Total Standees	19	83
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	1	13
		Total Standees	1	13
	Long Beach Branch	Program Standees	18	0
		Add'l Standees	22	0
		Total Standees	40	0
	Montauk Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	4	0
		Total Standees	4	0
	Port Jefferson Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Port Washington Branch	Program Standees	0	0
		Add'l Standees	5	7
		Total Standees	5	7
	Ronkonkoma Branch	Program Standees	0	0
		Add'l Standees	6	31
		Total Standees	6	31
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	8	0
		Total Standees	8	0
System Wide PEAK			83	173

Definitions

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

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

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

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

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

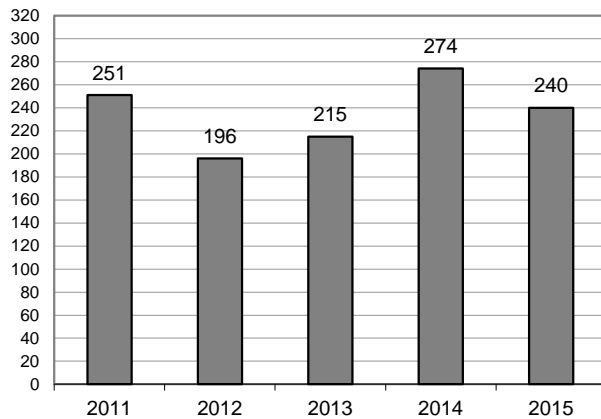
ELEVATOR AND ESCALATOR OPERATING REPORT FOR MONTH OF OCTOBER 2015

Elevator Availability		2015		2014	
		October	Year to Date	October	Year to Date
Branch	Babylon Branch	98.70%	98.50%	97.90%	97.30%
	Far Rockaway Branch	99.10%	98.90%	99.60%	97.20%
	Hempstead Branch	99.10%	99.20%	98.50%	98.90%
	Long Beach Branch	98.10%	97.80%	97.90%	99.10%
	Port Jefferson Branch	96.50%	97.50%	99.10%	98.90%
	Port Washington Branch	97.90%	98.80%	98.70%	98.80%
	Ronkonkoma Branch	99.70%	99.00%	99.80%	98.90%
	City Terminal Stations	96.80%	97.80%	98.90%	98.50%
	Overall Average	98.24%	98.44%	98.80%	98.45%

Escalator Availability		2015		2014	
		October	Year to Date	October	Year to Date
Branch	Babylon Branch	98.60%	98.30%	98.70%	98.20%
	Far Rockaway Branch	99.10%	98.20%	98.80%	98.70%
	Hempstead Branch	93.70%	98.60%	83.90%	96.00%
	Long Beach Branch	98.50%	98.50%	68.10%	94.80%
	Port Jefferson Branch	98.10%	94.60%	96.10%	92.90%
	City Terminal	98.00%	99.00%	99.60%	98.30%
	Overall Average	97.67%	97.87%	90.87%	96.48%



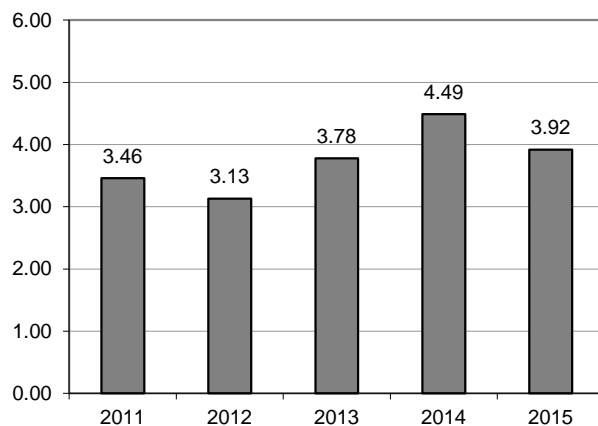
MTA Long Island Rail Road Summary of Employee Injuries through September 2015



Total Employee Injuries

Year	Total
2011	251
2012	196
2013	215
2014	274
2015	240

% change from last year: -12.4%



Employee FRA Reportable Injuries

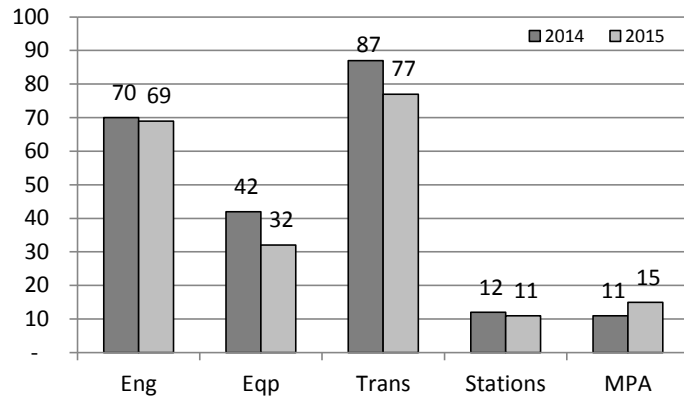
Year	Total	FRA FI*
2011	166	3.46
2012	151	3.13
2013	180	3.78
2014	222	4.49
2015	204	3.92

% change from last year: -12.7%

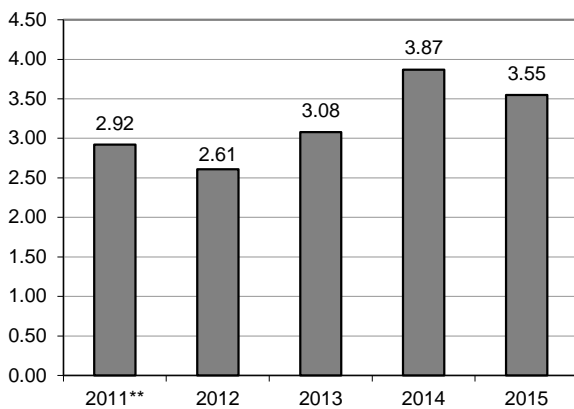
* Federal Railroad Administration Frequency Index

* - Injuries per 200,000 hours worked

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



Employee Reportable Accidents Comparison by Department			
Department	2014	2015	% Change
Engineering	70	69	-1%
Equipment	42	32	-24%
Transportation	87	77	-11%
Stations	12	11	-8%
MPA	11	15	36%



Employee Lost Time Injuries			
Year	LT	LT FI*	LT & RD FI*
2011**	138	2.88	2.92
2012	126	2.61	2.61
2013	147	3.08	3.08
2014	191	3.87	3.87
2015	185	3.55	3.55

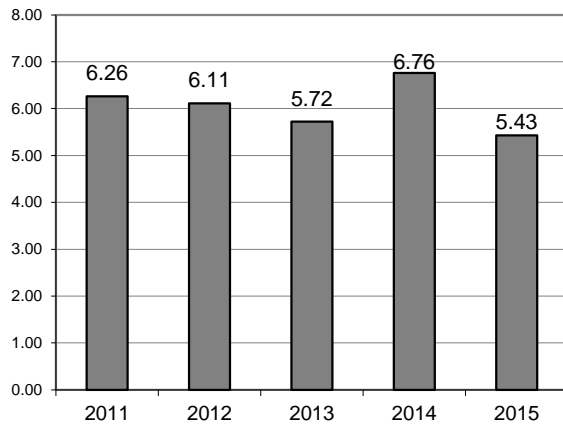
% change from last year: -8.3%

**Please note: Last year of Restricted Duty

* - Injuries per 200,000 hours worked



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

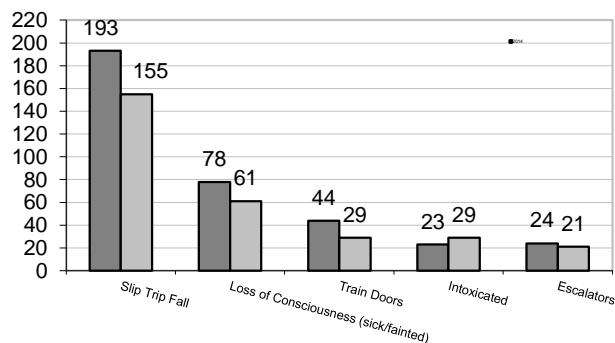


Total Customer Injuries

Year	Total	FI**
2011	376	6.26
2012	383	6.11
2013	355	5.72
2014	432	6.76
2015	354	5.43

% change from last year: -19.7%

**Injuries per 1,000,000 rides



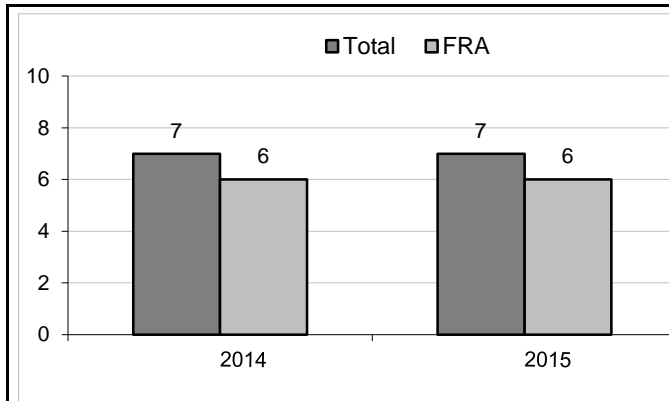
Top 5 Customer Injuries by Type

Year	Slip Trip Fall	Loss of Consciousness (sick/fainted)	Train Doors	Intoxicated	Escalators
2014	193	78	44	23	24
2015	155	61	29	29	21



MTA Long Island Rail Road

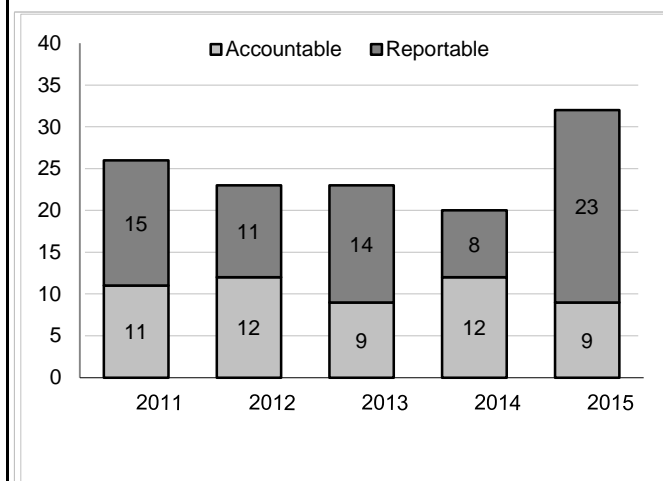
Summary of Contractor Injuries, Train Accidents & T.R.A.C.K.S. through September 2015



Contractor Injuries

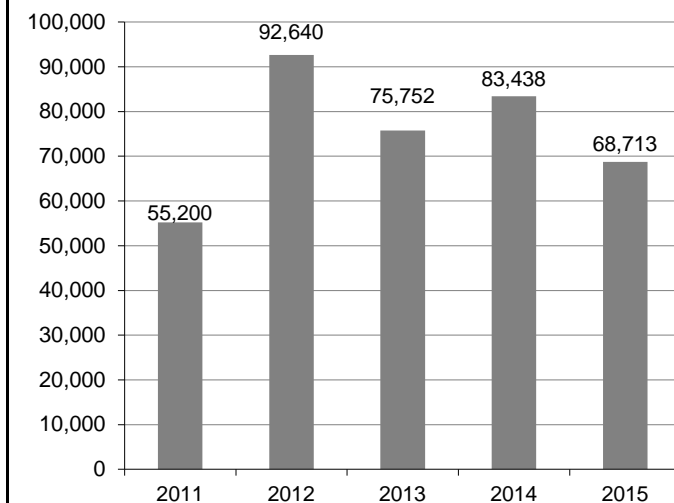
Year	Total	FRA Rpt.
2014	7	6
2015	7	6

% change from last year: 0%



Train Accidents

Year	Accountable	Reportable
2011	11	15
2012	12	11
2013	9	14
2014	12	8
2015	9	23



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

Total Participants

Year	Total
2011	55,200
2012	92,640
2013	75,752
2014	83,438
2015	68,713

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

Elevators	Mechanical Injury	Human Factor Injury	Entrapment
No incidents were reported for elevators in October 2015			

Escalators	Mechanical Injury	Human Factor Injury
Penn Station	0	5

Definitions:

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

Memorandum



Long Island Rail Road

Date: November 2015

To: Members of the LIRR Operating Committee

From: Patrick A. Nowakowski, President

Re: Enhanced Safety Action Update

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

- Our fourth quarter Corporate Quarterly Safety Stand-Down is scheduled for December 17, 2015.
- The Confidential Close Call Reporting System expanded as scheduled on September 29th. The next scheduled expansion is January 2016.
- To enhance customer safety at the highest volume terminal in the LIRR system, LIRR is partnering with Amtrak and New Jersey Transit to implement the first joint customer safety campaign on November 17th at Penn.
- The following progress was made on speed compliance enhancements:

Action Item	Status
Speed Compliance	For the period 10/1/15 through 10/31/15, there were 118 Radar Observations. 73 different LIRR Engineers were observed. Twenty-nine event recorder downloads were analyzed. All results indicate compliance. Year to date through the end of October there were 1,149 Radar Observations. 337 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	PTC continued to finalize subsystem designs and install wayside interface units, communications cases, poles and antennas for the pilot lines. Installed a full complement of on-board prototype equipment for M7 married pair and continue to progress the designs for other vehicle types. Meeting regularly with MNR and Amtrak to finalize the interoperability design. Completed radio frequency (RF) surveys for the entire network, which will allow us to proceed with the RF propagation analysis to finalize antenna pole locations beyond the pilot territory.
Cameras	Preliminary Design Review (PDR) continues with submittals reviewed and commented upon by LIRR and 4D Security Solutions making revisions.



Long Island Rail Road

Monthly Financial Report

September 2015

MTA LONG ISLAND RAIL ROAD

September Ridership and Financial Report

Executive Summary

Ridership

- During the month of September, total ridership was 7.5 million, which was 2.7% higher than September 2014 (adjusted for same number of work days) and 2.2% above the Mid-Year Forecast.
 - Ridership through September was 65.2 million. This was 1.9% above 2014 (adjusted for same number of calendar work days) and 1.0% higher than the 2015 forecast.
 - Through September, commutation ridership was 2.1% above 2014 (work day adjusted) and 0.8% higher than the 2015 forecast.
 - Through September, non-commutation ridership was 1.8% above 2014 and 1.2% above the forecast.
-

Revenues

- Farebox revenue through September totaling \$517.3 million was \$6.1 million above the forecast due to higher ridership.
- Capital & Other Revenue of \$307.4 million was \$26.1 million higher than the forecast due to timing of capital activity and interagency reimbursements.
- In summary, total LIRR revenue of \$824.7 million was \$32.2 million higher than the forecast.

Expenses

- Through September, total expenses of \$1,614.4 million were \$6.1 million higher than the forecast.
- Straight-time payroll spending was \$(0.6) million higher than forecast due to Retroactive Wage Adjustments higher than projected, management vacation buyback and interagency reimbursements, partially offset by wage claim accrual reversals and the existence of vacant positions. At the end of September, 114 of 7,074 positions were vacant. These vacancies consisted primarily of management/supervisory.
- Year-to-date overtime spending was \$5.8 million or 5.3% above forecast. Overtime hours worked was 4.5%, or 87,500 hours higher than the forecast primarily as a result of reimbursable overtime, which was 126,100 hours above forecast, maintenance overtime which was 21,400 hours above forecast and vacancy/absentee coverage overtime which was 1,000 hours above forecast. This was partially offset by lower unscheduled service, which was 26,300 hours below forecast, weather-related overtime, which was 23,700 hours below forecast and scheduled service, which was 9,600 hours below forecast.
- Year-to-date overtime hours increased by 11.9% in 2015 compared to 2014 due to higher reimbursable, vacancy/absentee coverage, maintenance, weather and unscheduled overtime, partially offset by lower scheduled service.
- Other variances are primarily timing or non-cash related.

Financial Performance Measures

- Through September, the Adjusted Farebox Operating Ratio was 59.8%, which is favorable to forecast due to lower expenses and higher revenue.
- Through September, the Adjusted Cost per Passenger was \$14.28, which is lower than forecast due to lower expenses and higher ridership.
- Through September, the Revenue per Passenger was \$7.97, which is greater than forecast.

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

REVENUE

Year-to-date September **Total Revenues** (including Capital and Other Reimbursements) of \$824.7 were \$32.2 or 4.1% favorable to forecast. The month of September of \$103.9 was favorable to forecast by \$9.0 or 9.4%.

- **Y-T-D Farebox Revenues** were \$6.1 favorable to forecast. The month was \$1.6 favorable to forecast due to higher ridership.
- **Y-T-D Other Operating Revenues** were \$0.8 favorable to forecast. The month was \$1.2 favorable to forecast due to a gain on the sale of property (accrued only – no cash impact).
- **Y-T-D Capital and Other Reimbursements** were \$25.3 favorable to forecast. The month was \$6.2 favorable to the forecast due to timing of capital activity and interagency reimbursements.

OPERATING EXPENSES

Year-to-date September **Total Expenses** (including depreciation and other) of \$1,614.4 were unfavorable to forecast by \$(6.1) or (0.4)%. The total expenses for the month of \$201.1 were unfavorable to forecast by \$(18.5) or (10.1)%.

Labor Expenses, \$(8.5) unfavorable Y-T-D; \$(1.2) unfavorable for the month.

- **Payroll**, \$(0.6) unfavorable Y-T-D; \$0.7 favorable for the month (primarily vacant positions and wage claim accrual reversals, partially offset by retiree sick/vacation buyout and interagency reimbursements).
- **Overtime**, \$(5.8) unfavorable Y-T-D; \$(2.0) unfavorable for the month (higher capital project activity, maintenance and vacancy/absentee coverage, partially offset by lower scheduled/unscheduled service and weather-related overtime).
- **Health & Welfare**, \$(0.9) unfavorable Y-T-D; \$0.1 favorable for the month (vacant positions, partially offset by interagency reimbursements).
- **OPEB Current Payment**, \$2.8 favorable Y-T-D; \$0.5 favorable for the month (fewer retirees/beneficiaries).
- **Other Fringe**, \$(4.0) unfavorable Y-T-D; \$(0.4) unfavorable for the month (higher FELA indemnity payments, partially offset by lower Railroad Retirement taxes).

Non-Labor Expenses, \$(0.5) unfavorable Y-T-D; \$(18.5) unfavorable for the month.

- **Electric Power**, \$5.3 favorable Y-T-D; \$2.3 favorable for the month (lower rates).
- **Fuel**, \$0.3 favorable Y-T-D; \$0.3 favorable for the month (lower rates).
- **Insurance**, \$0.9 favorable Y-T-D; \$0.5 favorable for the month (lower Property and Liability).
- **Maintenance and Other Operating Contracts**, \$9.5 favorable Y-T-D; \$1.5 favorable for the month (timing of cleaning services, waste maintenance, elevator/escalator maintenance and joint facilities).
- **Professional Services**, \$(34.1) unfavorable Y-T-D. \$(24.6) unfavorable for the month (write-off associated with East River Tunnel security assets that were rendered useless due to Sandy. This is an accrued expense writing off the prior capital expenditures. There is no cash impact).
- **Materials and Supplies**, \$16.4 favorable Y-T-D; \$1.5 favorable for the month (primarily timing of capital project activity and miscellaneous inventory adjustments).
- **Other Business Expenses**, \$1.1 favorable Y-T-D; on forecast for the month.

Depreciation and Other, \$2.9 favorable Y-T-D; \$1.1 favorable for the month (favorable Depreciation).

FAREBOX OPERATING RATIO

The year-to-date Farebox Operating Ratio was 49.2%, 0.5 percentage points below August. The Farebox Operating Ratio for the month of September of 45.6% was 2.8 percentage points below the forecast resulting from higher revenue and greater expenses. The adjusted year-to-date Farebox Operating Ratio was 59.8%. 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
September 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	\$58.526	\$60.156	\$1.630	2.8	\$0.000	\$0.000	\$0.000	-	\$58.526	\$60.156	\$1.630	2.8
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	4.857	6.030	1.173	24.2	0.000	0.000	0.000	-	4.857	6.030	1.173	24.2
Capital & Other Reimbursements	0.000	(0.000)	(0.000)	-	31.588	37.749	6.161	19.5	31.588	37.749	6.161	19.5
Total Revenue	\$63.383	\$66.186	\$2.803	4.4	\$31.588	\$37.749	\$6.161	19.5	\$94.971	\$103.935	\$8.964	9.4
Expenses												
<i>Labor:</i>												
Payroll	\$38.648	\$35.949	\$2.699	7.0	\$9.681	\$11.703	(\$2.022)	(20.9)	\$48.329	\$47.652	\$0.677	1.4
Overtime	10.524	10.977	(0.453)	(4.3)	2.177	3.752	(1.575)	(72.3)	12.701	14.729	(2.028)	(16.0)
Health and Welfare	7.000	6.285	0.715	10.2	2.065	2.694	(0.629)	(30.5)	9.065	8.979	0.086	1.0
OPEB Current Payment	5.229	4.713	0.516	9.9	0.000	0.000	0.000	-	5.229	4.713	0.516	9.9
Pensions	13.893	12.689	1.204	8.7	3.355	4.559	(1.204)	(35.9)	17.248	17.248	(0.000)	(0.0)
Other Fringe Benefits	10.457	10.441	0.016	0.2	2.112	2.557	(0.445)	(21.1)	12.569	12.999	(0.430)	(3.4)
Reimbursable Overhead	(3.147)	(4.481)	1.334	42.4	3.147	4.481	(1.334)	(42.4)	0.000	0.000	0.000	-
Total Labor Expenses	\$82.604	\$76.573	\$6.031	7.3	\$22.537	\$29.746	(\$7.209)	(32.0)	\$105.141	\$106.319	(\$1.178)	(1.1)
<i>Non-Labor:</i>												
Electric Power	\$8.863	\$6.591	\$2.272	25.6	\$0.093	\$0.050	\$0.043	46.4	\$8.956	\$6.641	\$2.315	25.8
Fuel	1.562	1.237	0.325	20.8	0.000	0.000	0.000	-	1.562	1.237	0.325	20.8
Insurance	1.956	1.437	0.519	26.5	0.666	0.640	0.026	3.8	2.622	2.078	0.544	20.8
Claims	0.347	0.381	(0.034)	(9.7)	0.000	0.000	0.000	-	0.347	0.381	(0.034)	(9.7)
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	6.380	4.898	1.482	23.2	1.394	1.371	0.023	1.6	7.774	6.269	1.505	19.4
Professional Service Contracts	2.852	27.461	(24.609)	*	0.229	0.253	(0.024)	(10.6)	3.081	27.714	(24.633)	*
Materials & Supplies	11.495	10.972	0.523	4.6	6.632	5.629	1.003	15.1	18.127	16.601	1.526	8.4
Other Business Expenses	1.499	1.502	(0.003)	(0.2)	0.037	0.059	(0.022)	(58.2)	1.536	1.560	(0.024)	(1.6)
Total Non-Labor Expenses	\$34.954	\$54.479	(\$19.525)	(55.9)	\$9.051	\$8.002	\$1.049	11.6	\$44.005	\$62.481	(\$18.476)	(42.0)
<i>Other Expense Adjustments:</i>												
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Depreciation & Other Post Employment Benefits	\$117.558	\$131.052	(\$13.494)	(11.5)	\$31.588	\$37.749	(\$6.161)	(19.5)	\$149.146	\$168.800	(\$19.654)	(13.2)
Depreciation	\$27.048	\$25.892	\$1.156	4.3	\$0.000	\$0.000	\$0.000	-	\$27.048	\$25.892	\$1.156	4.3
Other Post Employment Benefits	6.215	6.222	(0.007)	(0.1)	0.000	0.000	0.000	-	6.215	6.222	(0.007)	(0.1)
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	\$150.988	\$163.332	(\$12.344)	(8.2)	\$31.588	\$37.749	(\$6.161)	(19.5)	\$182.576	\$201.080	(\$18.504)	(10.1)
Net Surplus/(Deficit)	(\$87.605)	(\$97.146)	(\$9.541)	(10.9)	\$0.000	\$0.000	\$0.000	-	(\$87.605)	(\$97.146)	(\$9.541)	(10.9)
<i>Cash Conversion Adjustments</i>												
Depreciation	\$27.048	\$25.892	(\$1.156)	(4.3)	\$0.000	\$0.000	\$0.000	-	\$27.048	\$25.892	(\$1.156)	(4.3)
Operating/Capital	(3.756)	(1.443)	2.313	61.6	0.000	0.000	0.000	-	(3.756)	(1.443)	2.313	61.6
Other Cash Adjustments	6.081	43.660	37.579	*	0.000	0.000	0.000	-	6.081	43.660	37.579	*
Total Cash Conversion Adjustments	\$29.373	\$68.108	\$38.735	*	0.000	\$0.000	\$0.000	-	\$29.373	\$68.108	\$38.735	*
Net Cash Surplus/(Deficit)	(\$58.232)	(\$29.037)	\$29.195	50.1	\$0.000	\$0.000	\$0.000	-	(\$58.232)	(\$29.037)	\$29.195	50.1

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
September 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	\$511.245	\$517.298	\$6.053	1.2	\$0.000	\$0.000	\$0.000	-	\$511.245	\$517.298	\$6.053	1.2
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	38.564	39.372	0.808	2.1	0.000	0.000	0.000	-	38.564	39.372	0.808	2.1
Capital & Other Reimbursements	0.000	0.000	0.000	-	242.696	268.030	25.334	10.4	242.696	268.030	25.334	10.4
Total Revenue	\$549.809	\$556.670	\$6.861	1.2	\$242.696	\$268.030	\$25.334	10.4	\$792.505	\$824.700	\$32.195	4.1
Expenses												
<i>Labor:</i>												
Payroll	\$364.399	\$356.676	\$7.723	2.1	\$77.201	\$85.545	(\$8.344)	(10.8)	\$441.600	\$442.221	(\$0.621)	(0.1)
Overtime	91.436	88.854	2.582	2.8	18.525	26.909	(8.384)	(45.3)	109.961	115.763	(5.802)	(5.3)
Health and Welfare	65.347	63.266	2.081	3.2	16.972	19.966	(2.994)	(17.6)	82.319	83.232	(0.913)	(1.1)
OPEB Current Payment	45.574	42.757	2.817	6.2	0.000	0.000	0.000	-	45.574	42.757	2.817	6.2
Pensions	127.303	121.437	5.866	4.6	27.929	33.796	(5.867)	(21.0)	155.232	155.233	(0.001)	(0.0)
Other Fringe Benefits	102.607	104.680	(2.073)	(2.0)	16.740	18.658	(1.918)	(11.5)	119.347	123.338	(3.991)	(3.3)
Reimbursable Overhead	(25.947)	(32.198)	6.251	24.1	25.947	32.198	(6.251)	(24.1)	0.000	0.000	0.000	-
Total Labor Expenses	\$770.719	\$745.472	\$25.247	3.3	\$183.314	\$217.072	(\$33.758)	(18.4)	\$954.033	\$962.544	(\$8.511)	(0.9)
<i>Non-Labor:</i>												
Electric Power	\$77.496	\$72.205	\$5.291	6.8	\$0.602	\$0.605	(\$0.003)	(0.4)	\$78.098	\$72.810	\$5.288	6.8
Fuel	14.662	14.335	0.327	2.2	0.000	0.000	0.000	-	14.662	14.335	0.327	2.2
Insurance	17.882	17.597	0.285	1.6	4.887	4.320	0.567	11.6	22.769	21.916	0.853	3.7
Claims	3.190	3.074	0.116	3.6	0.000	0.000	0.000	-	3.190	3.074	0.116	3.6
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	51.075	41.999	9.076	17.8	11.762	11.295	0.467	4.0	62.837	53.294	9.543	15.2
Professional Service Contracts	17.062	50.812	(33.750)	*	1.609	1.924	(0.315)	(19.6)	18.671	52.736	(34.065)	*
Materials & Supplies	102.143	93.849	8.294	8.1	39.690	31.631	8.059	20.3	141.833	125.479	16.354	11.5
Other Business Expenses	11.354	9.882	1.472	13.0	0.832	1.184	(0.352)	(42.3)	12.186	11.066	1.120	9.2
Total Non-Labor Expenses	\$294.864	\$303.753	(\$8.889)	(3.0)	\$59.382	\$50.958	\$8.424	14.2	\$354.246	\$354.710	(\$0.464)	(0.1)
Other Expense Adjustments												
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	0.000	\$0.000	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Depreciation & Other Post Employment Benefits	\$1,065.583	\$1,049.225	\$16.358	1.5	\$242.696	\$268.030	(\$25.334)	(10.4)	\$1,308.279	\$1,317.255	(\$8.976)	(0.7)
Depreciation	\$242.678	\$240.363	2.315	1.0	\$0.000	\$0.000	\$0.000	-	\$242.678	\$240.363	2.315	1.0
Other Post Employment Benefits	55.893	55.653	0.240	0.4	0.000	0.000	0.000	-	\$55.893	55.653	0.240	0.4
Environmental Remediation	1.503	1.147	0.356	23.7	0.000	0.000	0.000	-	\$1.503	1.147	0.356	23.7
Total Expenses	\$1,365.657	\$1,346.388	\$19.269	1.4	\$242.696	\$268.030	(\$25.334)	(10.4)	\$1,608.353	\$1,614.418	(\$6.065)	(0.4)
Net Surplus/(Deficit)	(\$815.848)	(\$789.718)	\$26.130	3.2	\$0.000	\$0.000	\$0.000	-	(\$815.848)	(\$789.718)	\$26.130	3.2
<i>Cash Conversion Adjustments</i>												
Depreciation	\$242.678	\$240.363	(\$2.315)	(1.0)	\$0.000	\$0.000	\$0.000	-	\$242.678	\$240.363	(\$2.315)	(1.0)
Operating/Capital	(18.839)	(6.931)	11.907	63.2	0.000	0.000	0.000	-	(18.839)	(6.931)	11.907	63.2
Other Cash Adjustments	52.331	96.991	44.660	85.3	0.000	0.000	0.000	-	52.331	96.991	44.660	85.3
Total Cash Conversion Adjustments	\$276.170	\$330.423	\$54.253	19.6	\$0.000	\$0.000	\$0.000	-	\$276.170	\$330.423	\$54.253	19.6
Net Cash Surplus/(Deficit)	(\$539.678)	(\$459.295)	\$80.383	14.9	\$0.000	\$0.000	\$0.000	0.0	(\$539.678)	(\$459.295)	\$80.383	14.9

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

September 2015					Year-to-Date September 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.	1.630	2.8	Higher ridership \$1.290 and higher yield per passenger \$0.340.	6.053	1.2	Higher ridership \$5.023 and higher yield per passenger \$1.030.
Other Operating Revenue	Non Reimb.	1.173	24.2	Timing of miscellaneous, federal reimbursement for storms and freight revenue, partially offset by rental revenue.	0.808	2.1	Timing of miscellaneous, federal reimbursement for storms and freight revenue, partially offset by rental revenue.
Capital & Other Reimbursements	Reimb.	6.161	19.5	Timing of capital project activity and interagency reimbursements.	25.334	10.4	Timing of capital project activity and interagency reimbursements.

Expenses							
Payroll	Non Reimb.	2.699	7.0	Vacant positions, lower rates, wage claim accrual reversal and Engineering workforce working on capital activity instead of maintenance activity, partially offset by higher retiree sick/vacation payments.	7.723	2.1	Vacant positions, rates and lower wage claim accruals, partially offset by higher than anticipated back pay for BLE members, management vacation buyback and Engineering workforce working on maintenance activities instead of capital projects.
	Reimb.	(2.022)	(20.9)	Primarily due to timing of project activity and interagency reimbursements.	(8.344)	(10.8)	Primarily due to timing of project activity and interagency reimbursements.
Overtime	Non Reimb.	(0.453)	(4.3)	Higher routine and emergency maintenance in the Engineering Department related to a NYAR derailment and higher vacancy/absentee coverage, partially offset by lower unscheduled/scheduled service and weather-related overtime.	2.582	2.8	Lower unscheduled/scheduled service and weather-related overtime, partially offset by higher maintenance.
	Reimb.	(1.575)	(72.3)	Timing of East Side Access project schedule and other capital project activity.	(8.384)	(45.3)	Timing of East Side Access project schedule and other capital project activity.
Health and Welfare	Non Reimb.	0.715	10.2	Vacant positions.	2.081	3.2	Vacant positions.
	Reimb.	(0.629)	(30.5)	Primarily due to timing of project activity and interagency reimbursements.	(2.994)	(17.6)	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

September 2015					Year-to-Date September 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.	0.516	9.9	Fewer retirees/beneficiaries.	2.817	6.2	Fewer retirees/beneficiaries.
Pensions	Non Reimb.	1.204	8.7	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.	5.866	4.6	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.
	Reimb.	(1.204)	(35.9)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.	(5.867)	(21.0)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.
Other Fringe Benefits	Non Reimb.	0.016	0.2	Lower Railroad retirement payments, partially offset by higher FELA Indemnity payments.	(2.073)	(2.0)	Higher FELA Indemnity payments, partially offset by lower Railroad retirement payments.
	Reimb.	(0.445)	(21.1)	Primarily due to timing of project activity and interagency reimbursements.	(1.918)	(11.5)	Primarily due to timing of project activity and interagency reimbursements.
Electric Power	Non Reimb.	2.272	25.6	Lower rates and consumption.	5.291	6.8	Lower rates and consumption.
	Reimb.	0.043	46.4		(0.003)	(0.4)	
Fuel	Non Reimb.	0.325	20.8	Lower usage.	0.327	2.2	Lower rates.
Insurance	Non Reimb.	0.519	26.5	Timing of invoices	0.285	1.6	Timing of invoices
	Reimb.	0.026	3.8	Force Account Insurance associated with project activity.	0.567	11.6	Force Account Insurance associated with project activity.
Claims	Non Reimb.	(0.034)	(9.7)	Increase in legal claims.	0.116	3.6	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

September 2015					Year-to-Date September 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.	1.482	23.2	Primarily prior period accrual reversal for waste maintenance and timing of payments/activities for cleaning services, escalator/elevator maintenance, joint facilities and various other maintenance and other operating contracts.	9.076	17.8	Primarily prior period accrual reversal for joint facilities and timing of payments for joint facilities, elevator/escalator maintenance, vegetation management, security initiatives and various other maintenance and other operating contracts.
	Reimb.	0.023	1.6	Primarily due to timing of project activity.	0.467	4.0	Primarily due to timing of project activity.
Professional Service Contracts	Non Reimb.	(24.609)	*	One time only accrued write-off associated with East River Tunnel security assets that were rendered useless due to Sandy.	(33.750)	*	Primarily planning studies originally assumed to be capitalized now captured as an operating expense and accrued write-off associated with East River Tunnel security assets that were rendered useless due to Sandy, partially offset by the timing of invoices and miscellaneous Professional Services.
	Reimb.	(0.024)	(10.6)	Primarily due to timing of project activity.	(0.315)	(19.6)	Primarily due to timing of project activity.
Materials & Supplies	Non Reimb.	0.523	4.6	Lower usage of material in Diesel Car Shop (delay 15 year diesel RCM, miscellaneous Modifications and C3 Toilets), MU Car Shops (less running repair and miscellaneous modifications including Drop Sash) and Electronic Shop (delay in propulsion control units), partially offset by the timing of C-3 truck charge outs and higher chargeouts of pool material.	8.294	8.1	Primarily due to lower material usage for the Wheel Shop (lower use of safety stock), Electronic Shop (delayed propulsion control), MU Car Shops (M3 car body and M7 Drop Sash window), Diesel Car Shop (delay 15 year RCM and C3 Low Voltage Power Supply), A/C Shop (C3 due to delay with vendor), and the timing of corporate inventory adjustments, partially offset by the timing of charge outs for non-stock material.
	Reimb.	1.003	15.1	Primarily due to timing of project activity.	8.059	20.3	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

September 2015					Year-to-Date September 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.	(0.003)	(0.2)	Primarily due to timing project activity.	1.472	13.0	Lower expenses related to bad debt, higher restitution for property damage and timing of miscellaneous expenses.
	Reimb.	(0.022)	(58.2)		(0.352)	(42.3)	Primarily due to timing project activity.
Depreciation	Non Reimb.	1.156	4.3	Based on certain assets being fully depreciated.	2.315	1.0	Based on certain assets being fully depreciated.
Other Post Employment Benefits	Non Reimb.	(0.007)	(0.1)		0.240	0.4	Revised actuarial assessment.
Environmental Remediation	Non Reimb.	0.000	0.2		0.356	23.7	Revised expenses for environmental remediation.

Table 4

MTA LONG ISLAND RAIL ROAD JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST CASH RECEIPTS and EXPENDITURES September 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	\$60.686	\$62.036	\$1.350	2.2	\$527.585	\$532.290	\$4.705	0.9
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	5.621	7.043	1.422	25.3	46.664	53.893	7.229	15.5
Capital & Other Reimbursements	18.555	35.868	17.313	93.3	197.183	231.430	34.247	17.4
Total Receipts	\$84.862	\$104.948	\$20.086	23.7	\$771.432	\$817.613	\$46.181	6.0
Expenditures								
<i>Labor:</i>								
Payroll	\$46.502	\$46.389	\$0.113	0.2	\$446.876	\$447.135	(\$0.259)	(0.1)
Overtime	9.971	11.530	(1.559)	(15.6)	111.962	114.807	(2.845)	(2.5)
Health and Welfare	9.065	8.709	0.356	3.9	83.238	84.848	(1.610)	(1.9)
OPEB Current Payment	5.229	4.300	0.929	17.8	45.979	44.062	1.917	4.2
Pensions	17.248	17.231	0.017	0.1	127.420	127.396	0.024	0.0
Other Fringe Benefits	10.848	9.266	1.582	14.6	119.557	114.335	5.222	4.4
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	\$98.863	\$97.425	\$1.438	1.5	\$935.032	\$932.582	\$2.450	0.3
<i>Non-Labor:</i>								
Electric Power	\$8.884	\$7.602	\$1.282	14.4	\$78.715	\$72.976	\$5.739	7.3
Fuel	1.582	1.574	0.008	0.5	15.177	15.311	(0.134)	(0.9)
Insurance	3.981	1.541	2.440	61.3	25.029	20.613	4.416	17.6
Claims	0.191	0.203	(0.012)	(6.0)	1.168	1.184	(0.016)	(1.4)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	9.215	5.235	3.980	43.2	70.496	57.114	13.382	19.0
Professional Service Contracts	2.342	3.083	(0.741)	(31.6)	18.230	15.392	2.838	15.6
Materials & Supplies	14.521	15.280	(0.759)	(5.2)	139.786	135.816	3.970	2.8
Other Business Expenses	1.401	1.221	0.180	12.9	11.322	10.683	0.639	5.6
Total Non-Labor Expenditures	\$42.117	\$35.737	\$6.380	15.1	\$359.923	\$329.089	\$30.834	8.6
<i>Other Expenditure Adjustments:</i>								
Other	\$2.114	\$1.775	\$0.339	16.0	\$16.155	\$14.830	\$1.325	8.2
Total Other Expenditure Adjustments	\$2.114	\$1.775	\$0.339	16.0	\$16.155	\$14.830	\$1.325	8.2
Total Expenditures	\$143.094	\$134.937	\$8.157	5.7	\$1,311.110	\$1,276.501	\$34.609	2.6
Cash Timing and Availability Adjustment	0.000	0.952	0.952	-	(0.000)	(0.406)	(0.406)	*
Net Cash Deficit (excludes opening balance)	(\$58.232)	(\$29.037)	\$29.195	50.1	(\$539.678)	(\$459.295)	\$80.383	14.9
Subsidies								
MTA	58.232	30.775	(27.457)	(47.2)	539.678	461.035	(78.643)	(14.6)

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	September 2015			Year-to-Date as of September 30, 2015		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Receipts						
Farebox Revenue	1.350	2.2	Higher ridership \$1.290 and higher yields \$0.340, partially offset by lower advance sales impact \$(0.165) and lower Metrocard/AirTrain sales \$(0.115).	4.705	0.9	Higher ridership \$5.023 and higher yields \$1.030, partially offset by lower advance sales impact \$(0.827) and lower Metrocard/AirTrain sales \$(0.521).
Other Operating Revenue	1.422	25.3	Primarily due to the timing of rental, federal reimbursement for storms and miscellaneous receipts.	7.229	15.5	Primarily due to the timing of intercompany and rental receipts.
Capital and Other Reimbursements	17.313	93.3	Timing of activity and reimbursement for capital and other reimbursements.	34.247	17.4	Timing of activity and reimbursement for capital and other reimbursements.
Expenditures						
Labor:						
Payroll	0.113	0.2	Primarily due to vacant positions and rates, partially offset by the timing of retroactive wage payments.	(0.259)	(0.1)	Primarily due to management vacation buyback payments, partially offset by vacant positions and rates.
Overtime	(1.559)	(15.6)	Primarily due to higher project and maintenance overtime, partially offset by lower scheduled/unscheduled service.	(2.845)	(2.5)	Primarily due to higher project and maintenance overtime, partially offset by lower scheduled/unscheduled service and weather related overtime.
Health and Welfare	0.356	3.9	Primarily due to vacant positions and the timing of payments.	(1.610)	(1.9)	Primarily an additional wage based contribution to the BLE Health & Welfare fund based on retroactive wages, and the timing of smaller policy payments.
OPEB Current Payment	0.929	17.8	Fewer retirees/beneficiaries.	1.917	4.2	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	September 2015			Year-to-Date as of September 30, 2015		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Other Fringe Benefits	1.582	14.6	Primarily the timing of FELA payments and lower Railroad Retirement payments.	5.222	4.4	Primarily lower Railroad Retirement payments and the timing of FELA payments.
Non-Labor:						
Electric Power	1.282	14.4	Primarily due to lower traction power consumption and rates.	5.739	7.3	Primarily due to lower traction power rates and consumption and the timing of wayside payments, partially offset by higher non-traction payments.
Fuel	0.008	0.5	Primarily due to lower usage and rates, partially offset by the timing of payments.	(0.134)	(0.9)	Primarily due to the timing of payments, partially offset by lower rates.
Insurance	2.440	61.3	Timing of insurance premium payments.	4.416	17.6	Timing of insurance premium payments.
Claims	(0.012)	(6.0)	Timing of payment for claims.	(0.016)	(1.4)	Timing of payment for claims.
Maintenance and Other Operating Contracts	3.980	43.2	Timing of payments.	13.382	19.0	Timing of payments.
Professional Service Contracts	(0.741)	(31.6)	Primarily the timing of MTA Chargeback Service payments.	2.838	15.6	Primarily the timing of MTA Chargeback and other consulting service payments.
Materials and Supplies	(0.759)	(5.2)	Primarily the timing of program, production plan, and operating funded capital material and supplies.	3.970	2.8	Primarily the timing of program, production plan, and operating funded capital material and supplies.
Other Business Expenses	0.180	12.9	Timing of payments.	0.639	5.6	Timing of payments.
Other Expenditure Adjustments	0.339	16.0	Lower Metrocard/AirTrain pass through payments.	1.325	8.2	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)								
September 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	\$2.160	\$1.881	(\$0.279)	(12.9)	\$16.340	\$14.992	(\$1.348)	(8.2)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	0.764	1.012	0.248	32.5	8.100	14.521	6.421	79.3
Capital & Other Reimbursements	(13.033)	(1.880)	11.153	85.6	(45.513)	(36.600)	8.913	19.6
Total Receipts	(\$10.109)	\$1.013	\$11.122	*	(\$21.073)	(\$7.087)	\$13.986	66.4
Expenditures								
<i>Labor:</i>								
Payroll	\$1.827	\$1.263	(\$0.564)	(30.9)	(\$5.276)	(\$4.914)	\$0.362	6.9
Overtime	2.730	3.199	0.469	17.2	(2.001)	0.956	2.957	*
Health and Welfare	0.000	0.270	0.270	-	(0.919)	(1.616)	(0.697)	(75.9)
OPEB Current Payment	0.000	0.413	0.413	-	(0.405)	(1.305)	(0.900)	*
Pensions	0.000	0.017	0.017	-	27.812	27.837	0.025	0.1
Other Fringe Benefits	1.721	3.732	2.011	*	(0.210)	9.003	9.213	*
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	\$6.278	\$8.894	\$2.616	41.7	\$19.001	\$29.962	\$10.961	57.7
<i>Non-Labor:</i>								
Electric Power	\$0.072	(\$0.961)	(\$1.033)	*	(\$0.617)	(\$0.166)	\$0.451	73.1
Fuel	(0.020)	(0.336)	(0.316)	*	(0.515)	(0.975)	(0.460)	(89.4)
Insurance	(1.359)	0.537	1.896	*	(2.260)	1.303	3.563	*
Claims	0.156	0.178	0.022	14.2	2.022	1.890	(0.132)	(6.5)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	(1.441)	1.034	2.475	*	(7.659)	(3.820)	3.839	50.1
Professional Service Contracts	0.739	24.631	23.892	*	0.441	37.344	36.903	*
Materials & Supplies	3.606	1.321	(2.285)	(63.4)	2.047	(10.337)	(12.384)	*
Other Business Expenses	0.135	0.340	0.205	*	0.864	0.383	(0.481)	(55.7)
Total Non-Labor Expenditures	\$1.888	\$26.744	\$24.856	*	(\$5.677)	\$25.621	\$31.298	*
<i>Other Expenditure Adjustments:</i>								
Other	(\$2.114)	(\$1.775)	\$0.339	16.0	(\$16.155)	(\$14.830)	\$1.325	8.2
Total Other Expenditure Adjustments	(\$2.114)	(\$1.775)	\$0.339	16.0	(\$16.155)	(\$14.830)	\$1.325	8.2
Total Expenditures before Depreciation	\$6.052	\$33.863	\$27.811	*	(\$2.831)	\$40.754	\$43.585	*
Depreciation Adjustment	\$27.048	\$25.892	(\$1.156)	(4.3)	\$242.678	\$240.363	(\$2.315)	(1.0)
Other Post Employment Benefits	6.215	6.222	0.007	0.1	55.893	55.653	(0.240)	(0.4)
Environmental Remediation	0.167	0.167	(0.000)	(0.2)	1.503	1.147	(0.356)	(23.7)
Total Expenditures	\$39.482	\$66.143	\$26.661	67.5	\$297.243	\$337.917	\$40.674	13.7
Cash Timing and Availability Adjustment	0.000	0.952	0.952	-	(0.000)	(0.406)	(0.406)	*
Total Cash Conversion Adjustments	\$29.373	\$68.108	\$38.735	*	\$276.170	\$330.423	\$54.253	19.6

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

	September 2015						September 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	36,771	\$2.160	34,079	\$2.011	2,692 7.3%	\$0.150 6.9%	274,898	\$15.975	265,287	\$15.440	9,610 3.5%	\$0.535 3.3%
<u>Unscheduled Service</u>	17,446	\$1.052	13,618	\$0.646	3,828 21.9%	\$0.406 38.6%	114,122	\$6.320	87,866	\$3.662	26,256 23.0%	\$2.657 42.0%
<u>Programmatic/Routine Maintenance</u>	62,537	\$3.494	69,825	\$4.068	(7,289) -11.7%	(\$0.574) -16.4%	481,938	\$26.550	493,493	\$27.563	(11,556) -2.4%	(\$1.013) -3.8%
<u>Unscheduled Maintenance</u>	444	\$0.024	7,253	\$0.396	(6,809) *	(\$0.372) *	6,456	\$0.363	16,353	\$0.909	(9,897) *	(\$0.546) *
<u>Vacancy/Absentee Coverage</u>	61,577	\$3.476	66,771	\$3.774	(5,194) -8.4%	(\$0.298) -8.6%	516,714	\$28.835	517,758	\$28.908	(1,044) -0.2%	(\$0.072) -0.3%
<u>Weather Emergencies</u>	4,168	\$0.236	432	\$0.026	3,736 89.6%	\$0.210 89.0%	202,901	\$11.613	179,219	\$10.264	23,681 11.7%	\$1.349 11.6%
<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	\$0.082	2,367	\$0.055	(615) -35.1%	\$0.026 32.2%	18,287	\$1.780	16,744	\$2.109	1,542 8.4%	(\$0.328) -18.4%
NON-REIMBURSABLE OVERTIME	184,696	\$10.524	194,345	\$10.977	(9,650) -5.2%	(\$0.453) -4.3%	1,615,315	\$91.436	1,576,722	\$88.854	38,594 2.4%	\$2.582 2.8%
REIMBURSABLE OVERTIME	38,838	\$2.177	62,325	\$3.752	(23,487) -60.5%	(\$1.575) -72.3%	325,964	\$18.525	452,099	\$26.909	(126,135) -38.7%	(\$8.384) -45.3%
TOTAL OVERTIME	223,534	\$12.701	256,670	\$14.729	(33,137) -14.8%	(\$2.028) -16.0%	1,941,279	\$109.961	2,028,821	\$115.763	(87,542) -4.5%	(\$5.802) -5.3%

¹ Includes Tour Length and Holiday overtime.

² Not Applicable

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

Totals may not add due to rounding.

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

* Exceeds 100%

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

	September 2015			September Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u>	2,692	\$0.150	Lower than anticipated crew book overtime within Transportation.	9,610	\$0.535	Lower than anticipated holiday overtime within Maintenance of Equipment, Engineering and Transportation and lower crew book overtime within Transportation.
	7.3%	6.9%		3.5%	3.3%	
<u>Unscheduled Service</u>	3,828	\$0.406	Less than forecast overtime needed to maintain On-Time Performance.	26,256	\$2.657	Less than forecast overtime needed to maintain On-Time Performance.
	21.9%	38.6%		23.0%	42.0%	
<u>Programmatic/Routine Maintenance</u>	(7,289)	(\$0.574)	Attributed to an increase in track ties by hand, bridge tie installation, timber installation, troubleshoot program maintenance, concrete tie installation, row drainage, third rail tie changing and various state of good repairs within Engineering, partially offset by lower than anticipated air brake repair, MU car shop repair, out lying points running repair, M7 propulsion and line delay.	(11,556)	(\$1.013)	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 and bridge tie, partially offset by lower than anticipated repairs and running repairs within Maintenance of Equipment.
	-11.7%	-16.4%		-2.4%	-3.8%	
<u>Unscheduled Maintenance</u>	(6,809)	(\$0.372)	Attributed to New York & Atlantic Railway derailment west of Hicksville.	(9,897)	(\$0.546)	Attributed to an increase in emergencies system wide as well as derailments at Babylon, Belmont, West Side Yard, Wyandanch and west of Hicksville.
	*	*		*	*	
<u>Vacancy/Absentee Coverage</u>	(5,194)	(\$0.298)	Unfavorable availability and open jobs within Maintenance of Equipment, greater than anticipated coverage within Stations and greater than anticipated relief day overtime within Transportation due to lower operational headcount.	(1,044)	(\$0.072)	Unfavorable availability and open jobs within Maintenance of Equipment, greater than anticipated coverage within Stations and greater than anticipated relief day overtime within Transportation due to lower operational headcount.
	-8.4%	-8.6%		-0.2%	-0.3%	
<u>Weather Emergencies</u>	3,736	\$0.210	Lower than budgeted weather related expenses.	23,681	\$1.349	Lower than budgeted weather related expenses.
	89.6%	89.0%		11.7%	11.6%	
<u>Safety/Security/Law Enforcement</u>						
<u>Other</u>	(615)	\$0.026	Due to contractual back pay for BLE, double time impact and higher rated crafts.	1,542	(\$0.328)	Due to contractual back pay for BLE, double time impact and higher rated crafts.
	-35.1%	32.2%		8.4%	-18.4%	
NON-REIMBURSABLE OVERTIME	(9,650)	(\$0.453)		38,594	\$2.582	
	-5.2%	-4.3%		2.4%	2.8%	
REIMBURSABLE OVERTIME	(23,487)	(\$1.575)	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.	(126,135)	(\$8.384)	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.
	-60.5%	-72.3%		-38.7%	-45.3%	
TOTAL OVERTIME	(33,137)	(\$2.028)		(87,542)	(\$5.802)	
	-14.8%	-16.0%		-4.5%	-5.3%	

* Exceeds 100%

METROPOLITAN TRANSPORTATION AUTHORITY - LONG ISLAND RAIL ROAD
2015 Overtime Reporting
Overtime Legend

OVERTIME DECOMPOSITION LEGEND DEFINITIONS

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

MTA LONG ISLAND RAIL ROAD
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 SEPTEMBER 2015

	Forecast	Actual	Favorable/ (Unfavorable) Variance
Administration			
Executive VP	6	7	(1)
Labor Relations	18	16	2
Procurement & Logistics (excl. Stores)	82	84	(2)
Human Resources	33	32	1
Sr VP Administration	2	1	1
Strategic Investments	34	30	4
President	4	4	0
VP & CFO	5	2	3
Information Technology	0	0	0
Controller	46	42	4
Management & Budget	21	19	2
Business Process Mgmt Controls & Compliance	7	7	0
Market Dev. & Public Affairs	69	66	3
Gen. Counsel & Secretary	32	28	4
Diversity Management	2	2	0
Security	17	12	5
System Safety	36	27	9
Training	64	59	5
Service Planning	22	21	1
Sr. VP Operations	2	2	-
Total Administration	502	461	41
Operations			
Train Operations	2,113	2,068	45
Customer Services	300	297	3
Total Operations	2,413	2,365	48
Maintenance			
Engineering	1,792	1,810	(18)
Equipment	2,098	2,072	26
Procurement (Stores)	93	93	-
Total Maintenance	3,983	3,975	8
Engineering/Capital			
Department of Project Management	134	123	11
VP - East Side Access & Special Projects	42	36	6
Total Engineering/Capital	176	159	17
Baseline Total Positions	7,074	6,960	114
<i>Non-Reimbursable</i>	6,079	5,995	84
<i>Reimbursable</i>	995	965	30
Total Full-Time	7,074	6,960	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 SEPTEMBER 2015**

Explanation of Variances
NON-REIMBURSABLE POSITIONS - Favorable 84 positions due to vacancies in Train Service and the Equipment Department.
REIMBURSABLE POSITIONS - Favorable 30 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 SEPTEMBER 2015

	Forecast	Actual	Favorable/ (Unfavorable) Variance
Administration			
Managers/Supervisors	251	231	20
Professional, Technical, Clerical	150	126	24
Operational Hourlies	101	104	(3)
Total Administration	502	461	41
Operations			
Managers/Supervisors	286	272	14
Professional, Technical, Clerical	103	98	5
Operational Hourlies	2,024	1,995	29
Total Operations	2,413	2,365	48
Maintenance			
Managers/Supervisors	732	662	70
Professional, Technical, Clerical	260	260	-
Operational Hourlies	2,991	3,053	(62)
Total Maintenance	3,983	3,975	8
Engineering/Capital			
Managers/Supervisors	120	106	14
Professional, Technical, Clerical	56	53	3
Operational Hourlies	-	-	-
Total Engineering/Capital	176	159	17
Total Positions			
Managers/Supervisors	1,389	1,271	118
Professional, Technical, Clerical	569	537	32
Operational Hourlies	5,116	5,152	(36)
Total Positions	7,074	6,960	114

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
RIDERSHIP
(In Thousands)

RIDERSHIP	SEPTEMBER 2015				Year-to-Date SEPTEMBER 2015			
	Mid-Year	Actual	Favorable/ (Unfavorable) Variance	%	Mid-Year	Actual	Favorable/ (Unfavorable) Variance	%
Monthly	4.010	4.106	0.096	2.4%	35.597	35.931	0.334	0.9%
Weekly	0.171	0.151	(0.020)	-11.5%	1.567	1.533	(0.033)	-2.1%
Total Commutation	4.181	4.258	0.076	1.8%	37.164	37.464	0.300	0.8%
One-Way Full Fare	0.720	0.754	0.034	4.7%	6.237	6.365	0.128	2.1%
One-Way Off-Peak	1.543	1.571	0.028	1.8%	13.321	13.398	0.077	0.6%
All Other	0.886	0.909	0.023	2.6%	7.816	7.945	0.129	1.7%
Total Non-Commutation	3.149	3.234	0.085	2.7%	27.374	27.708	0.334	1.2%
Total	7.330	7.492	0.162	2.2%	64.538	65.172	0.634	1.0%

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
MONTHLY PERFORMANCE INDICATORS
September 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⁾	45.6%	48.4%	46.1%	-2.8%	-0.5%
	Adjusted ⁽²⁾	55.6%	59.4%	54.8%	-3.9%	0.8%
Cost Per Passenger						
	Standard ⁽¹⁾	\$17.69	\$16.55	\$16.70	(\$1.14)	(\$0.99)
	Adjusted ⁽²⁾	\$15.90	\$14.55	\$14.80	(\$1.36)	(\$1.10)
Passenger Revenue/Passenger ⁽³⁾		\$8.06	\$8.01	\$7.70	\$0.05	\$0.36
		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⁾	49.2%	47.3%	44.1%	1.9%	5.1%
	Adjusted ⁽²⁾	59.8%	57.7%	53.2%	2.1%	6.6%
Cost Per Passenger						
	Standard ⁽¹⁾	\$16.21	\$16.80	\$17.49	\$0.60	\$1.28
	Adjusted ⁽²⁾	\$14.28	\$14.75	\$15.47	\$0.47	\$1.19
Passenger Revenue/Passenger ⁽³⁾		\$7.97	\$7.95	\$7.72	\$0.02	\$0.25

(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

SEPTEMBER 2015

SEPTEMBER 2015 RIDERSHIP & REVENUE REPORT MTA LONG ISLAND RAIL ROAD

EXECUTIVE SUMMARY

September Ridership and Revenue (millions)

	September 2015	% Change vs. 2014
Total Rail Ridership	7.492	+ 2.7% ▲
Commutation Ridership	4.258	+ 0.9% ▲
Non-Commutation Ridership	3.234	+ 5.0% ▲
Rail Revenue	\$60.2	+ 7.5% ▲

Key Factors Impacting September Ridership

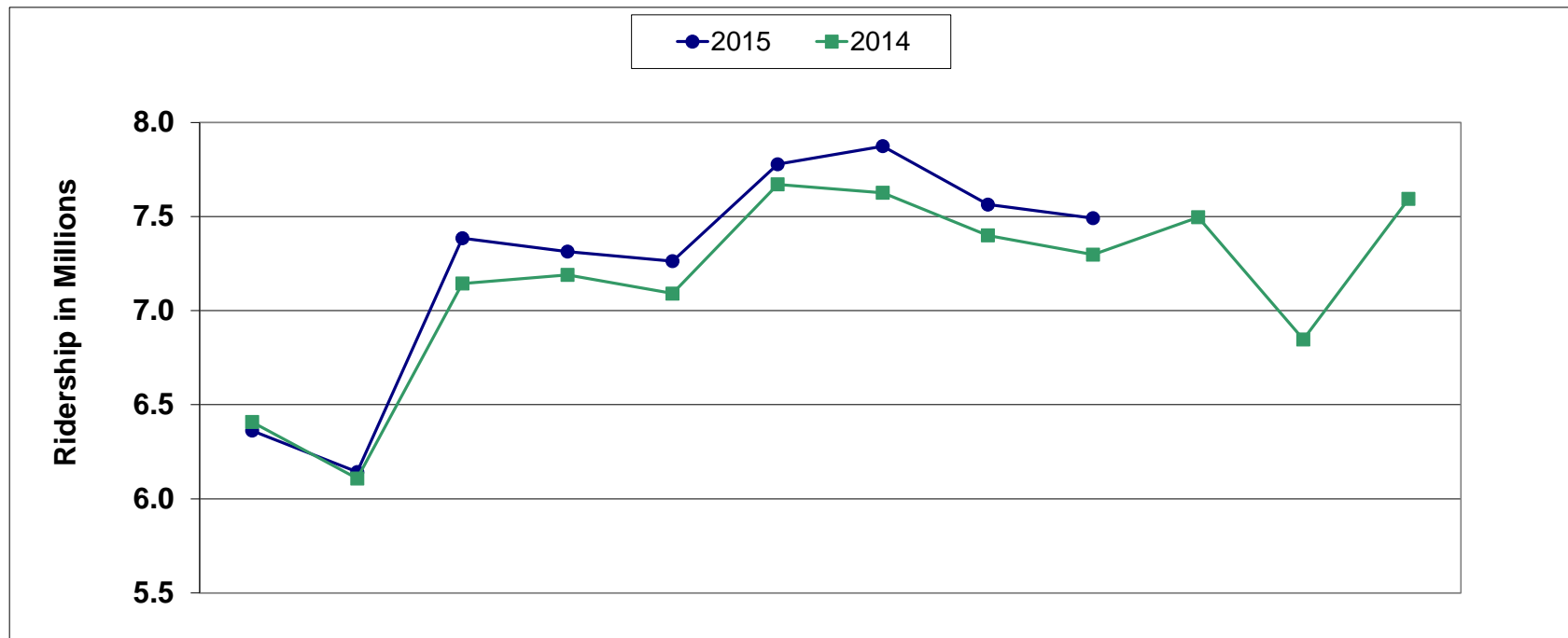
- Labor Day weekend travel to/from Montauk (ridership went up 13% from last year)
- Continuing success of the NY Mets (September ridership to MWP went up 125%)
- Additional concerts in Forest Hills (Alabama Shakes), and three pre-season Islanders games at the Barclays Center
- Leisure Travel ridership increased significantly (+130%) compared to last year

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

	September 2015	% Change vs. 2014	Comparison to Mid-Year Forecast
Total Rail Ridership	65.172	+ 1.9% ▲	+ 1.0% ▲
Commutation Ridership	37.464	+ 2.1% ▲	+ 0.8% ▲
Non-Commutation Ridership	27.708	+ 1.8% ▲	+ 1.2% ▲
Rail Revenue	\$517.3	+ 5.2% ▲	+ 1.2% ▲

SEPTEMBER RIDERSHIP

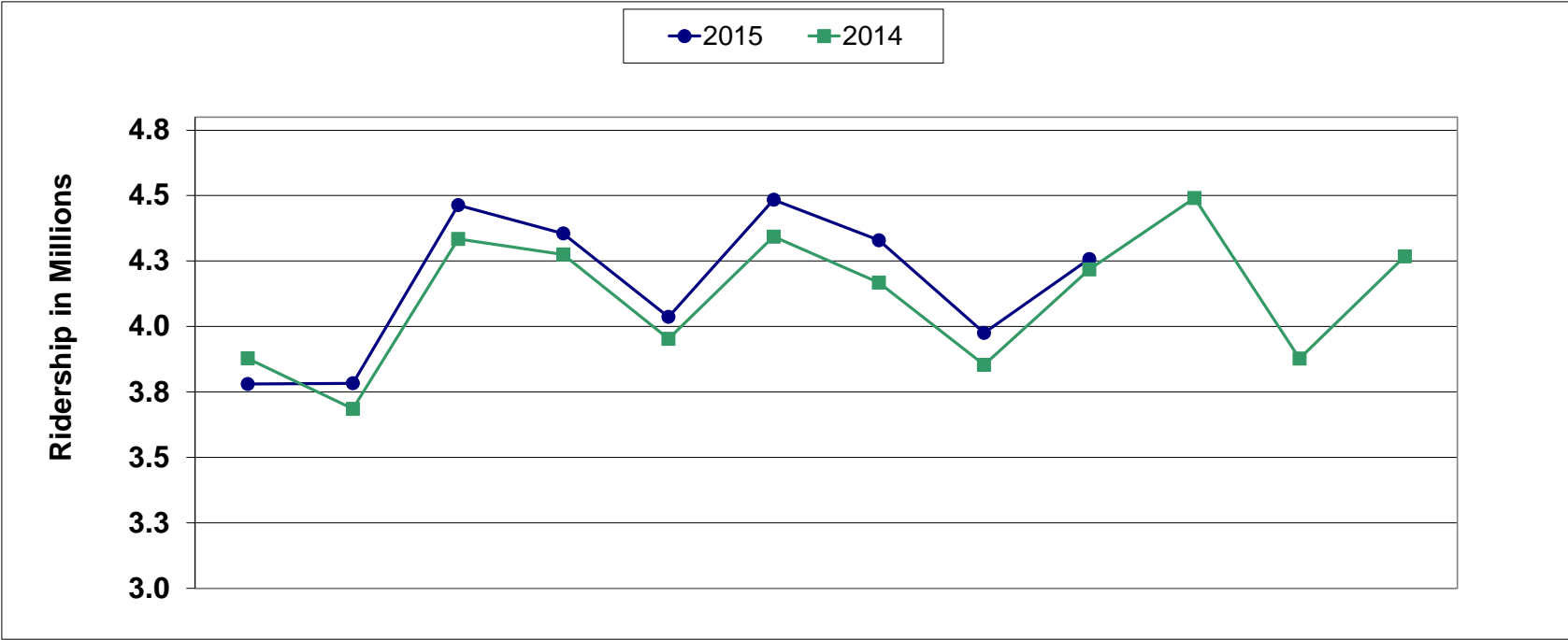
- September's Total Ridership was 2.7% above '14 and 2.2% above Mid-Year Forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2015	6.4	6.1	7.4	7.3	7.3	7.8	7.9	7.6	7.5				65.2
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	63.9
PCT CHG.	-0.7%	0.6%	3.4%	1.7%	2.4%	1.4%	3.2%	2.2%	2.7%				1.9%

SEPTEMBER COMMUTATION RIDERSHIP

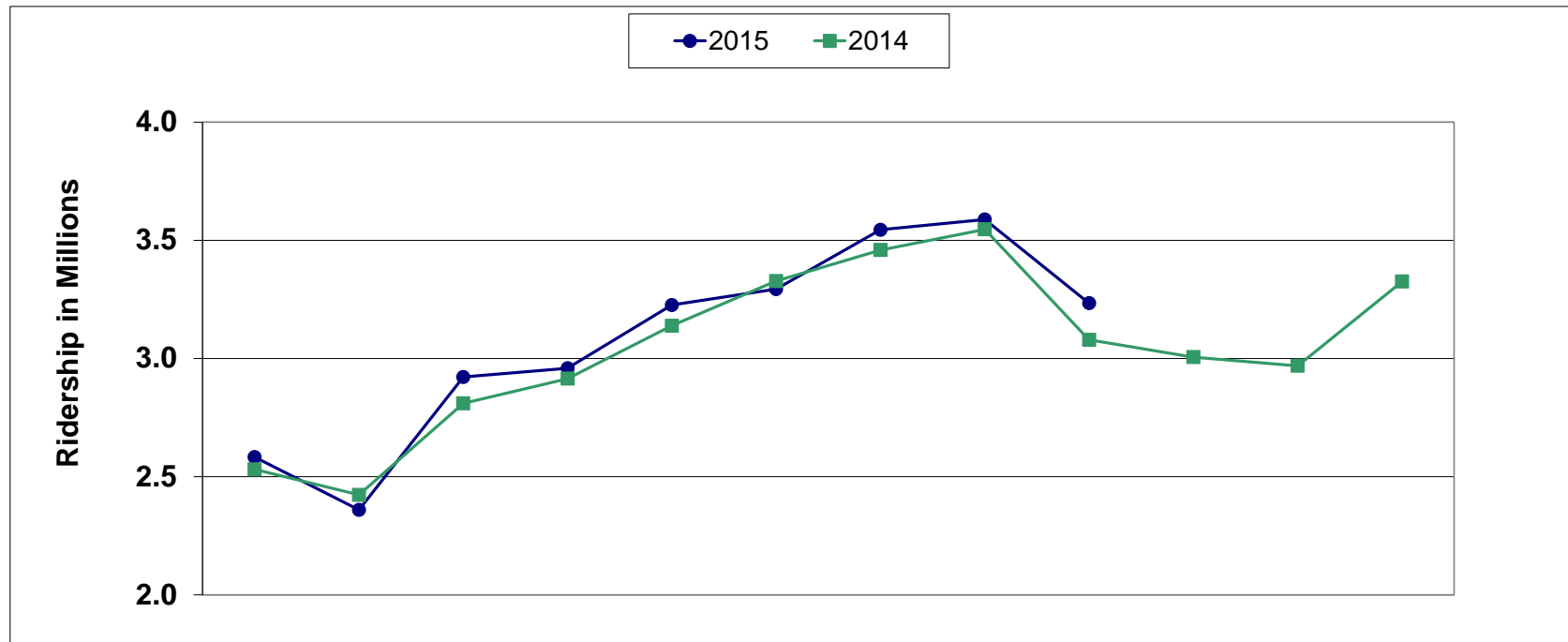
●September's Commutation Ridership was 0.9% above '14 and 1.8% above Mid-Year Forecast.



	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	4.0	4.3				37.5
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	36.7
PCT CHG.	-2.5%	2.7%	3.0%	1.9%	2.1%	3.3%	3.9%	3.2%	0.9%				2.1%

SEPTEMBER NON-COMMUTATION RIDERSHIP

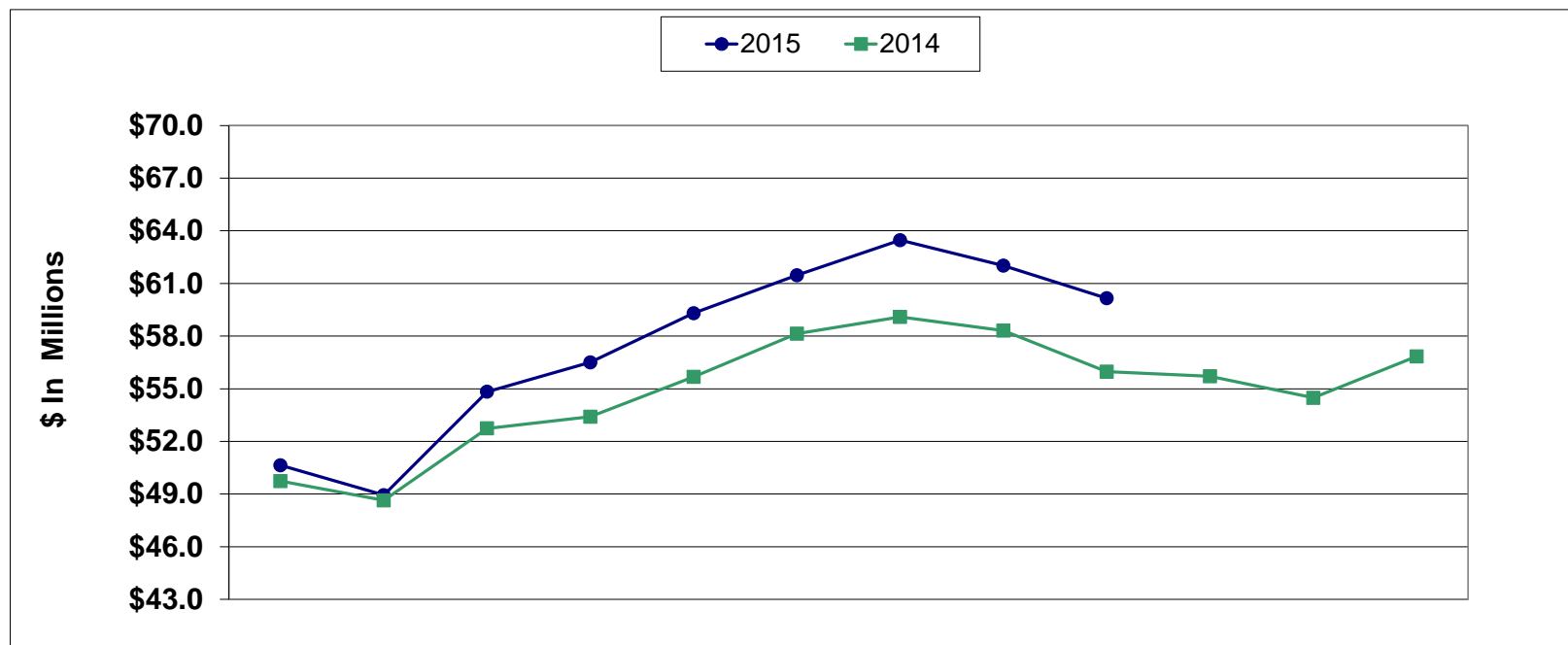
- September's Non-Commutation Ridership was 5.0% above '14 and 2.7% above Mid-Year Forecast.



	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	3.6	3.2				27.7
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	27.2
PCT CHG.	2.1%	-2.6%	4.0%	1.5%	2.8%	-1.0%	2.5%	1.2%	5.0%				1.8%

SEPTEMBER REVENUE

●September's Total Revenue was 7.5% above '14 and 2.8% above Mid-Year Forecast*.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2015	\$50.6	\$48.9	\$54.8	\$56.5	\$59.3	\$61.5	\$63.5	\$62.0	\$60.2				\$517.3
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	\$491.7
PCT CHG.	1.8%	0.6%	4.0%	5.8%	6.5%	5.7%	7.4%	6.3%	7.5%				5.2%

*Fare increase was implemented in March 22, 2015.

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

TICKET TYPE/SERVICE	SEPTEMBER 2015	SEPTEMBER 2014	CHANGE VS. 2014	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	4,257,592	4,218,303	39,289	0.9%
NON-COMMUTATION RIDERSHIP	3,234,006	3,079,150	154,856	5.0%
TOTAL RIDERSHIP	7,491,598	7,297,453	194,145	2.7%

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

TICKET TYPE/SERVICE	SEPTEMBER 2015	SEPTEMBER 2014	CHANGE VS. 2014	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	37,464,466	36,707,013	757,453	2.1%
NON-COMMUTATION RIDERSHIP	27,707,642	27,227,520	480,122	1.8%
TOTAL RIDERSHIP	65,172,108	63,934,533	1,237,575	1.9%

* 2014 ridership numbers were adjusted using 2015 factors.



Long Island Rail Road

CAPITAL PROGRAM

HIGHLIGHTS

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

HIGHLIGHTS

L50304TT: ELLISON AVENUE BRIDGE REPLACEMENT

Project Budget: \$17.50M

Milestone: New Bridge Installation

A new Ellison Avenue Bridge, which spans the LIRR's Main Line tracks through the Village of Westbury, was installed during a 48-hour suspension of train service between Hicksville and Mineola over the weekend of October 24 and 25. Special weekend timetables were available for all affected branches and customers were advised to use south shore and Port Washington branches if possible. LIRR personnel were available between Hicksville and Mineola and other local stations to assist LIRR customers with the available buses and special weekend schedules.

L60701AA: SUBSTATION REPLACEMENTS [SOG]

Project Budget: \$26.12M

Milestone: Beneficial Use

Replacement of the existing substations at Hillside and Kew Gardens with new prefabricated modular buildings is complete. The modular buildings house new AC and DC switchgear, rectifiers, control cabinets and associated equipment; and new transformers were installed outside the modular buildings. This project will maintain a state of good repair, improve service reliability through reduction of equipment failures, and is part of the LIRR's efforts to meet future service demands.

L50304TS: DIVIDE SUPERVISORY CONTROL AND REMOTE TERMINAL UNITS

Project Budget: \$13.90M

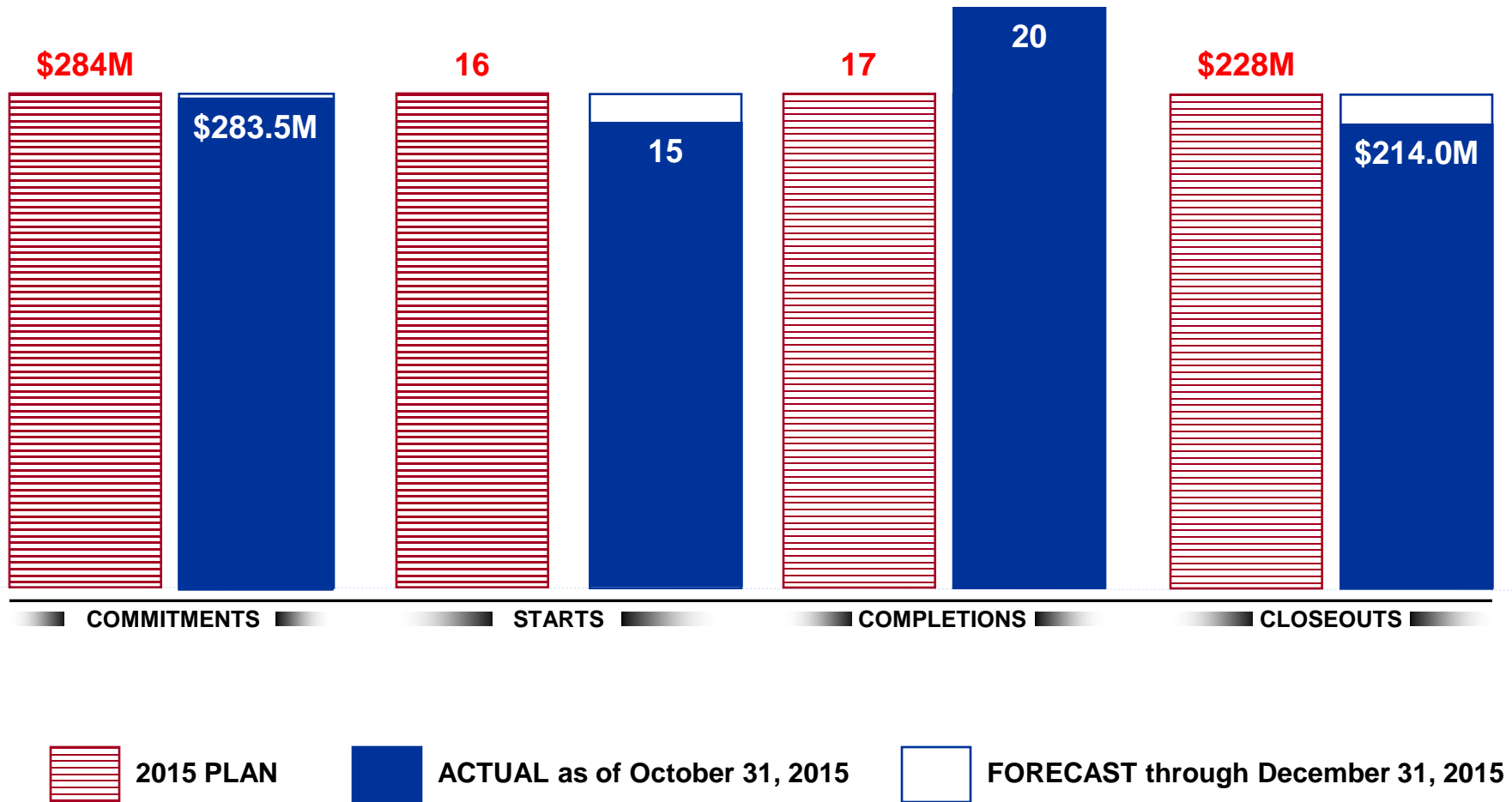
Milestone: Beneficial Use

The installation of a new state-of-the-art Divide Signal Supervisory Control System, with redundant PLC-based Remote Terminal Units [RTU's], to interface with existing relay systems on the Main Line and Port Jefferson Branches east of Divide is complete. The project work also included installation of microprocessors with remote control accessibility to support centralized train control, upgrades to the 400amp service, and the ability to transfer 100Hz power via SCADA controls. This project addresses the state of good repair within the Main Line Corridor and facilitates the LIRR's efforts to improve reliability and operational flexibility.

SMALL BUSINESS MENTOR PROGRAM [SBMP] ACTIVITIES

- Sandy Shelter Shed Replacement [Westbury]: Work continued.
- Long Beach Branch Equipment Platforms: Work continued.
- Hillside Support Facility HVAC / Fire Alarm: Substantial Completion achieved.
- Hillside Support Facility Building 2 Roof Replacement and Lightning Protection: Work continued.
- Hillside Simulator Building Roof Replacement and Lightning Protection: Work commenced.
- Hicksville Siding Electrical Ductbank: Work continued.
- Suffolk Paving: Submittals in process.
- Nassau, Queens, and Brooklyn Paving: Work commenced.
- New ADA Railings at Flushing Main Street: Submittals in process.
- Improvements to Babylon Employee Facility: Work continued.
- Mineola Overpass Painting: Work completed.
- DPM Office Fit-out at Hillside: Work commenced.
- Morris Park Communication Building: Procurement continued.

2015 LIRR Capital Program Goals





Metro-North Railroad

Operations Report

November 2015



MONTHLY OPERATING REPORT

October 2015

Date Issued:
Wednesday, November 04, 2015

Performance Summary			2015 Data			2014 Data	
			Annual Goal	October	YTD thru October	October	YTD thru October
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%	94.1%	93.3%	88.9%	91.8%
		AM Peak	93.0%	88.0%	90.2%	83.7%	88.8%
		AM Reverse Peak	93.0%	95.6%	94.5%	92.1%	93.7%
		PM Peak	93.0%	97.7%	95.9%	96.7%	94.0%
		Total Peak	93.0%	93.1%	93.2%	90.3%	91.6%
		Off Peak Weekday	92.0%	93.4%	92.4%	89.4%	91.4%
		Weekend	92.0%	97.1%	95.4%	84.8%	93.0%
	Hudson Line	Overall	93.0%	94.0%	94.0%	91.2%	92.0%
		AM Peak	93.0%	90.8%	91.4%	84.8%	90.5%
		AM Reverse Peak	93.0%	93.8%	96.7%	93.1%	93.9%
		PM Peak	93.0%	97.6%	96.9%	99.3%	94.2%
		Total Peak	93.0%	94.0%	94.4%	91.9%	92.5%
		Off Peak Weekday	92.0%	92.6%	92.8%	92.6%	91.3%
		Weekend	92.0%	96.4%	95.5%	86.5%	92.4%
	Harlem Line	Overall	93.0%	94.0%	94.0%	90.1%	93.9%
		AM Peak	93.0%	84.6%	90.4%	85.1%	91.2%
		AM Reverse Peak	93.0%	94.5%	94.6%	93.4%	96.2%
		PM Peak	93.0%	97.4%	95.5%	95.8%	95.7%
		Total Peak	93.0%	91.4%	93.2%	90.8%	93.8%
		Off Peak Weekday	92.0%	94.0%	93.8%	92.0%	93.6%
		Weekend	92.0%	99.0%	96.1%	83.5%	94.7%
	New Haven Line	Overall	93.0%	94.2%	92.4%	86.7%	90.1%
		AM Peak	93.0%	89.0%	89.2%	82.0%	86.0%
		AM Reverse Peak	93.0%	97.7%	93.2%	90.5%	91.4%
		PM Peak	93.0%	98.1%	95.4%	95.7%	92.4%
		Total Peak	93.0%	94.0%	92.3%	88.8%	89.3%
		Off Peak Weekday	92.0%	93.5%	91.1%	85.8%	89.7%
		Weekend	92.0%	96.2%	95.0%	84.8%	92.1%
Operating Statistics							
	Trains Scheduled			19,956	193,036	19,655	190,004
	Avg. Delay per Late Train (min) <i>excluding trains canceled or terminated</i>			11.1	11.7	10.4	11.9
	Trains Over 15 min. Late <i>excluding trains canceled or terminated</i>		1,800	155	2,152	278	2,496
	Trains Canceled		220	11	240	4	346
	Trains Terminated		220	14	282	20	395
	Percent of Scheduled Trips Completed		99.7%	99.9%	99.7%	99.9%	99.6%
Consist Compliance <i>(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)</i>	System	Overall	99.8%	99.8%	99.7%	99.8%	99.5%
		AM Peak	99.8%	99.8%	99.4%	99.6%	98.9%
		AM Reverse Peak	99.8%	100.0%	99.9%	99.9%	99.9%
		PM Peak	99.8%	99.7%	99.0%	99.3%	98.9%
		Total Peak	99.8%	99.8%	99.3%	99.5%	99.1%
		Off Peak Weekday	99.8%	99.9%	99.9%	99.9%	99.7%
		Weekend	99.8%	99.8%	99.9%	100.0%	99.8%
	Hudson Line	AM Peak	99.8%	99.9%	99.9%	99.9%	99.7%
		PM Peak	99.8%	100.0%	99.8%	99.9%	99.8%
	Harlem Line	AM Peak	99.8%	99.6%	99.1%	99.4%	99.3%
		PM Peak	99.8%	99.4%	98.9%	99.1%	99.3%
	New Haven Line	AM Peak	99.8%	100.0%	99.3%	99.6%	98.1%
		PM Peak	99.8%	99.6%	98.4%	99.1%	98.1%

SYSTEM Category of Delay

Delay Minutes / Delay Threshold	% Total	September	October	2015 Data YTD thru October	October	2014 Data YTD thru October	YTD 2015 Vs 2014
Engineering	40.7%	537	867	11,793	1,975	15,056	-3,263
Maintenance of Equipment	21.2%	238	451	4,110	310	3,806	304
Transportation	5.4%	70	114	887	106	1,888	-1,001
Capital Projects	0.1%	1	2	26	36	170	-144
Weather and Environmental	16.5%	39	351	2,555	403	3,078	-523
Police	5.2%	79	110	1,814	195	1,825	-11
Customers	5.0%	102	106	1,131	108	1,130	1
Other	6.0%	183	128	1,810	590	2,485	-675
3rd Party Operations	0.0%	1	0	57	0	6	51
TOTAL	100.0%	1,250	2,129	24,183	3,723	29,444	-5,261

HUDSON LINE	% Total	September	October	YTD thru October	October	YTD thru October	YTD 2015 Vs 2014
Engineering	58.4%	161	296	2,682	406	3,252	-570
Maintenance of Equipment	12.6%	64	64	840	78	826	14
Transportation	6.7%	12	34	194	19	517	-323
Capital Projects	0.0%	0	0	0	0	10	-10
Weather and Environmental	7.5%	24	38	461	42	685	-224
Police	5.7%	10	29	292	57	404	-112
Customers	6.7%	20	34	320	21	422	-102
Other	2.4%	20	12	416	139	505	-89
3rd Party Operations	0.0%	1	0	7	0	0	7
TOTAL	100.0%	312	507	5,212	762	6,621	-1,409

HARLEM LINE	% Total	September	October	YTD thru October	October	YTD thru October	YTD 2015 Vs 2014
Engineering	31.0%	127	208	3,262	576	3,703	-441
Maintenance of Equipment	27.4%	72	184	1,078	99	781	297
Transportation	3.9%	16	26	218	23	529	-311
Capital Projects	0.0%	0	0	0	0	8	-8
Weather and Environmental	24.0%	4	161	899	179	920	-21
Police	3.0%	31	20	692	13	457	235
Customers	4.5%	32	30	283	30	175	108
Other	6.3%	13	42	533	165	522	11
3rd Party Operations	0.0%	0	0	0	0	0	0
TOTAL	100.0%	295	671	6,965	1,085	7,095	-130

NEW HAVEN LINE	% Total	September	October	YTD thru October	October	YTD thru October	YTD 2015 Vs 2014
Engineering	38.2%	249	364	5,850	993	8,100	-2,250
Maintenance of Equipment	21.3%	101	203	2,192	132	2,198	-6
Transportation	5.7%	42	54	474	65	842	-368
Capital Projects	0.2%	0	2	26	36	153	-127
Weather and Environmental	16.0%	11	152	1,195	181	1,473	-278
Police	6.4%	39	61	830	125	964	-134
Customers	4.3%	50	41	528	58	534	-6
Other	7.9%	150	75	860	286	1,458	-598
3rd Party Operations	0.0%	0	0	50	0	6	44
TOTAL	100.0%	642	952	12,005	1,876	15,728	-3,723

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
10/05	Mon	Congestion from CP106 to CP1 account 1533 with an unattended package.	8	0	1	1	0	0	0	0	0	1	0	0
10/08	Thu	Train 1321 disabled at Woodlawn account unable to take power.	37	1	1	6	0	0	0	0	0	6	0	0
10/09	Fri	Congestion from GCT to CP8 account 2001 unable to take power, track circuit down CP3's interlocking.	4	0	0	0	0	0	0	0	0	13	0	0
10/09	Fri	Slippery Rail conditions and Slip Slide emergencies on all 3 lines, causing delays.	1	0	0	0	0	0	7	0	0	14	0	0
10/09	Fri	Train 949 was unable to take power on track 1 south of White Plains with a won't load diesel electrical control fault.	0	0	0	0	0	0	9	0	1	12	1	0
10/13	Tue	The bridge locks were down on all four tracks at CP4, 138th Street.	72	0	0	4	0	0	0	0	0	0	0	0
10/19	Mon	A ground on all 4 tracks from Cat. 184 to Cat. 312 (Harrison to CP229).	0	0	0	0	0	0	0	0	0	14	0	0
10/20	Tue	Amtrak 86 on track 4, west of Southport (Cat. 658), struck a trespasser.	0	0	0	0	0	0	1	0	0	12	0	1
10/21	Wed	Train 618 had brake problems, defective coupler on car 8000.	13	0	0	0	0	0	0	0	0	1	0	0
10/23	Fri	Train 509 struck a trespasser on track 1 north of Tuckahoe Station.	9	2	0	5	0	1	0	0	0	6	0	0
10/26	Mon	Slippery Rail conditions and Slip Slide emergencies on all 3 lines, causing delays.	11	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

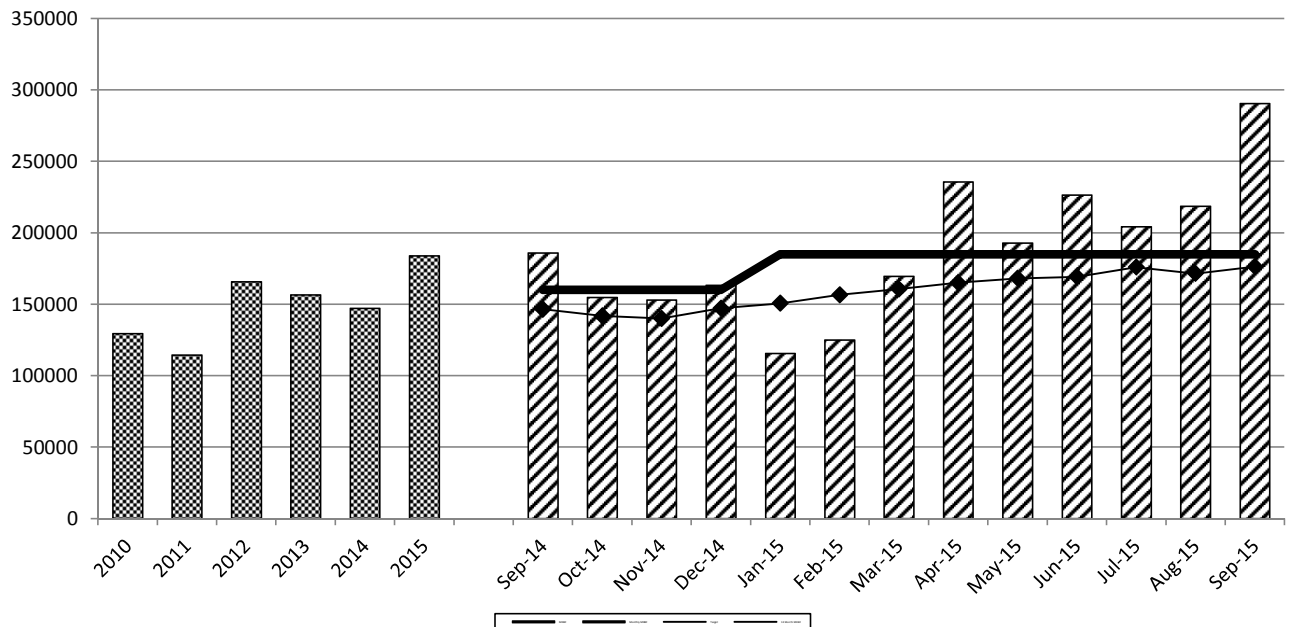
Date	Day	DESCRIPTION OF EVENT	Number of Late Trains											
			AM Peak			AM Reverse			PM Peak			Off Peak		
			L	C	T	L	C	T	L	C	T	L	C	T
10/28	Wed	Slippery Rail conditions and Slip Slide emergencies on all 3 lines, causing delays.	41	0	0	11	0	0	22	0	0	68	0	0
10/29	Thu	Slippery Rail conditions and Slip Slide emergencies on all 3 lines, causing delays.	9	0	0	1	0	0	0	0	0	4	0	0
10/29	Thu	Train 1538 reported lost pandown data in car 9364 on track 3 at CP1.	0	0	0	0	0	0	0	0	0	13	0	0
10/29	Thu	Train 618 was disabled on track 2 at Bedford Hills, unable to take power.	8	1	1	3	0	0	0	0	0	0	0	0
10/30	Fri	Congestion from CP112 to CP1 account broken rail on track 1 at MP 6.6.	40	0	0	1	0	0	0	0	0	1	0	0
TOTAL FOR MONTH			253	4	3	32	0	1	39	0	1	165	1	1
			<div>489 5 6</div> <div>500</div>											

	2015 Data								2014 Data		
	Equip- ment Type	Total Fleet Size	MDBF Goal (miles)	Sep MDBF (miles)	Primary Failure Goal	Sep No. of Primary Failures	YTD MDBF thru Sep (miles)	12 month MDBF Rolling Avg (miles)	Sep MDBF (miles)	Sep No. of Primary Failures	YTD MDBF thru Sep (miles)
Mean Distance Between Failures	M246	36	40,000	27,326	2	0	39,058	36,408	108,565	3	23,436
	M8	405	280,000	437,050	10	6	290,315	270,295	198,287	12	220,363
	M3	140	135,000	289,301	2	1	137,024	123,379	339,029	1	186,837
	M7	336	460,000	519,376	4	4	417,201	400,250	1,005,751	2	392,048
	Coach	213	295,000	477,322	5	3	306,424	312,260	706,954	2	250,292
	P-32	31	35,000	26,868	5	7	21,938	22,789	13,336	14	22,989
	BL-20	12	13,000	20,734	3	2	14,624	15,046	18,219	2	17,668
	Fleet	1173	185,000	290,345	31	23	183,863	176,244	185,909	36	143,961
	M2/4/6/8		185,000	441,605	12	6	202,375	180,639	180,343	15	112,715
	M3/7		320,000	473,361	6	5	329,646	308,974	783,510	3	339,090
	Diesel/Coach		120,000	138,459	13	12	103,643	107,053	90,947	18	103,523

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	October	YTD thru October	October	YTD thru October
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%	95.2%	95.0%	96.7%	95.5%
		AM Peak	95.5%	93.2%	94.8%	96.9%	95.1%
		PM Peak	95.5%	97.2%	95.1%	94.6%	95.1%
		Total Peak	95.5%	95.1%	94.9%	95.8%	95.1%
		Off Peak Weekday	95.5%	95.4%	94.9%	97.9%	95.7%
		Weekend	95.5%	94.7%	95.3%	95.4%	95.5%
	Pascack Line	Overall	96.5%	94.9%	95.2%	97.6%	96.0%
	Valley Line	AM Peak	96.5%	94.3%	95.2%	97.3%	95.9%
		PM Peak	96.5%	96.8%	94.7%	96.9%	95.6%
		Total Peak	96.5%	95.5%	95.0%	97.1%	95.7%
		Off Peak Weekday	96.5%	94.4%	95.1%	97.8%	96.0%
		Weekend	96.5%	94.9%	95.5%	97.9%	96.5%
	Port Jervis Line	Overall	95.0%	95.6%	94.7%	95.5%	94.6%
		AM Peak	95.0%	91.7%	94.2%	96.4%	94.2%
		PM Peak	95.0%	97.7%	95.6%	92.0%	94.6%
		Total Peak	95.0%	94.7%	94.9%	94.2%	94.4%
		Off Peak Weekday	95.0%	96.7%	94.5%	98.1%	95.2%
		Weekend	95.0%	94.4%	94.8%	91.1%	93.6%
Operating Statistics							
	Trains Scheduled			1,732	16,789	1,753	16,794
	Avg. Delay per Late Train (min) <small>excluding trains canceled or terminated</small>			18.0	18.8	19.7	19.8
	Trains Over 15 min. Late <small>excluding trains canceled or terminated</small>		200	31	313	26	312
	Trains Canceled		60	4	67	1	68
	Trains Terminated		60	7	52	1	42
	Percent of Scheduled Trips Completed		99.4%	99.4%	99.3%	99.9%	99.3%

OCTOBER 2015 STANDEE REPORT

East of Hudson

East of Hudson			OCT 2014	YTD 2014	OCT 2015	YTD 2015	
Daily Average AM Peak	Hudson Line	Program Standees	0	0	0	0	
		Add'l Standees	0	1	1	0	
		Total Standees	0	1	1	0	
	Harlem Line	Program Standees	0	0	0	0	
		Add'l Standees	3	10	0	18	
		Total Standees	3	10	0	18	
	New Haven Line	Program Standees	0	0	0	0	
		Add'l Standees	9	53	0	13	
		Total Standees	9	53	0	13	
	EAST OF HUDSON TOTAL - AM PEAK		12	64	1	31	
	Daily Average PM Peak	Hudson Line	Program Standees	0	0	0	0
			Add'l Standees	1	2	0	1
Total Standees			1	2	0	1	
Harlem Line		Program Standees	0	0	0	0	
		Add'l Standees	4	6	10	22	
		Total Standees	4	6	10	22	
New Haven Line		Program Standees	0	0	0	0	
		Add'l Standees	18	41	2	27	
		Total Standees	18	41	2	27	
EAST OF HUDSON TOTAL - PM PEAK		23	49	12	50		

West of Hudson

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

Elevator Availability	2015		2014	
	October	Year to Date	October	Year to Date
Grand Central Terminal	99.81%	98.95%	96.98%	97.92%
Harlem	97.43%	99.18%	99.11%	99.64%
Hudson	99.94%	99.74%	99.82%	99.68%
New Haven	100.00%	99.95%	100.00%	99.19%
Overall Average	99.29%	99.46%	98.98%	99.11%

Escalator Availability	2015		2014	
	October	Year to Date	October	Year to Date
Grand Central Terminal	99.50%	97.92%	82.58%	92.09%
White Plains	100.00%	99.85%	100.00%	100.00%
Overall Average	99.75%	98.88%	91.29%	96.05%



Metro-North Railroad

Financial Report

November 2015



FINANCIAL STATEMENTS

MONTH ENDED: SEPTEMBER 2015

OFFICE OF VICE PRESIDENT OF FINANCE & INFORMATION SYSTEMS

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

September YTD Operating results were favorable with a net operating deficit that was \$29.3 million or 5.0% lower than the Mid-Year Forecast. Operating Revenues through September were \$1.9 million above the Mid-Year Forecast primarily due to higher net GCT revenues from lower management expenses and higher percentage of sales rents. Total Operating Expenses through September were \$27.5 million lower than projected due to the timing of contracted maintenance and professional fees (\$14.8 million), lower electric power rates (\$7.5 million) and lower net labor expenses (\$5.0 million).

YTD Reimbursable Capital program expenditures (and reimbursements) were \$2.3 million higher than the Mid-Year Forecast due to the timing of interagency reimbursements and scheduling changes of several forecasted projects (EMU Fleet Replacement, GCT Turnouts and East of Hudson Overhead Bridge Program).

Ridership

Total ridership through September of 63.7 million was slightly below the Mid-Year Forecast primarily due to lower than anticipated non-commutation ridership.

East of Hudson

- YTD Ridership of 62.4 million was 0.1% lower than the Mid-Year Forecast but 1.3% higher than 2014.
- September ridership of 7.2 million was 0.1% lower than the Mid-Year Forecast.
- YTD Commutation ridership was on target to the Mid-Year Forecast and 1.4% lower than the Mid-Year Forecast for the month. September YTD commutation was 0.8% higher than 2014.
- YTD Non-commutation ridership was 0.2% lower than the Mid-Year Forecast and 1.6% higher than the Mid-Year Forecast for the month. Compared to 2014, YTD non-commutation was 2.1% higher than the Mid-Year Forecast.

West of Hudson

- YTD Ridership was 1.3% lower than the Mid-Year Forecast. September ridership was 4.8% lower than the Mid-Year Forecast.

Revenue and Reimbursements

Total YTD Revenue and Reimbursements through September was \$688.0 million and \$4.1 million higher than the Mid-Year Forecast:

- Farebox Revenue of \$500.4 million was \$0.6 million higher than the Mid-Year Forecast.
- Other Operating Revenue of \$45.8 million was \$1.2 million higher than the Mid-Year Forecast primarily due to higher net GCT revenues from higher percentage of sales rents and lower management expenses.
- Capital and Other Reimbursements of \$141.8 million was \$2.3 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 \$1,021.2 million through September were \$25.1 million (2.4%) lower than the Mid-Year Forecast:

- Non-labor costs were \$32.5 million lower primarily due to reduced contractual expenditures for maintenance and professional services and scheduling changes for capital project expenditures.
- Labor costs were \$7.4 million higher due to Railroad Retirement Tier II tax rate adjustments, payments related to RWA and higher capital project work.

Financial Performance Measures

The YTD performance indicators reflect lower overall expenses:

- Adjusted Farebox Operating Ratio of 66.0% through September was 2.0% higher than the Mid-Year Forecast.
- Adjusted Cost per Passenger of \$13.56 for the period was \$0.36 lower than the Mid-Year Forecast.
- Revenue per Passenger of \$8.10 for the period was slightly above the Mid-Year Forecast.

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

REVENUE

Total Revenue and reimbursements were \$4.1 million (0.6%) higher than the Mid-Year Forecast through September:

- **Farebox Revenue** – YTD and the month were higher than the Mid-Year Forecast by \$0.6 million and \$0.5 million, respectively.
- **Other Operating Revenue** – YTD was higher than the Mid-Year Forecast by \$1.2 million due to higher GCT net retail revenue from higher percentage of sales tenant rents and lower management expenses. For the month, revenue was \$0.2 million higher than the Mid-Year Forecast.
- **Capital and Other Reimbursements** – YTD was higher by \$2.3 million primarily due to timing of interagency reimbursements and scheduling changes of capital projects (EMU Fleet Replacement, GCT Turnouts and East of Hudson Overhead Bridge Program). For the month, reimbursements were \$0.5 million higher than the Mid-Year Forecast.

EXPENSES

Total Expenses – YTD expenses of \$1,246.1 million were \$25.2 million (2.0%) lower than the Mid-Year Forecast. For the month, expenses were \$6.2 million (4.3%) lower than the Mid-Year Forecast.

- **Labor expenses (including fringes and overhead recoveries)** – YTD expenses of \$734.8 million were \$7.4 million higher than the Mid-Year Forecast primarily due to higher Railroad Retirement taxes related to a year-to-date increase in Tier II employer contribution rates, retroactive wage settlements and higher capital project work. For the month, expenses were \$1.2 million (1.4%) higher than the Mid-Year Forecast.
- **Non-Labor Expenses** were \$286.4 million YTD; \$32.5 million lower than Mid-Year Forecast and \$8.4 million lower for the month:
 - **Electric Power** – YTD was \$7.0 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 \$1.9 million lower than the Mid-Year Forecast.
 - **Fuel** – YTD was \$1.9 million below the Mid-Year Forecast primarily due to lower diesel fuel prices per gallon. For the month, expenses were \$1.0 million lower than the Mid-Year Forecast.
 - **Maintenance & Other Operating Contracts** – YTD was \$9.7 million below the Mid-Year Forecast primarily due to timing differences for maintenance contracts, GCT utilities and locomotive overhauls. For the month, expenses were \$1.8 million lower than the Mid-Year Forecast.
 - **Professional Services** – YTD was \$3.6 million below the Mid-Year Forecast primarily due to timing differences for engineer and consulting services, legal and medical fees, IT consolidation expense reimbursements and outside training. For the month, expenses were \$1.8 million lower than the Mid-Year Forecast.
 - **Materials & Supplies** – YTD was \$10.0 million below the Mid-Year Forecast primarily due to timing differences in reimbursable project activity (CT Track Program, Component Change-Out Shop, Positive Train Control, Bronx Stations Program, Turnouts Mainline Program, Replace Timbers Project and Harmon Shop Improvements). For the month, expenses were \$2.2 million lower than the Mid-Year Forecast.
 - **Other Business Expenses** – YTD was \$0.1 million below the Mid-Year Forecast primarily due to lower NJT subsidy payments due to inflationary adjustments. This decrease was 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 \$0.4 million higher than the Mid-Year Forecast.

Depreciation and Other Non-Cash Liability Adjustments – \$0.1 million lower than the Mid-Year Forecast due to the timing of projects requiring environmental remediation (\$1.0 million) largely offset by the timing of the capitalization of assets (\$0.9 million).

CASH DEFICIT

The Cash Deficit through September of \$457.0 million was \$13.9 million favorable to the Mid-Year Forecast primarily due to lower expenses partially offset by the timing of capital reimbursements and claim reimbursements from FMTAC.

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
September 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	\$57.431	\$57.970	\$0.539	0.9	\$0.000	\$0.000	\$0.000	-	\$57.431	\$57.970	\$0.539	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	4.759	4.987	0.229	4.8	0.000	0.000	0.000	-	4.759	4.987	0.229	4.8
<i>Capital & Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	11.648	12.148	0.500	4.3	11.648	12.148	0.500	4.3
CDOT	0.000	0.000	0.000	-	5.692	4.859	(0.833)	(14.6)	5.692	4.859	(0.833)	(14.6)
Other	0.000	0.000	0.000	-	1.453	2.245	0.792	54.5	1.453	2.245	0.792	54.5
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	18.793	19.252	0.459	2.4	18.793	19.252	0.459	2.4
Total Revenue/Receipts	\$62.190	\$62.957	\$0.767	1.2	\$18.793	\$19.252	\$0.459	2.4	\$80.983	\$82.209	\$1.226	1.5
Expenses												
<i>Labor:</i>												
Payroll	\$39.020	\$38.288	\$0.733	1.9	\$4.242	\$5.255	(\$1.013)	(23.9)	\$43.262	\$43.543	(\$0.280)	(0.6)
Overtime	8.055	7.282	0.773	9.6	1.603	2.244	(0.641)	(40.0)	9.659	9.526	0.133	1.4
Health and Welfare	8.094	7.659	0.434	5.4	1.244	1.582	(0.338)	(27.1)	9.338	9.241	0.097	1.0
OPEB Current Payment	2.064	2.325	(0.261)	(12.6)	0.000	0.000	0.000	-	2.064	2.325	(0.261)	(12.6)
Pensions	7.560	6.792	0.768	10.2	0.835	1.045	(0.210)	(25.1)	8.394	7.836	0.558	6.6
Other Fringe Benefits	9.167	10.216	(1.049)	(11.4)	0.950	1.269	(0.319)	(33.5)	10.117	11.485	(1.368)	(13.5)
Reimbursable Overhead	(4.669)	(5.537)	0.868	18.6	4.487	5.409	(0.922)	(20.5)	(0.182)	(0.128)	(0.054)	(29.8)
Total Labor	\$69.291	\$67.024	\$2.266	3.3	\$13.361	\$16.803	(\$3.442)	(25.8)	\$82.652	\$83.827	(\$1.175)	(1.4)
<i>Non-Labor:</i>												
Electric Power	\$7.593	\$5.717	\$1.876	24.7	\$0.000	\$0.004	(\$0.004)	-	\$7.593	\$5.721	\$1.872	24.6
Fuel	1.986	0.978	1.008	50.7	0.000	0.000	0.000	-	1.986	0.978	1.008	50.7
Insurance	1.676	1.538	0.138	8.2	0.408	0.296	0.111	27.4	2.083	1.834	0.249	12.0
Claims	0.098	0.327	(0.228)	*	0.000	0.000	0.000	-	0.098	0.327	(0.228)	*
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	9.846	7.792	2.054	20.9	0.809	1.044	(0.235)	(29.1)	10.655	8.836	1.819	17.1
Professional Service Contracts	3.248	2.312	0.936	28.8	0.934	0.026	0.909	97.2	4.182	2.338	1.844	44.1
Materials & Supplies	6.235	6.198	0.037	0.6	3.233	1.037	2.197	67.9	9.468	7.235	2.234	23.6
Other Business Expenses	1.664	2.065	(0.401)	(24.1)	0.047	0.042	0.005	11.6	1.711	2.107	(0.396)	(23.1)
Total Non-Labor	\$32.346	\$26.927	\$5.419	16.8	\$5.431	\$2.448	\$2.983	54.9	\$37.777	\$29.376	\$8.402	22.2
<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.	\$101.637	\$93.951	\$7.685	7.6	\$18.793	\$19.252	(\$0.459)	(2.4)	\$120.429	\$113.203	\$7.226	6.0
Depreciation	19.021	20.710	(1.689)	(8.9)	0.000	0.000	0.000	-	19.021	20.710	(1.689)	(8.9)
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	0.550	(0.114)	0.664	*	0.000	0.000	0.000	-	0.550	(0.114)	0.664	*
Total Expenses	\$126.900	\$120.240	\$6.660	5.2	\$18.793	\$19.252	(\$0.459)	(2.4)	\$145.693	\$139.492	\$6.201	4.3
Net Surplus/(Deficit)	(\$64.710)	(\$57.283)	\$7.427	11.5	\$0.000	\$0.000	\$0.000	-	(\$64.710)	(\$57.283)	\$7.427	11.5
<i>Cash Conversion Adjustments:</i>												
Depreciation	19.021	20.710	1.689	8.9	0.000	0.000	0.000	-	19.021	20.710	1.689	8.9
Operating/Capital	(4.487)	(2.850)	1.637	36.5	0.000	0.000	0.000	-	(4.487)	(2.850)	1.637	36.5
Other Cash Adjustments	(9.801)	(18.563)	(8.762)	(89.4)	0.000	0.000	0.000	-	(9.801)	(18.563)	(8.762)	(89.4)
Total Cash Conversion Adjustments	\$4.733	(\$0.703)	(\$5.436)	*	\$0.000	\$0.000	\$0.000	-	\$4.733	(\$0.703)	(\$5.436)	*
Net Cash Surplus/(Deficit)	(\$59.978)	(\$57.986)	\$1.992	3.3	\$0.000	\$0.000	\$0.000	-	(\$59.978)	(\$57.986)	\$1.992	3.3

Notes:

-- 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
ACCURAL STATEMENT of OPERATIONS by CATEGORY
September Year-To-Date
(\$ in millions)

SCHEDULE I - B

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Percent
Revenue												
Farebox Revenue	\$499.795	\$500.433	\$0.638	0.1	\$0.000	\$0.000	\$0.000	-	\$499.795	\$500.433	\$0.638	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	44.548	45.761	1.213	2.7	0.000	0.000	0.000	-	44.548	45.761	1.213	2.7
<i>Capital & Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	81.409	85.739	4.330	5.3	81.409	85.739	4.330	5.3
CDOT	0.000	0.000	0.000	-	46.341	44.098	(2.242)	(4.8)	46.341	44.098	(2.242)	(4.8)
Other	0.000	0.000	0.000	-	11.807	11.984	0.176	1.5	11.807	11.984	0.176	1.5
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	139.556	141.821	2.264	1.6	139.556	141.821	2.264	1.6
Total Revenue/Receipts	\$544.343	\$546.194	\$1.851	0.3	\$139.556	\$141.821	\$2.264	1.6	\$683.899	\$688.014	\$4.115	0.6
Expenses												
<i>Labor:</i>												
Payroll	\$347.454	\$347.916	(\$0.461)	(0.1)	\$34.339	\$38.164	(\$3.824)	(11.1)	\$381.794	\$386.079	(\$4.286)	(1.1)
Overtime	70.817	65.611	5.207	7.4	13.012	15.097	(2.085)	(16.0)	83.829	80.707	3.122	3.7
Health and Welfare	71.606	69.133	2.473	3.5	10.017	12.074	(2.057)	(20.5)	81.623	81.207	0.416	0.5
OPEB Current Payment	18.607	20.513	(1.905)	(10.2)	0.000	0.000	0.000	-	18.607	20.513	(1.905)	(10.2)
Pensions	65.997	61.341	4.656	7.1	6.695	8.097	(1.402)	(20.9)	72.692	69.438	3.254	4.5
Other Fringe Benefits	81.642	89.906	(8.264)	(10.1)	8.055	7.028	1.027	12.7	89.697	96.934	(7.237)	(8.1)
Reimbursable Overhead	(35.392)	(38.722)	3.330	9.4	34.590	38.647	(4.057)	(11.7)	(0.802)	(0.075)	(0.727)	(90.7)
Total Labor	\$620.732	\$615.697	\$5.035	0.8	\$106.708	\$119.106	(\$12.398)	(11.6)	\$727.440	\$734.803	(\$7.363)	(1.0)
<i>Non-Labor:</i>												
Electric Power	\$69.446	\$61.952	\$7.494	10.8	\$0.000	\$0.490	(\$0.490)	-	\$69.446	\$62.442	\$7.004	10.1
Fuel	15.966	14.062	1.904	11.9	0.000	0.000	0.000	-	15.966	14.062	1.904	11.9
Insurance	14.437	13.730	0.707	4.9	3.014	3.009	0.004	0.1	17.451	16.739	0.711	4.1
Claims	0.618	1.246	(0.629)	*	0.000	0.000	0.000	-	0.618	1.246	(0.629)	*
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	82.235	71.690	10.545	12.8	5.819	6.654	(0.834)	(14.3)	88.054	78.344	9.710	11.0
Professional Service Contracts	26.399	22.159	4.240	16.1	3.660	4.271	(0.611)	(16.7)	30.059	26.429	3.629	12.1
Materials & Supplies	56.075	57.934	(1.859)	(3.3)	19.931	8.023	11.908	59.7	76.006	65.957	10.049	13.2
Other Business Expenses	20.810	20.879	(0.069)	(0.3)	0.424	0.268	0.156	36.8	21.234	21.147	0.087	0.4
Total Non-Labor	\$285.985	\$263.652	\$22.333	7.8	\$32.848	\$22.715	\$10.133	30.8	\$318.833	\$286.367	\$32.466	10.2
<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.	\$906.717	\$879.349	\$27.368	3.0	\$139.556	\$141.821	(\$2.264)	(1.6)	\$1,046.273	\$1,021.170	\$25.103	2.4
Depreciation	169.144	170.084	(0.939)	(0.6)	0.000	0.000	0.000	-	169.144	170.084	(0.939)	(0.6)
OPEB Obligation	51.237	51.237	0.000	0.0	0.000	0.000	0.000	-	51.237	51.237	0.000	0.0
Environmental Remediation	4.643	3.609	1.034	22.3	0.000	0.000	0.000	-	4.643	3.609	1.034	22.3
Total Expenses	\$1,131.742	\$1,104.279	\$27.462	2.4	\$139.556	\$141.821	(\$2.264)	(1.6)	\$1,271.298	\$1,246.100	\$25.198	2.0
Net Surplus/(Deficit)	(\$587.399)	(\$558.086)	\$29.313	5.0	\$0.000	\$0.000	\$0.000	-	(\$587.399)	(\$558.086)	\$29.313	5.0
<i>Cash Conversion Adjustments:</i>												
Depreciation	169.144	170.084	0.939	0.6	0.000	0.000	0.000	-	169.144	170.084	0.939	0.6
Operating/Capital	(18.879)	(15.057)	3.822	20.2	0.000	0.000	0.000	-	(18.879)	(15.057)	3.822	20.2
Other Cash Adjustments	(33.700)	(53.904)	(20.204)	(60.0)	0.000	0.000	0.000	-	(33.700)	(53.904)	(20.204)	(60.0)
Total Cash Conversion Adjustments	\$116.566	\$101.123	(\$15.443)	(13.2)	\$0.000	\$0.000	\$0.000	-	\$116.566	\$101.123	(\$15.443)	(13.2)
Net Cash Surplus/(Deficit)	(\$470.833)	(\$456.963)	\$13.870	2.9	\$0.000	\$0.000	\$0.000	-	(\$470.833)	(\$456.963)	\$13.870	2.9

Notes:

-- 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
ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY
EXPLANATION OF VARIANCE BETWEEN MID-YEAR FORECAST AND ACTUAL RESULTS
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
SEPTEMBER 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	\$0.229	4.8%	Reflects higher net GCT revenues due to higher percentage of sales rents partly offset by seasonal timing differences in advertising revenue.	\$1.213	2.7%	
PAYROLL	Reimb	(\$1.013)	(23.9%)	Reflects unbudgeted intercompany charges that will be reimbursed by MTA and higher activity for the East of Hudson Overhead Bridge Program.	(\$3.824)	(11.1%)	Reflects unbudgeted intercompany charges that will be reimbursed by MTA and higher activity for the East of Hudson Overhead Bridge Program, EMU Fleet Replacement Program and GCT Turnouts.
OVERTIME	Non-Reimb	\$0.773	9.6%	See overtime tables.	\$5.207	7.4%	See overtime tables.
	Reimb	(\$0.641)	(40.0%)	See overtime tables.	(\$2.085)	(16.0%)	See overtime tables.
HEALTH AND WELFARE	Non-Reimb	\$0.434	5.4%	Primarily due to unfilled positions.	\$2.473	3.5%	Primarily due to unfilled positions.
	Reimb	(\$0.338)	(27.1%)	Primarily reflects unbudgeted intercompany charges that will be reimbursed by MTA.	(\$2.057)	(20.5%)	Primarily reflects unbudgeted intercompany charges that will be reimbursed by MTA.
OPEB CURRENT PAYMENT	Non-Reimb	(\$0.261)	(12.6%)	Reflects a higher than forecasted number of retirees.	(\$1.905)	(10.2%)	Reflects an adjustment for prior period premiums combined with a higher than forecasted number of retirees.
PENSIONS	Non-Reimb	\$0.768	10.2%	Primarily due to unfilled positions.	\$4.656	7.1%	Primarily due to unfilled positions. Pension expenses will be further adjusted pending year-end Actuarial Valuation report.
	Reimb	(\$0.210)	(25.1%)	Primarily reflects unbudgeted intercompany charges that will be reimbursed by MTA.	(\$1.402)	(20.9%)	Reflects higher activity for GCT Turnouts and East of Hudson Overhead Bridge Program.
OTHER FRINGE BENEFITS	Non-Reimb	(\$1.049)	(11.4%)	Primarily due to higher employee claims for the period.	(\$8.264)	(10.1%)	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.
	Reimb	(\$0.319)	(33.5%)	Reflects unbudgeted intercompany charges that will be reimbursed by MTA as well as higher project activity for the Overhead Bridge program.	\$1.027	12.7%	Largely due to the retroactive wage adjustment.

MTA METRO-NORTH RAILROAD
ACCUAL STATEMENT OF OPERATIONS BY CATEGORY
EXPLANATION OF VARIANCE BETWEEN MID-YEAR FORECAST AND ACTUAL RESULTS
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
SEPTEMBER 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
		\$	%		\$	%	
REIMBURSABLE OVERHEAD	Non-Reimb	\$0.868	18.6%	The non-reimbursable and reimbursable variances reflect higher project activity.	\$3.330	9.4%	The non-reimbursable and reimbursable variances reflect higher project activity.
	Reimb	(\$0.922)	(20.5%)		(\$4.057)	(11.7%)	
ELECTRIC POWER	Non-Reimb	\$1.876	24.7%	Primarily due to favorable rates across all lines.	\$7.494	10.8%	Primarily due to favorable rates, partially offset by higher consumption. Reflects prior period billing adjustments for Shore Line East service power utilization on the New Haven Line.
	Reimb	(\$0.004)	-		(\$0.490)	-	
FUEL	Non-Reim	\$1.008	50.7%	Reflects lower diesel fuel price per gallon.	\$1.904	11.9%	Lower diesel fuel price per gallon partially offset by higher than forecasted usage.
INSURANCE	Non-Reimb	\$0.138	8.2%	Primarily reflects lower property insurance and all agency excess liability premiums for the period.	\$0.707	4.9%	Primarily reflects lower property insurance premiums.
	Reimb	\$0.111	27.4%	Reflects a YTD correction for charges related to the 2014 CT Track program and lower than forecasted project activity on the NHL- Bridge Timber.	\$0.004	0.1%	
CLAIMS	Non-Reimb	(\$0.228)	*	Primarily due to timing of claim payments for the period.	(\$0.629)	*	Primarily due to accrual adjustments related to the Bridgeport derailment and timing of claim payments.
MAINTENANCE AND OTHER OPERATING CONTRACTS	Non-Reimb	\$2.054	20.9%	Primarily reflects timing of expenses for various maintenance contracts, GCT utilities and real estate rentals.	\$10.545	12.8%	Primarily reflects timing of expenses for various maintenance contracts, GCT utilities and locomotive overhauls.
	Reimb	(\$0.235)	(29.1%)	Reflects higher than forecasted activity for the Manhattan Structures East Side Access project partially offset by lower project activity on the NHL Real Time Info System.	(\$0.834)	(14.3%)	Reflects higher activity for Positive Train Control partially offset by lower activity on the NHL Real Time Info System and the Rehab Over Merritt project.
PROFESSIONAL SERVICE CONTRACTS	Non-Reimb	\$0.936	28.8%	Reflects the timing of expenses for engineer and consulting services, legal and medical fees and outside training.	\$4.240	16.1%	Favorable variance reflects the timing of expenses for engineer and consulting services, legal and medical fees, IT consolidation expense reimbursements and outside training.
	Reimb	\$0.909	*	Reflects lower project activity for the following: CCO Shop Program, EMU Fleet and Non-M8 Cameras, GCT Leaks Remediation, and the MNR Technology Move.	(\$0.611)	(16.7%)	Reflects higher activity for the NHL Signal System.

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
SEPTEMBER 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
		\$	%		\$	%	
MATERIAL AND SUPPLIES	Non-Reimb	\$0.037	0.6%		(\$1.859)	(3.3%)	Primarily reflects timing of rolling stock material usage partially offset by inventory accounting adjustments.
	Reimb	\$2.197	67.9%	Reflects lower project activity for the following: Hurricane Sandy, C&S Restoration, Turnouts Mainline program, Replace Timber Projects, Bridge Walkways, and the Bronx Stations Program.	\$11.908	59.7%	Reflects lower project activity for the following: CT Track program, CCO shop, PTC, Bronx Stations Program, Turnouts Mainline program, Replace Timbers project, and Harmon Shop Improvements.
OTHER BUSINESS EXPENSES	Non-Reimb	(\$0.401)	(24.1%)	Primarily due to the timing of cost recoveries from other railroad and non-capitalizable Madison Avenue office relocation expenses.	(\$0.069)	(0.3%)	
	Reimb	\$0.005	11.6%	Reflects timing of the the M-9 Specification project.	\$0.156	36.8%	Reflects timing of the following projects: M-9 Specification, M-8 NH Purchase Project, Monthly Ticket Hologram and H&H lines Power Project.
DEPRECIATION	Non-Reimb	(\$1.689)	(8.9%)	Primarily due to the timing of capitalization of assets.	(\$0.939)	(0.6%)	
ENVIRONMENTAL REMEDIATION	Non-Reimb	\$0.664	*	Primarily due to the timing of projects requiring remediation and a true-up adjustment for revised contracts.	\$1.034	22.3%	Timing of projects requiring remediation.
OPERATING CAPITAL	Non-Reim	\$1.637	36.5%	Reflects lower activity during the period on the Locomotive Overhaul for 8 GP 35 Locos project, partially offset by higher than forecasted activity on the Vehicle Fleet Replacement and Upgrade of Locomotive Simulators projects.	\$3.822	20.2%	Reflects lower activity during the period on the Locomotive Overhaul for 8 GP 35 Locos, Mobile Ticketing System Upgrade, Cameras/Audios for M8 and Non-M8 Fleet, Demolition of Carey's Hole Space, and Avaya Software Upgrade projects, partially offset by higher than forecasted 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)

NON-REIMBURSABLE OVERTIME	September						September Year-to-Date					
	Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)		Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
<u>Scheduled Service</u> ¹	54,639	\$ 3.223	52,866	\$ 3.150	1,773	\$ 0.074 3.2% 2.3%	473,276	\$ 27.843	422,561	\$ 24.983	50,715	\$ 2.860 10.7% 10.3%
<u>Unscheduled Service</u>	0	\$ -	0	\$ -	0	\$ - - -	0	\$ -	0	\$ -	0	\$ - - -
<u>Programmatic/Routine Maintenance</u>	56,905	\$ 3.075	52,809	\$ 2.890	4,096	\$ 0.185 7.2% 6.0%	415,610	\$ 22.512	397,597	\$ 21.235	18,013	\$ 1.277 4.3% 5.7%
<u>Unscheduled Maintenance</u>	1,121	\$ 0.057	738	\$ 0.037	383	\$ 0.020 34.2% 35.1%	10,711	\$ 0.564	15,018	\$ 0.802	(4,307)	\$ (0.238) -40.2% (0.422)
<u>Vacancy/Absentee Coverage</u> ²	26,193	\$ 1.376	32,105	\$ 1.693	(5,912)	\$ (0.317) -22.6% -23.0%	227,197	\$ 11.935	250,279	\$ 13.118	(23,082)	\$ (1.183) -10.2% -9.9%
<u>Weather Emergencies</u>	5,934	\$ 0.325	829	\$ 0.046	5,105	\$ 0.278 86.0% 85.5%	133,012	\$ 7.242	107,573	\$ 5.836	25,439	\$ 1.406 19.1% 19.4%
<u>Safety/Security/Law Enforcement</u> ³	0	\$ -	0	\$ -	0	\$ - - -	0	\$ -	0	\$ -	0	\$ - - -
<u>Other</u> ⁴	0	\$ -	0	\$ (0.534)	0	\$ 0.533 - -	0	\$ 0.721	0	\$ (0.365)	0	\$ 1.086 - *
Subtotal	144,792	\$ 8.056	139,347	\$ 7.281	5,445	\$ 0.774 3.8% 9.6%	1,259,806	\$ 70.817	1,193,028	\$ 65.609	66,778	\$ 5.208 5.3% 7.4%
REIMBURSABLE OVERTIME	28,127	\$ 1.603	39,000	\$ 2.244	(10,873)	\$ (0.641) -38.7% -40.0%	228,278	\$ 13.012	258,562	\$ 15.097	(30,284)	\$ (2.086) -13.3% -16.0%
TOTAL OVERTIME	172,919	\$ 9.659	178,347	\$ 9.525	(5,428)	\$ 0.133 -3.1% 1.4%	1,488,084	\$ 83.829	1,451,590	\$ 80.706	36,494	\$ 3.122 2.5% 3.7%

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)

	September			September Year To Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u> ¹	1,773	\$0.074	Higher staff availability due to newly graduated conductor classes available for service coverage as well as lower than anticipated attrition.	50,715	\$2.860	Higher staff availability due to newly graduated conductor classes available for service coverage as well as lower than anticipated attrition.
	3.2%	2.3%		10.7%	10.3%	
<u>Unscheduled Service</u>	0.0%	\$0.000		0.0%	\$0.000	
	-	-		-	-	
<u>Programmatic/Routine Maintenance</u>	4,096	\$0.185	Reflects lower requirements for the Infrastructure Improvement program due to a reduced number of continuous track outages resulting in less night/weekend work.	18,013	\$1.277	Reflects lower requirements for the Infrastructure Improvement program due to a reduced number of continuous track outages resulting in less night/weekend work.
	7.2%	6.0%		4.3%	5.7%	
<u>Unscheduled Maintenance</u>	383	\$0.020		(4,307)	(\$0.238)	Primarily due to coverage for the CSX derailment.
	34.2%	35.1%		-40.2%	-42.2%	
<u>Vacancy/Absentee Coverage</u> ²	(5,912)	(\$0.317)	Primarily due to vacation, sick and vacancy coverage for M of E and M of W must-fill positions.	(23,082)	(\$1.183)	Primarily due to vacation, sick and vacancy coverage for M of E and M of W must-fill positions.
	-22.6%	-23.0%		-10.2%	-9.9%	
<u>Weather Emergencies</u>	5,105	\$0.278	No severe weather events for the month.	25,439	\$1.406	No severe weather events for the last several months.
	86.0%	85.5%		19.1%	19.4%	
<u>Safety/Security/Law Enforcement</u> ³	0.0%	\$0.000		0.0%	\$0.000	
	-	-		-	-	
<u>Other</u> ⁴	0.0%	\$0.533	Reflects timing differences related to payroll and calendar cut-off dates.	0.0%	\$1.086	Reflects timing differences related to payroll and calendar cut-off dates.
	-	-		-	*	
Subtotal	5,445	\$0.773		66,778	\$5.208	
	3.8%	9.6%		5.3%	7.4%	
REIMBURSABLE OVERTIME	(10,873)	(\$0.641)	Reflects higher activity for the Harmon Shop Improvement Program, Devon Bridge Repairs, Anchor Bridge Substations and the Harlem River Lift Bridge Breaker Project.	(30,284)	(\$2.086)	Reflects higher activity for the 2015 GCT Turnouts and the East of Hudson Overhead Bridge program.
	-38.7%	-40.0%		-13.3%	-16.0%	
TOTAL OVERTIME	(5,428)	\$0.132		36,494	\$3.122	

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

	September 2015				Year-to-Date			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Receipts	\$57.896	\$60.053	\$2.157	3.7	\$502.175	\$504.633	\$2.458	0.5
Toll Receipts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Receipts	6.794	7.096	0.302	4.4	67.553	55.936	(11.617)	(17.2)
<i>Capital & Other Reimbursements:</i>								
MTA	13.426	8.945	(4.481)	(33.4)	75.978	52.113	(23.865)	(31.4)
CDOT	9.658	4.810	(4.848)	(50.2)	52.949	57.254	4.305	8.1
Other	1.731	1.646	(0.085)	(4.9)	13.483	10.609	(2.874)	(21.3)
Total Capital and Other Reimbursements	24.815	15.401	(9.414)	(37.9)	142.410	119.976	(22.434)	(15.8)
Total Receipts	\$89.505	\$82.550	(\$6.955)	(7.8)	\$712.138	\$680.545	(\$31.593)	(4.4)
Expenditures								
<i>Labor:</i>								
Payroll	\$50.804	\$56.348	(\$5.544)	(10.9)	\$458.398	\$468.340	(\$9.942)	(2.2)
Overtime	12.170	10.131	2.039	16.8	89.663	78.218	11.445	12.8
Health and Welfare	8.996	8.760	0.236	2.6	85.991	86.603	(0.612)	(0.7)
OPEB Current Payment	1.825	2.173	(0.348)	(19.1)	19.326	20.351	(1.025)	(5.3)
Pensions	11.097	9.460	1.637	14.8	53.194	46.699	6.495	12.2
Other Fringe Benefits	8.778	13.179	(4.401)	(50.1)	104.526	110.941	(6.415)	(6.1)
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	\$93.670	\$100.051	(\$6.381)	(6.8)	\$811.098	\$811.152	(\$0.054)	(0.0)
<i>Non-Labor:</i>								
Electric Power	\$8.247	\$5.859	\$2.388	29.0	\$69.041	\$62.597	\$6.444	9.3
Fuel	1.695	1.898	(0.203)	(11.9)	15.984	18.009	(2.025)	(12.7)
Insurance	0.465	3.495	(3.030)	*	17.271	17.034	0.237	1.4
Claims	6.466	1.152	5.314	82.2	29.458	13.069	16.389	55.6
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	15.540	12.243	3.297	21.2	85.181	74.353	10.828	12.7
Professional Service Contracts	8.224	2.867	5.357	65.1	32.338	25.210	7.128	22.0
Materials & Supplies	10.301	8.918	1.383	13.4	84.759	83.290	1.469	1.7
Other Business Expenditures	4.875	4.053	0.822	16.9	37.841	32.794	5.047	13.3
Total Non-Labor	\$55.813	\$40.485	\$15.328	27.5	\$371.873	\$326.356	\$45.517	12.2
<i>Other Adjustments:</i>								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Post Employment Benefits	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$149.482	\$140.536	\$8.946	6.0	\$1,182.971	\$1,137.508	\$45.463	3.8
Net Cash Deficit (excludes Opening Cash Balance)	(\$59.978)	(\$57.986)	\$1.992	3.3	(\$470.833)	(\$456.963)	\$13.870	2.9
Subsidies								
MTA	48.465	65.338	16.873	34.8	354.405	357.171	2.766	0.8
CDOT	11.512	0.000	(11.512)	(100.0)	110.510	106.916	(3.594)	(3.3)
Total Subsidies	\$59.978	\$65.338	\$5.360	8.9	\$464.916	\$464.087	(\$0.829)	(0.2)
Cash Timing and Availability Adjustment	\$0.000	(\$9.306)	(\$9.306)	-	\$5.918	(\$2.560)	(\$8.478)	*

-- Results are preliminary and subject to audit review.

-- 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	September Month vs Mid-Year Forecast			Year-To-Date as of September 30, 2015		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
FARE REVENUE	2.157	3.7%	Timing of cash in transit partially offset by lower passenger revenue.	2.458	0.5%	
OTHER OPERATING REVENUE	0.302	4.4%		(11.617)	(17.2%)	Timing of anticipated claim reimbursement from FMTAC partially offset by timing of cash receipts for Holiday Fair and higher percentage of sales revenue.
CAPITAL AND OTHER REIMBURSEMENTS:						
MTA	(4.481)	(33.4%)	Lower cash receipts due to lower capital related project activity combined with timing of payments.	(23.865)	(31.4%)	Lower cash receipts due to timing of payments combined with lower capital related project activity.
CDOT	(4.848)	(50.2%)	Lower cash receipts due to lower capital related project activity partially offset by timing of payments.	4.306	8.1%	Higher cash receipts due to timing of payments partially offset by lower capital related project activity.
OTHER	(0.085)	(4.9%)		(2.874)	(21.3%)	Lower cash receipts due to lower capital related project activity combined with timing of payments.
PAYROLL	(5.544)	(10.9%)	Timing of Retroactive wage adjustment (RWA) settlement payouts.	(9.942)	(2.2%)	
OVERTIME	2.039	16.8%	Timing of payments combined with lower scheduled service, programmatic maintenance and no weather events.	11.445	12.8%	Timing of payments combined with lower scheduled service, programmatic maintenance and no weather events.
HEALTH & WELFARE	0.236	2.6%		(0.612)	(0.7%)	
OPEB CURRENT PAYMENT	(0.348)	(19.1%)	Timing of retiree health benefit payments.	(1.025)	(5.3%)	Timing of retiree health benefit payments.
PENSIONS	1.637	14.8%	Lower than forecasted rates.	6.495	12.2%	Lower than forecasted rates combined with timing of payments.
OTHER FRINGE BENEFITS	(4.401)	(50.1%)	Timing of claims and suits filed by employees (FELA) combined with timing of Tier I & II payroll taxes.	(6.415)	(6.1%)	Timing of Tier I & II payroll taxes combined with timing of claims and suits filed by employees (FELA).
ELECTRIC POWER	2.388	29.0%	Lower electric rates on all lines combined with timing of payments.	6.444	9.3%	Lower electric rates on all lines partially offset by timing of payments.
FUEL	(0.203)	(11.9%)	Timing of payments partially offset by lower diesel fuel price per gallon.	(2.025)	(12.7%)	Timing of payments partially offset by lower diesel fuel price per gallon.
INSURANCE	(3.030)	*	Timing of premium payments for All Agency Property, Station Liability and All Agency Property - Terrorism partially offset by Automobile.	0.237	1.4%	
CLAIMS	5.314	82.2%	Timing of claim payments for Spuyten Duyvil and Bridgeport incidents.	16.389	55.6%	Timing of claim payments for Spuyten Duyvil and Bridgeport incidents.

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	September Month vs Mid-Year Forecast			Year-To-Date as of September 30, 2015		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
MAINTENANCE & OTHER OPERATING CONTRACTS	3.297	21.2%	Timing of operating capital related projects (Locomotive Overhaul) and maintenance & repairs.	10.828	12.7%	Timing of capital related projects (Locomotive Overhaul (Operating), Demolition of Carey's Hole Space (Operating), NHL Real-Time Information System, GCT Leaks Remediation, Furniture for CCO Shop in New Haven (Operating) and Vehicle Fleet Rental), Maintenance & Repair, Real Estate Rental, Steam and Track Leases.
PROFESSIONAL SERVICE CONTRACTS	5.357	65.1%	Timing of NHL BSC Costs, capital related projects (NHL - Component Change Out Shop - Furniture Acquisition, Camera's/Audio for Fleet, NHL EMU Fleet Replacement and MNR Technology Move) and Engineering Services.	7.128	22.0%	Timing of payments for Engineering Services and NHL BSC Costs.
MATERIALS & SUPPLIES	1.383	13.4%	Timing of Truck Suspension and Friction Brake materials.	1.469	1.7%	
OTHER BUSINESS EXPENSES	0.822	16.9%	Timing of CSX Recovery and LIRR share of Concrete Tie Settlement combined with lower NJT subsidy payment due to higher revenue and lower inflation rate than forecasted.	5.047	13.3%	Reclass of YTD technology costs from MNR to MTA Headquarters combined with lower NJT subsidy, stationary & office supplies and timing of CSX Recovery.
MTA SUBSIDY RECEIPTS	16.873	34.8%	Lower CDOT subsidy combined impact of cash balances and lower cash deficit.	2.766	0.8%	
CDOT SUBSIDY RECEIPTS	(11.512)	(100.0%)*	Timing of September subsidy received in August.	(3.594)	(3.3%)*	Lower estimated deficits of prior months than forecasted.
TOTAL SUBSIDY RECEIPTS	5.360	8.9%		(0.829)	(0.0%)*	

* Variance exceeds 100%

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

	September 2015				Year-to-Date			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$0.465	\$2.083	\$1.618	*	\$2.380	\$4.200	\$1.820	76.5
Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	2.035	2.109	0.074	3.6	23.005	10.175	(12.830)	(55.8)
<i>Capital & Other Reimbursements:</i>		0.000			0.000	0.000		
MTA	1.778	(3.203)	(4.981)	*	(5.430)	(33.626)	(28.196)	*
CDOT	3.966	(0.049)	(4.014)	*	6.609	13.156	6.547	99.1
Other	0.278	(0.599)	(0.877)	*	1.675	(1.375)	(3.050)	*
Total Capital and Other Reimbursements	6.022	(3.851)	(9.873)	*	2.854	(21.845)	(24.699)	*
Total Revenue/Receipts	\$8.522	\$0.341	(\$8.181)	(96.0)	\$28.239	(\$7.469)	(\$35.708)	*
Expenditures								
<i>Labor:</i>								
Payroll	(\$7.542)	(\$12.805)	(\$5.263)	(69.8)	(\$76.604)	(\$82.261)	(\$5.656)	(7.4)
Overtime	(2.511)	(0.605)	1.906	75.9	(5.834)	2.489	8.323	*
Health and Welfare	0.342	0.481	0.139	40.6	(4.368)	(5.396)	(1.028)	(23.5)
OPEB Current Payment	0.239	0.152	0.000		(0.719)	0.162	0.881	*
Pensions	(2.703)	(1.624)	1.079	39.9	19.498	22.739	3.241	16.6
Other Fringe Benefits	1.339	(1.694)	(3.033)	*	(14.829)	(14.007)	0.822	5.5
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	(0.182)	(0.128)	0.054	29.8	(0.802)	(0.075)	0.727	90.7
Total Labor	(\$11.017)	(\$16.224)	(\$5.206)	(47.3)	(\$83.658)	(\$76.349)	\$7.309	8.7
<i>Non-Labor:</i>								
Electric Power	(\$0.654)	(\$0.138)	\$0.516	79.0	\$0.405	(\$0.155)	(\$0.560)	*
Fuel	0.291	(0.920)	(1.210)	*	(0.017)	(3.947)	(3.929)	*
Insurance	1.618	(1.661)	(3.279)	*	0.180	(0.295)	(0.475)	*
Claims	(6.368)	(0.825)	5.542	87.0	(28.840)	(11.823)	17.018	59.0
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	(4.885)	(3.407)	1.478	30.3	2.873	3.991	1.118	38.9
Professional Service Contracts	(4.042)	(0.529)	3.513	86.9	(2.280)	1.219	3.499	*
Materials & Supplies	(0.832)	(1.683)	(0.851)	*	(8.753)	(17.333)	(8.580)	(98.0)
Other Business Expenses	(3.164)	(1.946)	1.217	38.5	(16.607)	(11.647)	4.960	29.9
Total Non-Labor	(\$18.036)	(\$11.109)	\$6.926	38.4	(\$53.040)	(\$39.989)	\$13.051	24.6
<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.	(\$29.053)	(\$27.333)	\$1.720	5.9	(\$136.698)	(\$116.338)	\$20.360	14.9
Depreciation	19.021	20.710	1.689	8.9	169.144	170.084	0.939	0.6
OPEB Obligation	5.693	5.693	0.000	0.0	51.237	51.237	0.000	0.0
Environmental Remediation	0.550	(0.114)	(0.664)	*	4.643	3.609	(1.034)	22.3
Total Expenditures Adjustments	(\$3.789)	(\$1.044)	\$2.745	72.4	\$88.327	\$108.592	\$20.265	22.9
Total Cash Conversion Adjustments	\$4.733	(\$0.703)	(\$5.436)	*	\$116.566	\$101.123	(\$15.443)	(13.2)

Notes:

-- 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)**

	<u>Month of September</u>		<u>Variance</u>		<u>Year-to-Date September</u>		<u>Variance</u>	
	<u>MYF</u>	<u>Actual</u>	<u>Fav (Unfav)</u>		<u>MYF</u>	<u>Actual</u>	<u>Fav (Unfav)</u>	
			<u>Amount</u>	<u>%</u>			<u>Amount</u>	<u>%</u>
<u>Farebox Revenue</u>								
Harlem Line	\$17.013	\$17.362	\$0.349	2.1	\$148.378	\$148.977	\$0.600	0.4
Hudson Line	\$12.745	\$12.777	\$0.032	0.2	\$108.632	\$108.547	(\$0.084)	-0.1
New Haven Line	\$27.635	\$27.802	\$0.167	0.6	\$242.482	\$242.633	\$0.151	0.1
Total Farebox Revenue	\$57.393	\$57.941 ⁽¹⁾	\$0.548	1.0	\$499.491	\$500.157 ⁽¹⁾	\$0.666	0.1
<u>Ridership</u>								
Harlem Line	2.330	2.347	0.016	0.7	20.292	20.345	0.053	0.3
Hudson Line	1.424	1.418	(0.006)	-0.4	12.235	12.195	(0.040)	-0.3
New Haven Line	3.453	3.434	(0.018)	-0.5	29.911	29.855	(0.056)	-0.2
Total Ridership East of Hudson	7.207	7.199	(0.008)	-0.1	62.437	62.395	(0.042)	-0.1
West of Hudson	0.151	0.144 ⁽²⁾	(0.007)	-4.8	1.315	1.298 ⁽²⁾	(0.016)	-1.3
Total Ridership	7.358	7.343	(0.015)	-0.2	63.752	63.693	(0.059)	-0.1

(1) Excludes West of Hudson Mail & Ride revenue totaling \$0.0291 million for the month and \$0.275 million year-to-date.

(2) West of Hudson for the month and year-to-date is an average of the year. Actual information was not available at the time of the report.

East of Hudson:

East of Hudson ridership for the month reflected a decrease of 0.1% or 8K rides as compared to the Forecast:

- Harlem Line had a 0.7% increase due to higher than projected non-commutation growth
- New Haven Line had a 0.5% decrease due to lower than projected commutation and non-commutation growth
- Hudson Line reflected an decrease of 0.4% due lower than projected commutation
- Compared to September 2014, East of Hudson ridership was up by 1.8%

YTD East of Hudson ridership was 0.1% or 42K rides below the Forecast:

- Harlem Line was 0.3% higher due to both higher commutation and non-commutation growth
- Hudson Line was 0.3% lower due to both lower commutation and non-commutation rides
- New Haven Line was 0.2% lower due to lower non-commutation rides
- Compared to YTD September 2014, East of Hudson ridership was up by 1.3%

Commutation ridership as compared to the Forecast was:

- Overall 1.4% lower for the month versus the Forecast
- YTD Commutation was on target to the Forecast
- Compared to YTD September 2014, commutation ridership was 0.8% higher

Non-commutation ridership as compared to the Forecast was:

- 1.6% higher for the month reflecting higher than projected growth on the Harlem and Hudson Lines
- Overall, YTD Non-Commutation was 0.2% lower
- Compared to YTD September 2014, non-commutation ridership was 2.1% higher

West of Hudson:

West of Hudson ridership as compared to the Forecast was:

- 4.8% lower for the month and 1.3% lower YTD

MTA METRO-NORTH RAILROAD
2015 MID-YEAR FORECAST VS. ACTUALS
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
September 30, 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	2
Safety/Security (1)(2)	67	53	14
COS/Corporate & Public Affairs	18	17	1
Legal	19	17	2
Claims Services	13	13	0
Environmental Compliance & Svce	8	7	1
VP Human Resources	4	4	0
Human Resources (3)	38	32	6
Training (1)	85	61	24
Employee Relations & Diversity	6	6	-
VP Planning	2	2	1
Operations Planning & Analysis	21	18	3
Capital Planning & Programming	14	11	3
GCT & Corporate Development	32	28	4
Long Range Planning	8	7	1
VP Finance & Information Systems	2	1	1
Controller	75	74	1
Budget	20	17	3
Customer Service	49	45	4
Procurement & Material Mgmt	34	31	3
Total Administration	537	463	74
Operations			
Operations Administration (3)	82	73	9
Transportation (4)	1,492	1,489	3
Customer Service (3)	232	224	8
GCT & Corporate Development (3)	36	31	5
Metro-North West (5)	28	31	(3)
Total Operations	1,870	1,849	21
Maintenance			
GCT & Corporate Development (3)	172	159	13
Maintenance of Equipment (1)(3)	1,675	1,614	61
Maintenance of Way (1)	1,954	1,872	82
Procurement & Material Mgmt	122	119	3
Total Maintenance	3,923	3,764	159
Engineering/Capital			
Construction Management	35	34	1
Engineering & Design (5)	65	66	(1)
Total Engineering/Capital	100	100	(0)
Total Positions	6,430	6,176	254
Non-Reimbursable	5,676	5,710	(34)
Reimbursable	754	466	288
Total Full-Time-Equivalents (of part-time positions)	1	1	-

(1) Variance reflects new vacant positions and the combination of the Safety and Security departments.

(2) Reflects the combination of the Safety and Security departments.

(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) Metro-North West unfavorable variance is due to the transfer of Maintenance of Way OT&E staff on various West of Hudson

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

FUNCTION/OCCUPATION	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance
Administration (1)			
Managers/Supervisors	136	139	(2)
Professional, Technical, Clerical	401	324	76
Operational Hourlies	-	-	-
Total Administration	537	463	74
Operations (1)			
Managers/Supervisors	224	207	16
Professional, Technical, Clerical	190	173	17
Operational Hourlies	1,456	1,468	(12)
Total Operations	1,870	1,849	21
Maintenance (1)			
Managers/Supervisors	619	570	49
Professional, Technical, Clerical	518	494	23
Operational Hourlies	2,787	2,700	87
Total Maintenance	3,923	3,764	159
Engineering/Capital			
Managers/Supervisors	42	42	-
Professional, Technical, Clerical	58	58	(0)
Operational Hourlies	-	-	-
	100	100	(0)
Public Safety			
Managers/Supervisors	-	-	-
Professional, Technical, Clerical	-	-	-
Operational Hourlies	-	-	-
Total Public Safety	-	-	-
Total Positions			
Managers/Supervisors	1,021	958	63
Professional, Technical, Clerical	1,167	1,050	116
Operational Hourlies	4,243	4,168	75
Total Positions	6,430	6,176	254

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**

September 30, 2015

Agency-wide (Non-Reimbursable and Reimbursable)	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<i>Functional Classification:</i>				
Operations (1)	1,870	1,849	21	
Maintenance (1)	3,923	3,764	159	Reflects vacant positions in Maintenance of Way (managers, engineers, directors, electrical workers, plumbers and tinsmith) and Maintenance of Equipment (technicians, directors, foreman, electricians and laborers) which are under active recruitment. Vacancies are driven by a high degree of internal transfers in filling open jobs which has extended the time of reducing vacant positions.
Administration (1)	537	463	74	Vacancies reflects timing differences in hiring of newly created positions in the Training and Safety departments.
Engineering / Capital	100	100	(0)	
Total Agency-wide Headcount	6,430	6,176	254	
Non-Reimbursable	5,676	5,710	(34)	Reflects a transfer of reimbursable Maintenance of Way positions to perform operating work.
Reimbursable	754	466	288	

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 *
SEPTEMBER 2015**

	MONTH			VARIANCE	
	2015	MYF	2014	MYF	2014
Farebox Operating Ratio					
Standard ⁽¹⁾	62.8%	56.1%	56.5%	6.7%	6.3%
Adjusted ⁽²⁾	70.9%	62.6%	62.0%	8.3%	8.9%
Cost per Passenger					
Standard ⁽¹⁾	\$12.95	\$14.35	\$13.90	\$1.40	\$0.95
Adjusted ⁽²⁾	\$12.65	\$14.14	\$13.94	\$1.49	\$1.29
Passenger Revenue/Passenger ⁽³⁾	\$8.13	\$8.05	\$7.85	\$0.08	\$0.28
	YEAR-TO-DATE			VARIANCE	
	2015	MYF	2014	MYF	2014
Farebox Operating Ratio					
Standard ⁽¹⁾	58.5%	57.0%	52.8%	1.5%	5.7%
Adjusted ⁽²⁾	66.0%	64.0%	59.0%	2.0%	7.0%
Cost per Passenger					
Standard ⁽¹⁾	\$13.85	\$14.19	\$14.98	\$0.34	\$1.13
Adjusted ⁽²⁾	\$13.56	\$13.92	\$14.75	\$0.36	\$1.19
Passenger Revenue/Passenger ⁽³⁾	\$8.10	\$8.08	\$7.91	\$0.02	\$0.19

(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 Commissary Services.

* Includes East and West of Hudson revenues and expenses.

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



Metro-North Railroad

Ridership Report

November 2015

MTA METRO-NORTH RAILROAD

MONTHLY RIDERSHIP REPORT

SEPTEMBER 2015

Operations Planning & Analysis Department
November, 2015

SEPTEMBER 2015 RIDERSHIP & REVENUE REPORT

MTA METRO-NORTH RAILROAD

EXECUTIVE SUMMARY

September Ridership and Revenue (millions)

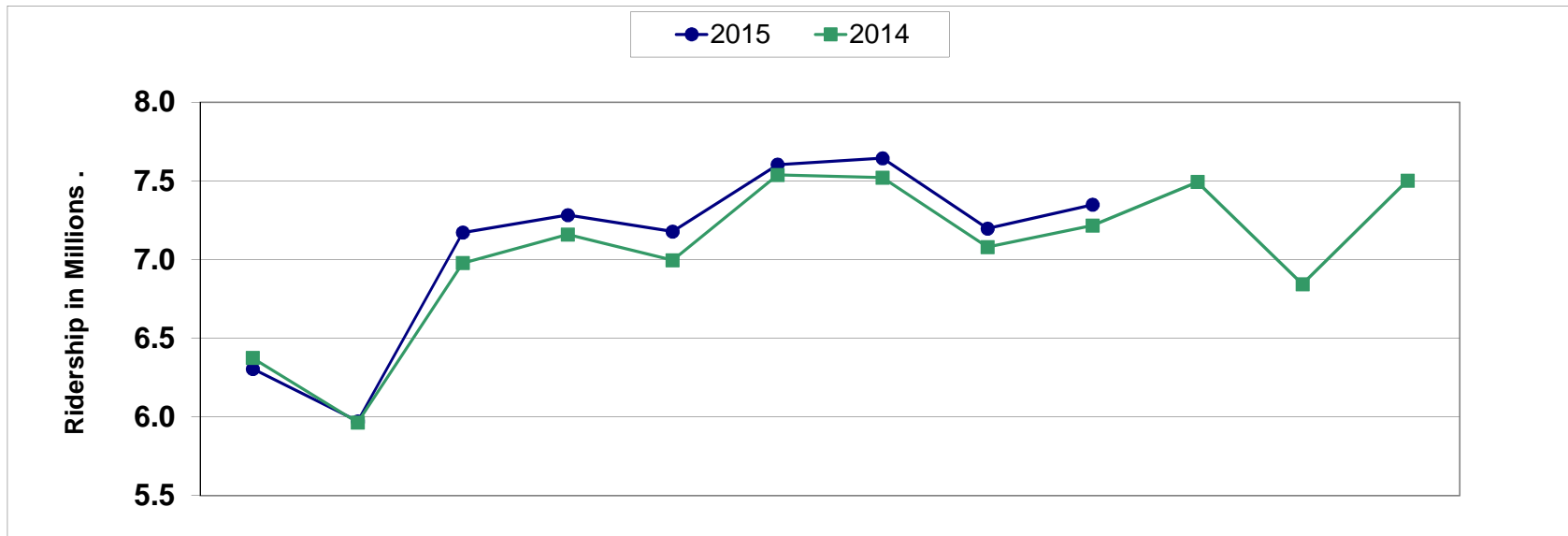
	September 2015	% Change vs. 2014
Total Rail Ridership	7.349	+1.8% ▲
Commutation Ridership	4.176	-0.2% ▼
Non-Commutation Ridership	3.173	+4.6% ▲
Connecting Service Ridership	0.047	+0.8% ▲
Total MNR System Ridership	7.396	+1.8% ▲
Rail Revenue	\$59.2	+5.7% ▲

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

	YTD 2015	% Change vs. 2014	Comparison to Forecast
Total Rail Ridership	63.702	+1.4% ▲	-0.1% ▼
Commutation Ridership	36,759	+0.9% ▲	+0.0% ▲
Non-Commutation Ridership	26.943	+2.1% ▲	-0.2% ▼
Connecting Service Ridership	0.414	+3.9% ▲	+3.0% ▲
Total MNR System Ridership	64.116	+1.4% ▲	-0.1% ▼
Rail Revenue	\$511.3	+3.9% ▲	-0.5% ▼

SEPTEMBER RAIL RIDERSHIP ⁽¹⁾

- September's Total Rail Ridership was 1.8% above 2014 and 0.1% below forecast.

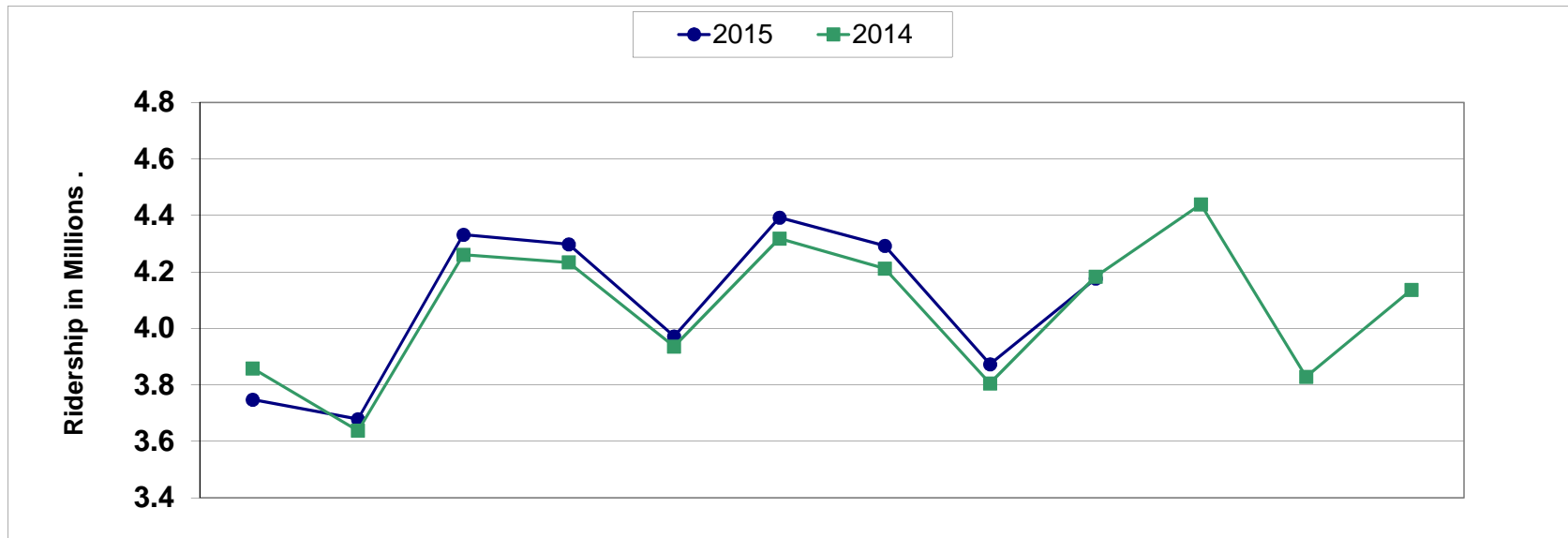


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2015	6.3	6.0	7.2	7.3	7.2	7.6	7.6	7.2	7.3				63.7
2014	6.4	6.0	7.0	7.2	7.0	7.5	7.5	7.1	7.2	7.5	6.8	7.5	62.8
PCT CHG.	-1.1%	0.1%	2.8%	1.7%	2.6%	0.9%	1.6%	1.7%	1.8%				1.4%

1) Includes East and West of Hudson.

SEPTEMBER RAIL COMMUTATION RIDERSHIP ⁽¹⁾

- September's Rail Commutation Ridership was 0.2% below 2014 and 1.5% below forecast.

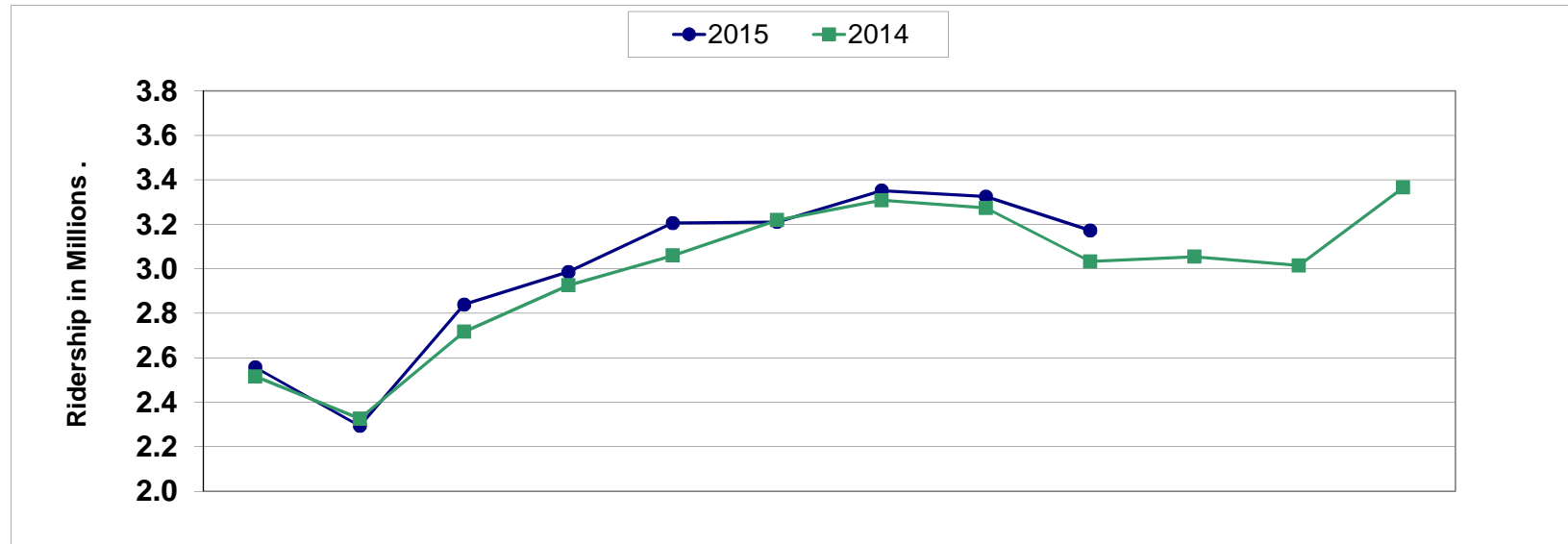


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2015	3.7	3.7	4.3	4.3	4.0	4.4	4.3	3.9	4.2				36.8
2014	3.9	3.6	4.3	4.2	3.9	4.3	4.2	3.8	4.2	4.4	3.8	4.1	36.4
PCT CHG.	-2.9%	1.1%	1.7%	1.5%	0.9%	1.7%	1.9%	1.8%	-0.2%				0.9%

1) Includes East and West of Hudson.

SEPTEMBER RAIL NON-COMMUTATION RIDERSHIP ⁽¹⁾

- September's Rail Non-Commutation Ridership was 4.6% above 2014 and 1.8% above forecast.

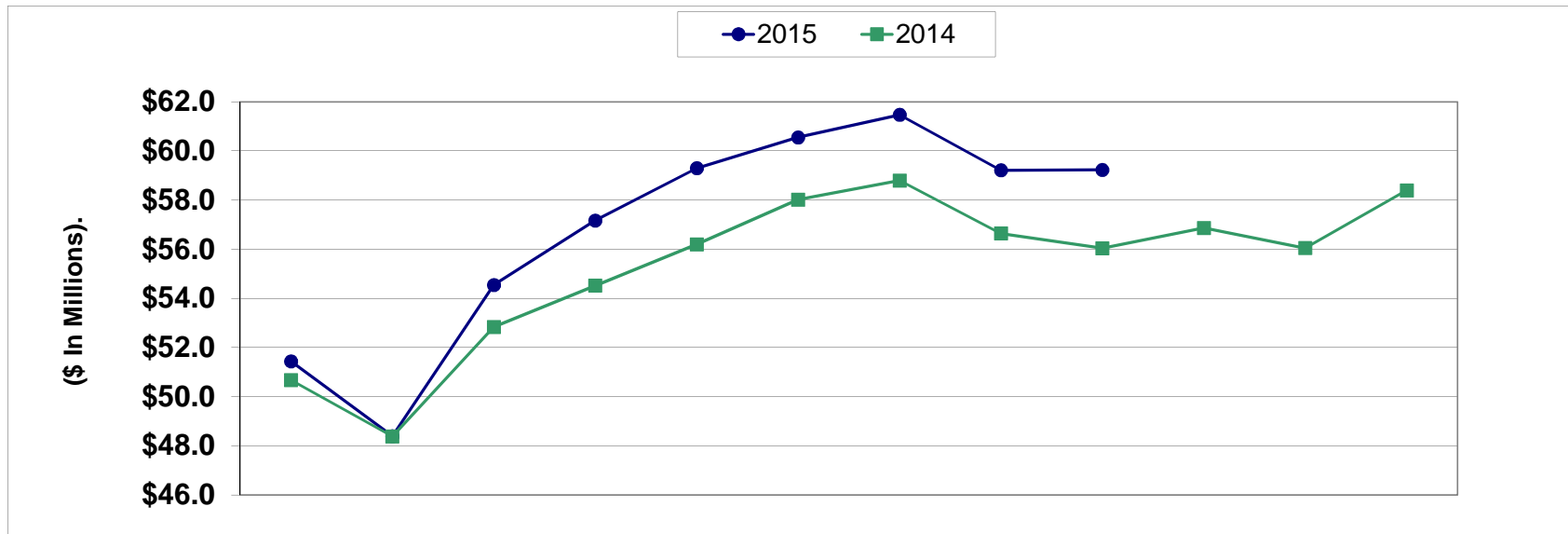


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2015	2.6	2.3	2.8	3.0	3.2	3.2	3.4	3.3	3.2				26.9
2014	2.5	2.3	2.7	2.9	3.1	3.2	3.3	3.3	3.0	3.1	3.0	3.4	26.4
PCT CHG.	1.6%	-1.4%	4.5%	2.1%	4.8%	-0.3%	1.3%	1.6%	4.6%				2.1%

1) Includes East and West of Hudson.

SEPTEMBER RAIL REVENUE⁽¹⁾

- September's Total Rail Revenue was 5.7% above 2014 and unchanged vs. forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2015	\$51.4	\$48.4	\$54.5	\$57.2	\$59.3	\$60.6	\$61.5	\$59.2	\$59.2				\$511.3
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	\$492.1
PCT CHG.	1.5%	0.0%	3.2%	4.9%	5.5%	4.4%	4.6%	4.5%	5.7%				3.9%

1) Includes East and West of Hudson.

MTA METRO-NORTH RAILROAD RIDERSHIP SUMMARY SEPTEMBER 2015

TICKET TYPE/SERVICE	SEPTEMBER 2015 ACTUAL	SEPTEMBER 2015 MID-YEAR	VARIANCE VS. MID-YEAR		SEPTEMBER 2014 RESTATED ⁽¹⁾	CHANGE FROM 2014	
			AMOUNT	PERCENT		AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP							
East of Hudson	4,094,127	4,151,700	(57,573)	-1.4%	4,099,470	(5,343)	-0.1%
West of Hudson	81,841	88,552	(6,711)	-7.6%	83,471	(1,630)	-2.0%
Total Rail Commutation Ridership	4,175,968	4,240,252	(64,284)	-1.5%	4,182,941	(6,973)	-0.2%
RAIL NON-COMMUTATION RIDERSHIP							
East of Hudson	3,105,030	3,055,334	49,696	1.6%	2,972,634	132,396	4.5%
West of Hudson	67,704	62,743	4,961	7.9%	60,283	7,421	12.3%
Total Rail Non-Commutation Ridership	3,172,734	3,118,077	54,657	1.8%	3,032,917	139,817	4.6%
TOTAL RAIL RIDERSHIP							
East of Hudson	7,199,157	7,207,034	(7,877)	-0.1%	7,072,104	127,053	1.8%
West of Hudson	149,545	151,295	(1,750)	-1.2%	143,754	5,791	4.0%
TOTAL RAIL RIDERSHIP	7,348,702	7,358,329	(9,627)	-0.1%	7,215,858	132,844	1.8%
CONNECTING SERVICES RIDERSHIP ⁽²⁾	47,308	47,311	(3)	0.0%	46,925	383	0.8%
TOTAL MNR SYSTEM RIDERSHIP	7,396,010	7,405,640	(9,630)	-0.1%	7,262,783	133,227	1.8%

Notes:

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

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

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

TICKET TYPE/SERVICE	2015 YTD ACTUAL	2015 YTD MID-YEAR	VARIANCE VS. MID-YEAR		2014 YTD RESTATE ⁽¹⁾	CHANGE FROM 2014	
			AMOUNT	PERCENT		AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP							
East of Hudson	36,014,352	36,002,269	12,083	0.0%	35,717,403	296,949	0.8%
West of Hudson	744,517	764,714	(20,197)	-2.6%	723,978	20,539	2.8%
Total Rail Commutation Ridership	36,758,869	36,766,983	(8,114)	0.0%	36,441,381	317,488	0.9%
RAIL NON-COMMUTATION RIDERSHIP							
East of Hudson	26,380,682	26,434,982	(54,300)	-0.2%	25,849,653	531,029	2.1%
West of Hudson	562,236	549,972	12,264	2.2%	530,764	31,472	5.9%
Total Rail Non-Commutation Ridership	26,942,918	26,984,954	(42,036)	-0.2%	26,380,417	562,501	2.1%
TOTAL RAIL RIDERSHIP							
East of Hudson	62,395,034	62,437,251	(42,217)	-0.1%	61,567,056	827,978	1.3%
West of Hudson	1,306,753	1,314,686	(7,933)	-0.6%	1,254,742	52,011	4.1%
TOTAL RAIL RIDERSHIP	63,701,787	63,751,937	(50,150)	-0.1%	62,821,798	879,989	1.4%
CONNECTING SERVICES RIDERSHIP ⁽²⁾	414,060	401,971	12,089	3.0%	398,617	15,443	3.9%
TOTAL MNR SYSTEM RIDERSHIP	64,115,847	64,153,908	(38,061)	-0.1%	63,220,415	895,432	1.4%

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

SEPTEMBER 2015

LINE	SEPTEMBER 2015 ACTUAL	SEPTEMBER 2014 RESTATED ⁽¹⁾	CHANGE FROM 2014	
			AMOUNT	PERCENT
EAST OF HUDSON				
Harlem Line	2,346,742	2,298,402	48,340	2.1%
Hudson Line	1,418,222	1,402,529	15,693	1.1%
New Haven Line	3,434,193	3,371,173	63,020	1.9%
Total East of Hudson	7,199,157	7,072,104	127,053	1.8%
WEST OF HUDSON				
Port Jervis Line	89,066	86,526	2,540	2.9%
Pascack Valley Line	60,479	57,228	3,251	5.7%
Total West of Hudson	149,545	143,754	5,791	4.0%
TOTAL RAIL RIDERSHIP	7,348,702	7,215,858	132,844	1.8%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS				
Hudson Rail Link	30,407	30,324	83	0.3%
Haverstraw-Ossining Ferry	10,958	9,867	1,091	11.1%
Newburgh-Beacon Ferry	5,943	6,734	(791)	-11.7%
Total Connecting Services	47,308	46,925	383	0.8%
TOTAL MNR SYSTEM	7,396,010	7,262,783	133,227	1.8%

Notes:

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

MTA METRO-NORTH RAILROAD

RIDERSHIP BY LINE

2015 YEAR-TO-DATE

TICKET TYPE/SERVICE	2015 YTD ACTUAL	2014 YTD RESTATE ⁽¹⁾	CHANGE FROM 2014	
			AMOUNT	PERCENT
EAST OF HUDSON				
Harlem Line	20,345,435	20,126,037	219,398	1.1%
Hudson Line	12,194,968	12,080,688	114,280	0.9%
New Haven Line	29,854,631	29,360,331	494,300	1.7%
Total East of Hudson	62,395,034	61,567,056	827,978	1.3%
WEST OF HUDSON				
Port Jervis Line	777,574	759,264	18,310	2.4%
Pascack Valley Line	529,179	495,478	33,701	6.8%
Total West of Hudson	1,306,753	1,254,742	52,011	4.1%
TOTAL RAIL RIDERSHIP	63,701,787	62,821,798	879,989	1.4%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS				
Hudson Rail Link	282,809	272,050	10,759	4.0%
Haverstraw-Ossining Ferry	86,324	81,768	4,556	5.6%
Newburgh-Beacon Ferry	44,927	44,799	128	0.3%
Total Connecting Services	414,060	398,617	15,443	3.9%
TOTAL MNR SYSTEM	64,115,847	63,220,415	895,432	1.4%

Notes:

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



Metro-North Railroad

Capital Program Report

November 2015

CAPITAL PROGRAM

HIGHLIGHTS

November 16, 2015

STATIONS/PARKING/FACILITIES

Station Building Renewal Projects

- *Port Chester Station Elevator Design (outbound side of Port Chester Station)* – The 50% design submittal has been reviewed by Metro North Railroad (MNR) stakeholders. Elevator construction is planned to commence in the third quarter of 2016 with completion in the third quarter of 2017.
- *Hartsdale Window and Exterior Renovations (contract is under the Small Business Mentoring Program)* – Painting of the building exterior has been completed. Window sashes installation has commenced.

Fordham Station Improvements

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

Inbound: Completed installation of the ADA tactile warning and seal application for the southern half of the platform. Installation of concrete curb at the boiler room, fire alarm and wiring for rehabilitated inbound elevator is in progress.

Outbound: Removed temporary elevator and associated support structure and placed the new elevator into service on October 5, 2015. Continue with installation of: platform windscreen and passenger shelter; removal of existing canopy columns, and permanent conduit and wiring in the south tunnel.

Strategic Facilities - Prospect Hill Road Bridge

Engineering Design Services for the replacement of the Prospect Hill Road Bridge, located south of Southeast Train Station kicked off on October 19, 2015. 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.

POWER

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

Continued design development progression from the 30% preliminary design. Removal of existing and installation of new third rail setup is underway.

Power Infrastructure Restoration – Substations – Sandy

Duct bank installation at Riverdale and Croton-Harmon continues. Preparation for substation footings at Croton-Harmon substation and the transformer foundation walls at Tarrytown is underway.

Harlem & Hudson Lines Power Improvements

- *Construction of 86th and 110th street substations* – Submittal process and site coordination continues. Coordination with the local utility company for location of existing feeders continues. The 110th Street line reactors replacement work is underway with site excavation work completed.
- *Brewster Substation* – Mobilization for construction activities at Brewster to commence in middle of November, 2015.

Substation Replacement Bridge-23

Installation of aerial feeders from New Rochelle to Mount Vernon continues (55% complete). Installation of East Switchgear at Mount Vernon has been completed. Power and control wiring pull inside the switchgear will continue for cutover.

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.

TRACK AND STRUCTURES

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

The 2014 Cyclical Track program consists of the replacement of 18,650 wood ties, 5 miles of continuous welded rail, and surfacing of 120 miles of track. To date, MNR forces have installed approximately 4,200 ties and 6.2 miles of rail, and surfaced 25.6 miles of track on the Hudson, Harlem, and New Haven lines.

Undergrade Bridges – East of Hudson

Field inspection continues for the Inspection and Load Rating design services for select undergrade bridges located in New York, currently along the Park Avenue Viaduct. Approximately 30% of bridges have been inspected and ten final inspection reports have been submitted.

Undergrade Bridges – West of Hudson

The preliminary design for repairs to seven undergrade bridges on the Port Jervis Line is ongoing.

SHOPS AND YARDS

Harmon Shop Improvements

Phase V, Stage I Design-Build – The erection of a temporary barrier wall at column line R to separate the construction zone for the new Consist Shop Facility from the working area used by the Operations department has achieved beneficial use. The following construction activities are in progress: asbestos abatement; removal of the existing round-house so that foundation work can commence for the new Consist shop; and field activities for fencing and maintenance and protection of traffic around the contractor's work zone.

Phase V, Stage II Preliminary Design – The following design and project activities are in progress: Review of preliminary Geo-technical report, Demolition Package for western section of Building 6, Running Repair and Support Shop Preliminary Design, and technical meetings with user groups.

GRAND CENTRAL TERMINAL (GCT)

GCT Train Shed Rehabilitation

Completed work includes: steel repairs and final paint coat in most locations; replacement of 90% of the platform located adjacent to Track 101. In progress work includes: deleading of steel; shop drawing submittal process; and fabrication and delivery of new steel.

GCT Elevators Rehabilitation Phase 4

Demolition of elevator rails has been completed. Verification survey and submittals for A-Car elevators are in progress. Elevators SE-1 and SE-2 are due to be delivered in mid-November. (All of the elevators serve GCT's lower level).

GCT Utilities

The construction services contract for the replacement of the fire standpipe system in the lower level of the GCT Train shed received bids on October 30, 2015. Review of the responsiveness and responsibility of the apparent low bidder is underway.

GCT Leaks Remediation

The roadway and sidewalk work along Vanderbilt Avenue between 42nd and 43rd Street is on-going. Additional structural steel repairs to main girders and columns at Vanderbilt Avenue and 42nd Street shall commence upon receipt of the shop drawings and hazardous material work plans. Restoration activities have started on the 42nd Street bridge abutments at 89 East 42nd Street via removal of the stones encasing the bridge columns.

Park Avenue Viaduct Direct Fixation

Evaluation of the data collected during field investigation and core sampling continues. The draft report of the inspection findings to date has been reviewed by key MNR stakeholders, with comments to be addressed.

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 October 31, 2015

In Millions

